



Waverley Council Chambers

Transport Assessment

Prepared for:

Lahz Nimmo Architects

12 October 2021

PROJECT INFORMATION

Project Name:	Waverley Council Chambers
Client:	Lahz Nimmo Architects
Project Number:	2165
Prepared By:	JMT Consulting

DOCUMENT HISTORY

Document Title	Revision	Date issued	Author
Waverley Council Chambers transport assessment	Draft	17.09.21	JM
Waverley Council Chambers transport assessment	Final – For REF Community Consultation	12.10.21	JM

Table of Contents

1	Introduction	1
1.1	Background	1
1.2	Site location	1
1.3	Description of proposal	2
2	Existing Site Conditions	3
2.1	Road network	3
2.2	Existing vehicle site access	4
2.3	Car parking	6
2.4	Public transport	7
2.5	Pedestrian and cycling network	8
3	Transport Assessment	9
3.1	Site access	9
3.2	Site servicing	9
3.3	Car parking allocation	10
3.4	Car park design	11
3.5	Traffic generation and road network impacts	11
3.6	Pedestrians and cyclists	12
4	Summary	13

Figures

Figure 1	Site location.....	1
Figure 2	Existing road network.....	3
Figure 3	Existing site vehicle access.....	4
Figure 4	Bondi Road vehicle access point	5
Figure 5	Paul Street vehicle access point	5
Figure 6	Porte-cochere fronting Bondi Road.....	6
Figure 7	Rear car park.....	6
Figure 8	Existing public transport access.....	7
Figure 9	Bondi Road pedestrian crossing	8
Figure 10	Existing cycling network	8
Figure 11	Proposed car parking area at the front of the site.....	9
Figure 12	Waverley Council parking provision zones	10
Figure 13	Proposed bicycle parking	12

Tables

Table 1	Forecast traffic generation	11
---------	-----------------------------------	----

1 Introduction

1.1 Background

JMT Consulting was engaged by Lahz Nimmo Architects on behalf of Waverley Council to prepare a transport assessment report to support a Review of Environmental Factors (REF) for the refurbishment of the Waverley Council Chambers in Bondi Junction. The assessment considers the potential traffic and transport implications of the refurbishment project, focusing around site access, car parking and future site activity.

1.2 Site location

The existing Waverley Council Chambers is located on 49A Bondi Road, Bondi Junction NSW 2022 however also encroaches over the adjacent site boundary to the east. The site accommodates an existing four-storey (ground, first, second and third level with mezzanine levels in-between in some areas) administrative building. Vehicle access is obtained from both Bondi Road and Paul Street as indicated in Figure 1 below.

