



**STANBURY**  
TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

28 September, 2017

Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Your reference: MP 10-0154

Dear Sir/Madam,

**SECTION 75W MODIFICATION APPLICATION**  
**CONCEPT APPROVAL MP 10-0154 (AS MODIFIED)**  
**MAJORS BAY – STAGE 1 DEVELOPMENT**

Stanbury Traffic Planning has been engaged by Holdmark to provide an assessment of the parking and traffic considerations associated with a Section 75W Modification Application to Concept Approval MP 10-0154 (as modified) relating to the subject Majors Bay development comprising the following land parcels:

- 21 – 32 Edwin Street;
- 16 – 22 Bennett Street;
- 15 – 23 Bennett Street;
- 1 Northcote Street; and
- 14 – 22 Hilly Street.

**APPROVED / CONSTRUCTED DEVELOPMENT**

Concept Approval MP 10-0154 included use of the site for the purpose of residential apartments and associated open space. Condition 6 of Schedule 3 of the Concept Approval requires the following:

*Future Applications shall provide on-site car parking at the following rates:*

- 1 space per 1 bedroom apartment;
- 1.5 spaces per 2 bedroom apartment;
- 2 spaces per 3 bedroom apartment; and
- 1 visitor space per 5 apartments.

A Development Application (DA-513/2013) was subsequently lodged and approved by Canada Bay Council for Stage 1 of the total Majors Bay development. The Stage 1 development involved 254 residential apartments within the parcel of land bound by Hilly Street, Northcote Street, Bennett Street and Edwin Street, as follows:

- 99 one bedroom apartments;
- 146 two bedroom apartments; and
- 9 three bedroom apartments.

This Stage 1 development was approved to provide a minimum of 413 vehicle parking spaces, comprising:

- 362 resident spaces; and
- 51 visitor spaces.

The recently constructed Stage 1 development however provides a total of 420 parking spaces, thereby providing seven (7) unallocated spaces over and above that required in accordance with the relevant consent.

#### **PROPOSED MODIFICATION**

A Section 75W Modification Application now seeks to modify the Concept Approval (as modified) to introduce additional floor space into the overall concept, to contain a gymnasium and medical centre/health consulting rooms, as follows:

- A gymnasium providing a gross floor area of 373m<sup>2</sup>; and
- A medical centre, providing a floor area of 137m<sup>2</sup>, capable of providing two consulting rooms, a reception area capable of accommodating two support staff members, a visitor waiting area and ancillary amenities.

The purpose of the Section 75W Modification Application to allow for a future Development Application to be lodged with Council, whereby the additional gymnasium and medical centre are to be provided within the northern and south-eastern portions of the constructed Stage 1 development, respectively. These future uses will be contained within the existing building envelope that was approved under DA-513/2013.

The future Development Application will seek approval to have the additional tenancies be serviced, in part, by the reallocation and reconfiguration of the seven unallocated (7) parking spaces already provided within the south-eastern portion of Level B2 of the constructed Stage 1 development.

Further, additional parking is able to be provided within the northern portion of Level B2 of the Stage 1 development, immediately adjacent to the new gymnasium tenancy. The total vehicular parking provision to be allocated to the new tenancies, over and above that approved to service the Stage 1 development is capable of being 21 spaces, as follows:

- 17 vehicular parking spaces allocated to the gymnasium, comprising five (5) staff spaces and 12 visitor spaces including one (1) disabled space; and

- Four (4) vehicular parking spaces allocated to the medical centre, comprising three (3) staff spaces and one (1) visitor space which is to be disabled.

Further to the above passenger vehicle parking provision, a total of three (3) additional bicycle storage cages and one (1) doubled sided parking rack capable of accommodating two (2) bicycles are capable of being provided.

Indicative architectural plans illustrating the new floor space and associated parking provision and layout have been prepared by Turner, copies of which are submitted under separate cover.

