Traffic Engineer Referral Response

Application Number:	DA2024/1303
Proposed Development:	Two (2) staged redevelopment of the Forestville RSL club involving the construction of a registered club and fifty five (55) independent living units and ancillary uses
Date:	21/01/2025
Responsible Officer	
Land to be developed (Address):	Lot 11 DP 626916 , 11 / 0 Melwood Avenue FORESTVILLE NSW 2087 Lot 31 DP 366454 , 20 Melwood Avenue FORESTVILLE NSW 2087 Lot 2589 DP 752038 , 22 Melwood Avenue FORESTVILLE NSW 2087

Officer comments

Referral comment 16/01/2025
Not supported.

Access
Vehicular access to the development is provided at the southern end of the site. The location of the access driveways is situated in close proximity to the access driveway to the Council car park for the Forestville War Memorial Playing Fields. The location of two combined entry/exit driveways to large car park facilities each providing approximately 200 car park spaces is not supported. A central access driveway for the basement car parks should instead be located between the Club building and the three buildings for the Senior Housing development. This location is approximately midway between the access driveway to the Council car park and Bushland Avenue/Melwood Avenue intersection, providing good traffic sight distance and separation turning movements for vehicles entering and exiting onto Melwood Avenue. This arrangement was also recommended by the Design + Sustainability Advisory Panel (DSAP) at the meeting held on 28th November 2024. The DSAP also did not support the previous proposal as it required the residents to drive through the Club basement. The Transport Network team has greater concerns regarding club patrons driving through the private resident car park to access the Club parking spaces. Parking for residents should be separated by security shutters so that parking areas cannot be accessed by the public. The provision of a central access driveway would however address both the DSAP and Transport Network concerns if separate basement car park were provided for each user group.

Loading Area and Porte Cochere Access
A proposed 4.2m wide entry only driveway and 6.2m wide egress only driveway is provided for access to the loading dock, at grade drop off and parking area which have been designed to accommodate the largest service vehicle required to access the subject site being an 8.8m MRV. The 4.1m access ramp to the basement loading dock does not provide sufficient width for trucks to pass. The TIA notes that an Operational Management Plan (OMP) for the club will consider loading dock management, however a traffic signal system must be provided to manage the movement of trucks entering and entering the loading area. The TIA has provided swept paths for a 8.8m medium rigid vehicles (MRV). Waste Services have advised waste trucks are heavy rigid vehicles and typically 10.5m long, 2.5m wide, service height 4.5m, travel height 3.7m, and the loading dock should be designed to cater for the

largest vehicle type. Consideration and provisions should also be made with respect to how goods and services will be provided to cater for the residents of the senior housing. A Loading Bay (minimum Small Rigid Vehicle access) should be provided for servicing, removalists and bulky goods deliveries.

It is preferable to provide separate accesses to loading facilities and car park areas. The access driveway to the loading dock should provide two-way access for safe and convenient access to/from Melwood Avenue. The recommended relocation of the main access to the centre of the site will enable the driveway to be widened accordingly. The current egress driveway can therefore be reduced in width and changed to entry only for the Porte Cochere access and at-grade car park which includes an Ambulance Bay. The TIA provides swept paths for an ambulance reversing into the bay and entering in a forward direction. The Architectural Plans shows a kerbed landscaped area at the back of the Ambulance Bay which should be removed as it obstructs the rear loading of the ambulance.

Parking
The existing club has a gross floor area (GFA) of 3749m2, providing 86 car park spaces. This equates to a car parking demand of 2.4 spaces per 100m2 GFA (1 space per 41.6m2 GFA).
A parking occupancy survey was conducted between 6:00pm and 10:00pm on Friday the 2nd of August 2024 and between 6:00pm and 10:00pm Saturday the 3rd of August 2024; to assess the travel patterns and parking demands for the Club.
The peak period was on Friday between 6:00-7:00pm, where the car park was at full capacity, with the survey indicating that the club peak demand would result in 90 vehicle parking spaces. The Club advised that a special event was held at this time resulting in the high parking demand.
The proposed club has a gross floor area (GFA) of 2948m2, proposing 99 car park spaces. The GFA for the proposed club is more than 20% less than the existing club, however an additional 13 spaces have been provided for the club. The number of club parking spaces provided seems excessive considering the reduction in GFA.

The proposed Seniors Housing portion of the development contains a total of 55 Independent Living Units (ILUs), comprising (27 x 2-bedroom and 28 x 3-bedroom units), which requires 69 resident spaces under the SEPP. A total of 11 resident visitor spaces is required, when applying the DCP rate of 1 visitor space per 5 units or part of dwellings.
The Traffic and Impact Assessment (TIA) incorrectly states that the development proposes a total of 99 car park spaces, comprising 90 spaces for residents and 9 spaces for visitors. The Architectural Plans however shows 84 spaces for residents and 15 visitor spaces.
The proposal therefore provides an excess of 15 resident parking spaces and 4 visitor spaces.
The Architectural Plans show that all resident parking spaces are 3.2m wide and 5.4 long. No resident parking spaces have been designed in accordance with AS/NZS 2890.6. Part 1 of Schedule 4 of the SEPP specifies for a group of 8 or more parking spaces, at least 15% of the parking spaces must comply with AS/NZS 2890.6. If the development proposes 84 resident parking spaces, then 13 spaces must be designed to comply with AS/NZS 2890.6.

The Traffic and Impact Assessment (TIA) states that the Council DCP does not specify any bicycle or motorcycle requirements for registered club and seniors living. This is not entirely correct as Part C3(A) of the WDCP specifies the minimum bicycle parking requirements for Seniors Housing. Some motorcycle and bicycle parking should also be provided for the Club to encourage more sustainable modes of transport, as well as the provision of publicly available electric vehicle charging points.

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.