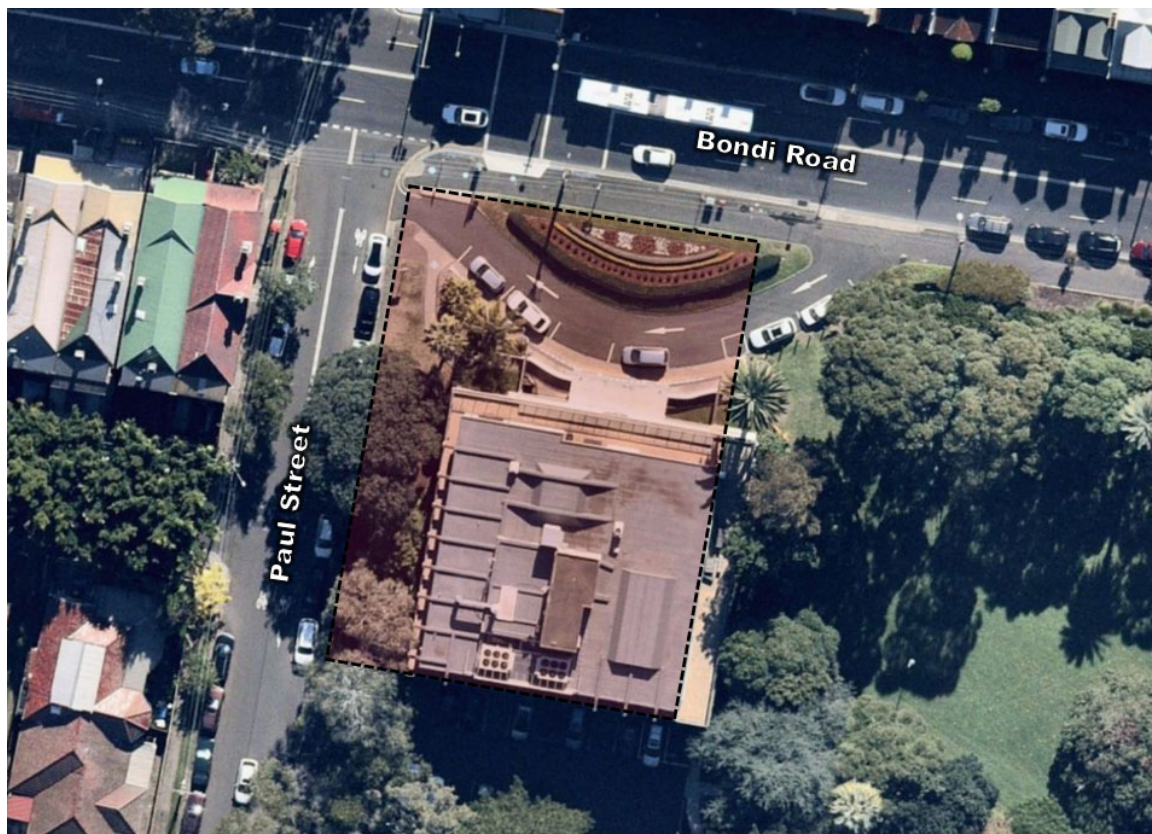


Figure 1 Site location

1.3 Description of proposal

The refurbishment project will encompass the following works:

- Demolition of existing 1930's building remnants internally within the existing building, including walls and slabs on ground, levels 1 and 2.
- Demolition of other internal walls from post-1930's works
- Retaining two fire stairs, one internally towards at the south of the building, and the other to the southeast externally
- Retaining an existing services riser adjacent to the internal fire stair.
- Infilling demolished area with new slabs to achieve a level floor plate across all stories as the current building has many split levels.
- New internal walls, floor and ceiling finishes
- New FF+E
- Replacing the existing windows on east, south and west
- Complete services upgrade including hydraulic, fire, structural, mechanical (by other subconsultants)
- Demolition of a significant portion of the northern façade of the building
- Addition of a new northern extension - with new lift, fire stair, foyer, workspaces and balcony.
- A New façade to shade the northern extension, note the design of this element is still under review
- Addition of a new pitched roof to sit over the existing flat concrete roof
- Demolition of existing forecourt area to the north of the site including the existing driveway.
- Demolition of non-significant trees to the north west of the site
- Retention of significant canary island palm tree to the north east of the site
- New forecourt design at the northern end of the site including new compliant driveway, hardstand, access ramps and garden (this is still under review and will ultimately be designed by landscape architects)

2 Existing Site Conditions

2.1 Road network

To manage the extensive network of roads for which councils are responsible under the Roads Act 1993, Transport for NSW (TfNSW) in partnership with local government established an administrative framework of *State*, *Regional*, and *Local Road* categories. State Roads are managed and financed by TfNSW and Regional and Local Roads are managed and financed by councils. Regional Roads perform an intermediate function between the main arterial network of State Roads and council controlled Local Roads.

Key State and Regional roads which provide access to the site are illustrated in Figure 2 below, which demonstrates the site is very well connected to the surrounding road network.

Bondi Road is classified by TfNSW as a State Road and provides the key east-west road link in the area, linking Bondi Junction to the west with Bondi Beach to the east. Council Street is another State Classified road which provides connectivity in an north-south direction, linking Bondi Junction to suburbs in the south such as Bronte and Clovelly. Regional roads in the vicinity of the site include Bennett Street. Paul Street on the western boundary of the site is a local road under the control of Waverley Council.

