



Ref: 0071r03v02

19/11/2020

Micronest Management Pty Ltd  
c/-  
Construction Assignments  
Level 2 / 17 Federation Road  
Newtown NSW 2042

Attention: Elizabeth McCabe

**RE: 195 – 197 SYDNEY ROAD, FAIRLIGHT  
SECTION 4.55 MODIFICATION TO AN APPROVED BOARDING HOUSE DEVELOPMENT  
TRAFFIC & PARKING STATEMENT**

Dear Elizabeth,

PDC Consultants has been commissioned by Micronest Management Pty Ltd to prepare a Traffic & Parking Statement (Statement) relating to a Section 4.55 Modification Application (S4.55 Application) to an approved boarding house development under Development Application (DA) 2018 / 1708, at 195 – 197 Sydney Road, Fairlight. Specifically, the works proposed under the S4.55 Application are as follows:

- Demolition of existing structures being two (2) dwelling houses, detached garages and associated ancillary development;
- Erection of a part-three, part-four storey boarding house comprising 75 boarding rooms (including one (1) manager's residence) above basement parking for 38 cars;
- Landscaping works including substantial perimeter planting, embellishment of central courtyard spaces, pavement and integrated furniture; and
- Associated infrastructure works, including drainage.

A copy of the relevant architectural drawings prepared by Mostaghim & Associates are provided as **Attachment 1** for reference.

This Statement has been prepared to assess the parking and traffic impacts of the proposed modifications, with our findings discussed herein.

## **PARKING**

### Development Controls

The site is located in the newly formed Northern Beaches local government area (LGA) however, a consolidated Development Control Plan for the Northern Beaches LGA is yet to be announced or adopted. The proposed development has therefore been assessed in accordance with the Manly Development Control Plan 2013 Amendment 11 (MDCP 2013) and Local Environmental Plan 2013 (LEP 2013).

In addition to Council's planning controls, the proposed development has been assessed in accordance with the State Environment Planning Policy (Affordable Rental Housing) 2009 (SEPP ARH 2009).

**PDC Consultants**

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### Parking Provision

Under the S4.55 Application, the proposed development will continue to provide 75 boarding rooms, including a manager's room. In this regard, no modifications are proposed to the approved parking provisions and the development will continue to provide the following:

- 38 car spaces within two (2) levels of car parking. This includes the provision of three (3) accessible car spaces;
- 15 motorcycle parking spaces;
- 15 bicycle parking spaces;
- One (1) 6.4-metre-long Small Rigid Vehicle (SRV) service bay.

The abovementioned parking provisions are acceptable and satisfy the requirements under both the SEPP ARH 2009 and MDCP 2013 whilst also being consistent with the approved development under DA 2018 / 1708.

### **TRAFFIC GENERATION AND IMPACTS**

As previously discussed, no change is proposed to the approved 75 boarding rooms. The traffic generation and associated impacts of the 75-room boarding house development have already been assessed as part of the initial DA submission in the following documentation, prepared by PDC Consultants:

- Traffic Impact Assessment report (ref: 0071r01v03), dated 12/10/2018;
- Letter of Response to Council (ref: 0071r02v02), dated 10/12/2018.

The assessment discussed in the above documents confirm that the development will have negligible impacts on the performance of the local road network. Having regard for the S4.55 Application, there will be no change to the traffic generation, with the impacts expected to be consistent with the approved development under DA 2018 / 1708.

### **DESIGN ASPECTS**

Under the S4.55 Application, the car parking layout is mostly consistent with that of the approved development. However, minor modifications to the internal parking arrangements have been undertaken resulting from:

- Reconciliation of reference levels within the basement car park;
- Initial incorporation of mechanical services, including exhaust locations, detailing of lift dimensions, services and communication rooms and the like.

Having regard for the above, a re-assessment of the vehicle access and internal arrangements of the car park has been undertaken, which comply with the relevant requirements of AS 2890.1, AS 2890.2, AS 2890.3 and AS 2890.6. The following design aspects are considered noteworthy:

### Vehicle Access

- No changes are proposed to the vehicle access arrangements under the S4.55 Application. The vehicle access arrangements will continue to comply with AS 2890.1 and are considered acceptable.

### Driveway / Ramp

- The vehicular ramp has a maximum grade of 25% (1 in 4) with acceptable 2.0 metre transitions provided at both ends, thereby satisfying Clause 2.5.3 of AS 2890.1.
- The vehicular ramp has a minimum width of 3.5 metres between kerbs and will therefore accommodate one lane, two-way traffic flow. The one-lane, two-way ramp complies with AS 2890.1 and is considered appropriate in the circumstances given that the ramp will accommodate a low number of vehicle movements that will be tidal in nature (i.e. most residents will leave the site during the AM peak period and arrive at the site during PM peak period).
- Due to the one-lane, two-way vehicle ramp and constrained intervisibility from one end of the ramp to the other, the use of traffic signals is required to manage vehicle movements along the ramp. In this regard, the architectural drawings included in **Attachment 1** show that traffic signals will be provided at both ends of the vehicle ramp to manage traffic flow and ensure that vehicle movements occur safely and efficiently.

