

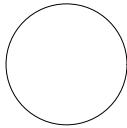
ITEM 4.1 (a)

Issue/ Objection:
Car Parking

Description:
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.

ADG Objective:

Response
Refer to drawings and report provided by the traffic consultant.



- 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

Excerpt - Letter from Traffic Engineer



traffix
traffic & transport planners
Suite 2.08
50 Holt Street
Surry Hills NSW 2010
PO Box 1124
Strawberry Hills NSW 2012
t: +61 2 8324 8700
f: +61 2 9380 4481
w: www.traffix.com.au
director Graham Pindar
acn: 065132961
abn: 66065132961

Ref 14.563r02v03

18 October 2017

Golden Age & Hannas The Rocks Pty Ltd
C/o Time and Place
85 Harrington Street
SYDNEY NSW 2000

Attention: Richard Hunyh

Re: Response to Council's request for additional information.

Dear Richard

We refer to the subject development at 85 Harrington Street, The Rocks and in particular Council's request for additional information dated 15 September 2017. In that request, Council has raised concerns regarding:

- Parking provisions exceeding parking rates set out under Sydney Local Environmental Plan 2012 and the adverse impacts of the associated traffic generation for the development on the local road network;
- Swept path analysis for servicing vehicles accessing the proposed site;
- Car park compliance with AS2890.1; and
- The provision of bicycle parking.

A copy of Council's correspondence is provided in **Attachment 1** for reference. In this regard, TRAFFIX has acknowledge the comments received from Council and provides the following clarification and additional information in continued support of the proposed development

Council LEP Parking requirements & Traffic Gen.

Council has raised concerns that the proposed development will have an adverse impact on the surrounding local streets. In order to quantify these concerns the parking provision under City of Sydney Council's LEP and under the SEPP 65 / RMS Guide to Traffic Generating Developments has been reviewed. It is noteworthy that SEPP 65 is only applicable to the residential component of the proposed development. Therefore Council's LEP rates are the only control for parking rates for the commercial and retail components of the development. It is also highly noteworthy that the parking rates set out in Council's LEP are a maximum and the SEPP65 rates are a minimum. The parking requirements established in TRAFFIX's Traffic Impact Assessment (TIA) dated August 2017 are reiterated in **Table 1** overleaf.

Table 1: Council and RMS Parking Rates and Provision

Type	No.	DCP Parking Rates	RMS Parking Rates	Parking Requirement under DCP (Maximum)	Parking Requirement under RMS (Minimum)	Spaces Provided
Residential						
Studio	0	0.1 spaces per unit	0.4 spaces per unit	0	0	63
1 bedroom	18	0.3 spaces per unit	0.4 spaces per unit	5.4	7.2	
2 bedrooms	17	0.7 spaces per unit	0.7 spaces per unit	11.9	11.9	
3 bedrooms	9	1 space per unit	1.2 spaces per unit	9	10.8	
Town Home (2 or 3 bedrooms)	7	1 space per unit	1 space per unit	7	7	
Penthouse (3 or more bedrooms)	7	1 space per unit	1.2 spaces per unit	7	8.4	
Visitors	58	No Requirement	1 space per 7 units	0	8.3	
Sub Total				40	54	63
Non- Residential						
Retail	938m ²	See formula	4.5 spaces per 100m ²	6	N/A	0
Commercial (Office)	1,130 m ²	See formula	1 space per 40m ²	7		
Sub Total				13	13	0
Totals				53	67	63

As can be seen in Table 1 under the LEP a maximum of 40 residential parking spaces are to be provided and under the SEPP65 a minimum of 54 residential parking spaces are required. The LEP stipulates a maximum requirement of 13 parking spaces for the non-residential component of the development.

In order to assess the traffic impacts of the proposed development under Council's LEP and the SEPP65, traffic generation rates have been adopted from the RMS Guide to Traffic Generating Developments. The rates set out in the Guide are used industry wide to determine the traffic generating potential of developments. The Guide provides a rate per parking space for residential developments and a rate per 100m² GFA for both commercial and retail developments.

REVISION	DATE	DESCRIPTION	BY
----------	------	-------------	----



SYDNEY
Level 5, 70 King Street
Sydney NSW 2000 Australia
T +61 2 9251 7077
F +61 2 9251 7072
E fjmt@fjmt.com.au
W www.fjmt.com.au

NOMINATED ARCHITECT: RICHARD FRANCIS-JONES (REG NO 5301)

PROJECT

85 Harrington Street
The Rocks
GOLDEN AGE & HANNAS THE ROCKS

TITLE
**RESPONSE TO DoPE
ITEM 4.1 (a)**

SCALE	1:200 @ A2	PROJECT CODE
DATE	18/10/2017	GA85H
SHEET NO.	033	REVISION

For Review