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ITEM 4.1 (c)	Issue/ Objection:	Description:	ADG Objective:	Response
	Car Parking	Given the location of the site within the CBD and close proximity to a variety of public transport nodes, consideration should be given to further rationalisation of the proposed number of residential car parking spaces.		Refer to drawings and report provided by the traffic consultant.

whatsoever for the commercial and retail uses. That is, the 13 retail and commercial spaces generate significantly more traffic than the proposed 63 residential spaces.

The following factors are also considered highly relevant:

- The provision of additional parking is negligible but will permit residents access to a vehicle a range of trip types including leisure, educational and large shopping likely to be completed on weekends and during evenings. These trip types create no impacts during the critical commuter peak periods;
- Additional parking provides flexibility for those residents who may elect to use the parking for occasional additional storage;
- The provision of 63 off-street parking spaces will provide a rate of 1.08 parking spaces per residential development which is considered to be an acceptable provision for dwellings of a high-end nature. This rate is also comparable to rates applied throughout activity centres nominated by the State Government;
- The traffic generation of 63 residential off-street parking spaces is a net decrease from the traffic generation of the existing commercial site;

In summary, it is considered that even with the net additional four (4) vehicle trips generated by the additional provision of residential parking spaces, when the overall development is considered the development contributes significantly as a sustainable development due to the reduction of traffic generation compared with the maximum car parks under the City of Sydney's LEP and to the existing Commercial Building.

Swept path analysis

TRAFFIX provided a swept path analysis of the proposed development in its TIA dated August 2017. In that analysis a swept path of both an SRV and Council's 9.25m long waste collection vehicle was provided. The analysis for the waste collection vehicle has been included in **Attachment 2** for reference. The analysis demonstrates the waste collection vehicle accessing and egressing the site in a forward direction.

Compliance with AS2890.1

The internal configuration of the basement car park and loading areas have been designed in accordance with the both AS2890.1, AS2890.2 and AS2890.6.

In our TIA dated August 2017 comments were made in relation to limited queuing area which was commentary in relation to a superseded design for the development. It is noteworthy that the proposed development provides a two way ramp which ensures that queuing will not occur on-street. Swept path analysis confirming passing opportunity of a B99 & B85 design vehicle is provided in **Attachment 2** for reference.

Bicycle Parking

The basement design has been amended so that the proposed development now provides a total of 114 bicycle parking spaces in accordance with the requirements set out in the City of Sydney's LEP 2012 and as detailed in **Table 4** overleaf. The bicycle parking spaces have been indicated on the amended plans which are included in **Attachment 3** for reference. Please note that commentary on the End of Trip Facilities will be provided by the architect.

Table 4: Bicycle Parking Requirements

Type	Residents	Retail Staff	Commercial Staff	Visitors
Facilities Required	'Class A' individual cages	'Class B' secure area	'Class B' secure area	'Class C' rails
Number Required	58	4	8	19
Bicycle Parking Provision	53	35		26

In summary, we iterate our previous advice that the development is supportable without further amendment and in particular we consider the issues raised by Council have been satisfactorily addressed.

Please contact the undersigned should you have any queries regarding the above.

Yours faithfully,

traffix

Alexandra Kavanagh
Senior Engineer

Email: Alexandra.kavanagh@traffix.com.au

Attachments: 1) Correspondence with Council
2) Swept Path Analysis
3) Reduced Architectural Plans

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0 2 5 10m

GENERAL NOTES

- ALL DIMENSIONS AND EXISITNG CONDITIONS SHALL BE CHECKED AND VERIFIED BY THE CONTRACTOR BEFORE PROCEEDING WITH THE WORK
- ALL LEVELS RELATIVE TO 'AUSTRALIAN HEIGHT DATUM'
- DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY

LEGEND

REVISION	DATE	DESCRIPTION	BY

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PROJECT

85 Harrington Street
The Rocks
GOLDEN AGE & HANNAS THE ROCKS

TITLE

RESPONSE TO DoPE
ITEM 4.1 (c)

SCALE 1:200 @ A2	PROJECT CODE
DATE 18/10/2017	GA85H
SHEET NO. 035	REVISION

For Review