### Parking Modules

- All standard car parking spaces are provided in accordance with User Class 1A requirements providing a minimum space width of 2.4 metres, length of 5.4 metres and aisle width of at least 5.8 metres.
- All small car parking spaces are provided in accordance with Clause 2.4.1(a)(iii)(A) of AS 2890.1.
- In terms of accessible car spaces, the following is noted:
  - Car spaces 04 and 05 are provided with a minimum space width of 2.4 metres and length of 5.4 metres, with a minimum aisle width of 5.8 metres. Additionally, these spaces are located immediately adjacent to a 2.4-metre-wide and 5.4-metre-long shared area, thereby satisfying the requirements of AS 2890.6.
  - Car space 36 is also provided with a minimum space width of 2.4 metres and length of 5.4 metres, with a minimum aisle width of 5.8 metres. This space is located immediately adjacent to a 1.5-metre-wide and 5.4-metre-long shared area. The shared area arrangements serving Car Space 36 has been assessed by the project access consultant as a 'performance-based solution' and is deemed to be acceptable.
- The SRV bay has a minimum space length of 6.4 metres and width of 3.5 metres, and therefore complies with AS 2890.2.
- All walls / columns are located outside of the space design envelope, as required under Figure 5.2 of AS 2890.1.
- A 1.0 metre blind aisle extension has been provided beyond the last parking space on Level 01, in accordance with Figure 2.3 of AS 2890.1.

### Head Heights

- A minimum clear head height of 2.2 metres is required above all traffic circulation and car parking areas in accordance with Clause 5.3.1 of AS 2890.1.
- A minimum clear head height of 2.5 metres is required above the accessible car parking spaces and shared areas, in accordance with Clause 2.4 of AS 2890.6.
- A minimum head height of 3.5 metres is required above all areas to be traversed by the SRV including directly above the service bay, in accordance with AS 2890.2.

#### Other Design Aspects

- A 2.5 metre by 2.0 metre visual splay is provided on the egress side of the driveway, at the property boundary, in accordance with Figure 3.3 of AS 2890.1. This area is to be kept clear of all vertical obstructions with a height greater than 0.6 metres.
- All car parking spaces will be allocated to particular on-site residents and accordingly, there would never be an instance when a resident would enter the car park and not be able to park within their designated parking space. This also eliminates the requirement for a turning bay to be provided within the parking levels.
- All bicycle parking spaces are provided as Security Level B facilities, in accordance with AS 2890.3.
- All motorcycle spaces are provided in accordance with Clause 2.4.7 of AS 2890.1.

In summary, the internal parking arrangements have been designed in accordance with AS 2890.1, AS 2890.2, AS 2890.3 and AS 2890.6. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

Having regard for the above, it is therefore concluded that the proposed development is supportable on traffic planning grounds.

Please contact the undersigned should you have any queries or require anything further.

Yours sincerely,



**Julius Boncato**

Traffic Engineer, PDC Consultants

Email: [jboncato@pdconsultants.com.au](mailto:jboncato@pdconsultants.com.au)

#### *Attachments:*

*1) Architectural Drawings*



## Attachment 1



1. Contractors to verify all dimensions on site before any shop drawings or work is commenced.
2. Any discrepancies between drawings of differing scales or between drawings and specification where appropriate to be notified to superintendent and/or the architects for decision.
3. Figured dimensions to be taken in preference to scaled dimensions.
4. Critical dimensions to be taken from site.
5. This drawing is to be read in conjunction with the specification and engineers' drawings.

This drawing is the copyright of Mostaghim architects and may not be altered, reproduced or transmitted in any form or by any means, in part or in whole without the prior express written consent of Mostaghim architects.

# MOSTAGHIM

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PROJECT ADDRESS:  
195-197 SYDNEY ROAD  
FAIRLIGHT NSW 2094

FAIRLIGHT BOARDING HOUSE

DRAWING TITLE:  
LEVEL 0 PLAN

1. RELOCATE ONE ACCESSIBLE PARKING TO LEVEL 2.
2. FLOOR LEVEL LOWERED FOR LOADING TRUCK CLEARANCE.
3. UNISEX WC ADDED.
4. RELOCATE THIRD ACCESSIBLE PARKING AND SHARED ZONE FROM GFL TO L1 AND RECONFIGURE BICYCLE SPACE.
5. PARCEL LOCKERS ADDED TO THE REAR OF RECEPTION LOBBY AREA.
6. MAIN SWITCH ROOM ADDED AS REQUIRED IN ALL BUILDING TYPES.
7. GARBAGE ROOM AMENDED TO SUIT DA CONDITION.

DRAWN BY: <b>MMO</b>		CHECKED BY: <b>AM</b>	
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SCALE: <b>1:100 @ A1</b>		PROJECT NUMBER: <b>20025</b>	
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