It is considered that the parking required for the proposed additional floorspace for the abovementioned uses can be accommodated within the existing approved building, and that the required parking spaces for the approved residential units (i.e. 413 spaces) will also be retained. Therefore, the proposed modification does not affect consistency with the requirements of the concept approval.

### **SCOPE OF ASSESSMENT**

This aim of this assessment is to investigate and report upon the suitability or otherwise of the parking provision and layout servicing the new gymnasium and medical centre tenancies with respect to that approved under the Concept Approval and the current relevant parking requirements specified by Canada Bay Council.

### **ASSESSMENT OF PARKING PROVISION**

#### Passenger Vehicle Parking

Assessment of the parking provision proposed to be allocated to the new uses is required to be undertaken with respect to Canada Bay Council's City Wide Development Control Plan (City Wide DCP). Part C of the City Wide DCP provides the following parking requirements relevant to the subject application:

##### ***Gymnasiums***

*7.5 spaces per 100m<sup>2</sup> gross floor area (desirable)*

*4.5 spaces per 100m<sup>2</sup> gross floor area (minimum)*

##### ***Medical Centres***

*1 space for each medical practitioner, plus*

*1 space for each 2 non-medical practitioner employees, plus*

*1 patient space for every 2 specialists*

The small scale of the proposed gymnasium in conjunction with its location within a peninsula (without any significant passing / through traffic) is such that it is envisaged to primarily service the immediately surrounding residential development. A significant portion of visitors to the gymnasium are accordingly expected to walk to the and from the site, thereby not generating demand for car parking. It is accordingly considered reasonable that the abovementioned minimum City Wide DCP parking requirement for gymnasiums of 4.5 spaces per 100m<sup>2</sup> gross floor area be applied to the subject application. In consideration of this and the previously presented capacity of the medical centre to accommodate two consulting rooms and space for two support staff, the following calculations are provided with respect to the subject application:

**Gymnasium**

$$4.5(373\text{m}^2 / 100\text{m}^2) = 16.8 \text{ (adopt 17) spaces}$$

**Medical Centre**

$$(2 \times 1) + (2 / 2) + (1 / 1) = 4 \text{ spaces}$$

The new uses are therefore required to be serviced by a total of 21 vehicular spaces over and above that previously approved, comprising 17 spaces for the gymnasium component and four (4) spaces for the medical centre.

The vehicular parking provision capable of being allocated to the new gymnasium and medical centre tenancies of 21 spaces is therefore compliant with the City Wide DCP and accordingly, is considered to be satisfactory.

**Bicycle Parking**

The City Wide DCP also provides bicycle parking requirements. In the absence of bicycle parking requirements for gymnasiums, the requirements for shops have been applied as follows:

***Gymnasiums (Shop)***

*1 staff space per 300m<sup>2</sup>*

*1 visitor space per 500m<sup>2</sup>*

***Medical Centres (Consulting Rooms)***

*1 staff space per 8 practitioners*

*1 visitor space per 4 practitioners*

The following bicycle parking calculations are therefore provided:

**Gymnasium**

$$(348\text{m}^2 / 300\text{m}^2) = 1.2 \text{ (adopt 2) staff spaces}$$

$$(348\text{m}^2 / 500\text{m}^2) = 0.6 \text{ (adopt 1) visitor space}$$

**Medical Centre**

$$2(1 / 8) = 0.25 \text{ (adopt 1) staff space}$$

$$2(1 / 4) = 0.5 \text{ (adopt 1) visitor space}$$

The new uses are therefore required to be serviced by a total of five (5) bicycle parking spaces over and above that provided and approved, comprising three (3) staff spaces and two (2) visitor spaces.

The bicycle parking provision capable of being allocated to the new gymnasium and medical centre tenancies, comprising a total of three (3) additional bicycle storage cages and one (1) doubled sided parking rack capable of accommodating two (2) bicycles, is therefore compliant with the City Wide DCP and accordingly, is considered to be satisfactory.

**ASSESSMENT OF PARKING LAYOUT****Passenger Vehicle Parking**

The parking spaces capable of being allocated to the new uses as illustrated by the indicative architectural plans prepared by Turner have been designed to accord with the Australian Standards for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1:2004) and *Part 6: Off-Street Parking for*

*People with Disabilities* (AS2890.6:2009), whereby all spaces are provided in a standard 90 degree arrangement providing the following minimum dimensions:

- Minimum staff vehicle parking space dimensions = 2.4m x 5.4m;
- Minimum disabled vehicle parking space dimensions = 2.4m x 5.4m with adjoining shared area providing dimensions of 2.4m x 5.4m;
- Minimum gymnasium visitor vehicle parking space dimensions = 2.5m x 5.4m;
- Minimum medical centre visitor vehicle parking space dimensions (only one space provided, as a disabled space) = 2.4m x 5.4m with adjoining shared area providing dimensions of 2.4m x 5.4m; and
- Minimum aisle width adjoining vehicular parking rows = 5.8m.

The required amendments to the approved Stage 1 parking area to accommodate the new parking spaces will also involve a minor reconfiguration of a small number of existing residential visitor parking spaces. These spaces are however capable of maintaining compliance with the relevant AS2890.1:2004 requirements, providing minimum dimensions of 2.4m x 5.4m.

#### Bicycle Parking

The bicycle parking spaces required to be allocated to the uses, as illustrated by the indicative architectural plans prepared by Turner, are capable of according with the relevant requirements of Australian Standard for *Parking Facilities Part 3: Bicycle Parking* (AS2890.3:2015), providing the following minimum dimensions:

- Horizontal parking space length = 1.8m;
- Parking space width 0.6m; and
- Manoeuvring aisle adjacent to spaces = 1.5m.

#### **EXTERNAL CONSIDERATIONS**

The Roads & Maritime Services provide average traffic generation rates for a range of land uses to assist in the assessment of new development within its Guide to Traffic Generating Developments publication. The Roads & Maritime Services provide the following average peak hour traffic generation rates for the new uses:

##### ***Gymnasiums***

*3 trips per 100m<sup>2</sup>*

##### ***Medical Centres***

*10.4 trips per 100m<sup>2</sup>*

The following indicative peak hour traffic generation is therefore calculated for the new uses:

$$3(373\text{m}^2 / 100\text{m}^2) + 10.4(137\text{m}^2 / 100\text{m}^2) = 26 \text{ trips}$$

The new uses are therefore estimated to generate approximately 26 peak hour vehicle trips over and above that previously approved.

The abovementioned minor level of additional traffic, representing less than one vehicle trip every two minutes during periods, is not expected to result in any noticeable impacts on the surrounding road network, over and above that previously approved.

## CONCLUSION

This correspondence assesses the parking and traffic impacts of a Section 75W Modification Application to modify Concept Approval obtained under MP 10-0154 (as modified) associated with the Majors Bay Development. Based on the findings of this assessment, the following conclusions are now made:

- The Application involves the introduction of additional floor space into the overall concept, to contain a 373m<sup>2</sup> gymnasium and 137m<sup>2</sup> medical centre;
- Vehicular and bicycle parking is capable of being provided, over and above that approved, in accordance with the minimum requirements specified within the City Wide DCP and is accordingly considered to be satisfactory;
- Provided internal circulation arrangements are capable of being amended to service the new tenancies in a compliant manner with the relevant Australian Standards; and
- The new uses are estimated to generate less than one additional vehicle movement every two minutes during weekday commuter peak periods, which are not envisaged to result in any unreasonable impacts on the surrounding road network over and above that previous assessed and approved.

It is considered, based on the contents of this correspondence and the conclusions contained herein, there are no parking or traffic related issues that should prevent approval of the subject Section 75W Modification Application. The proposal does not affect consistency with the terms of approval under the concept approval for MP 10\_0154 (as modified).

It would be appreciated if this correspondence could be incorporated within the assessment of the subject Application.

Submitted for your consideration.

Yours sincerely,



Morgan Stanbury  
**Director**  
**Traffic Engineer**