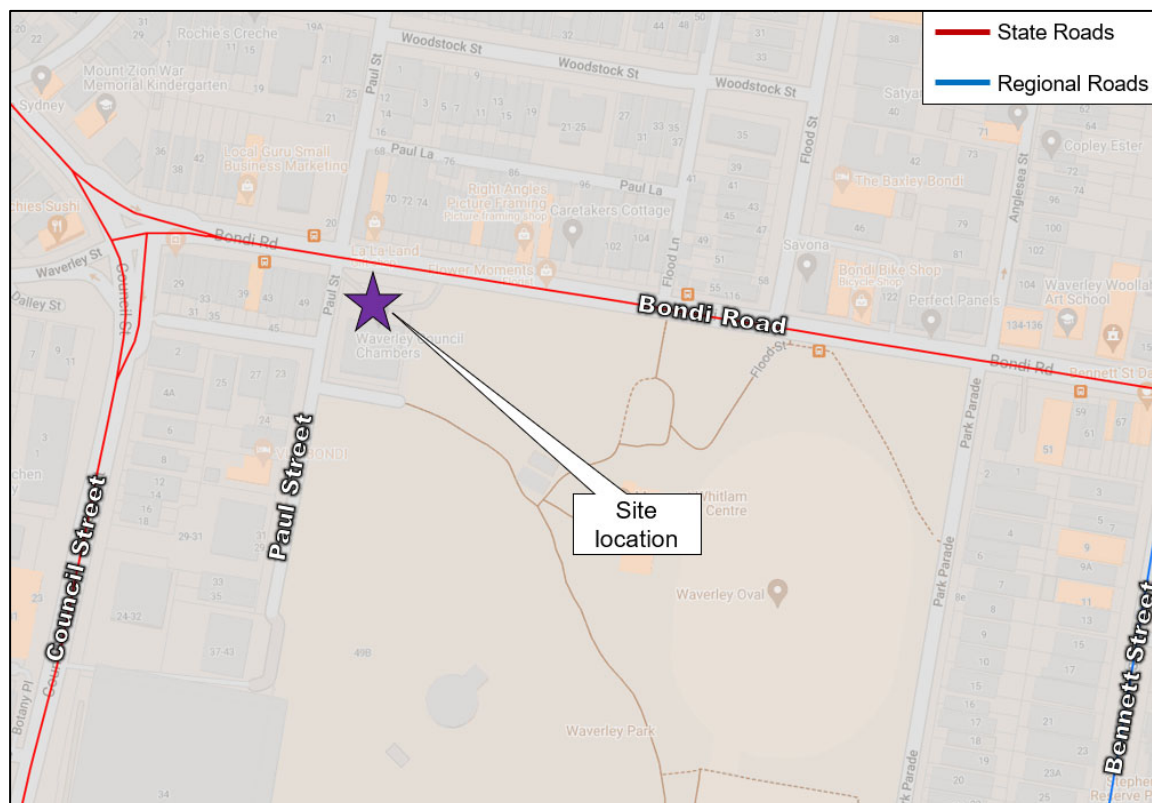


Figure 2 Existing road network

2.2 Existing vehicle site access

Existing vehicle site access arrangements are illustrated in Figure 3 below and include the following:

- Entry only from Bondi Road through to a porte-cochere containing seven short term car parking spaces
- Exit only from the porte-cochere onto Paul Street near Bondi Road
- Entry and exit driveway on Paul Street which provides access to the car park at the rear of the site. This driveway also acts as the arrival point for service and waste collection vehicles.



Figure 3 Existing site vehicle access



Figure 4 Bondi Road vehicle access point



Figure 5 Paul Street vehicle access point

2.3 Car parking

Car parking on the site is currently comprised of:

- 7 parking spaces in the porte-cochere fronting Bondi Road (see Figure 6).
- 20 parking spaces in the car park at the rear of the site accessed via Paul Street (see Figure 7). 10 of these spaces are reserved for the use of Council staff, with the remaining 10 spaces available for public use given the nearby entry to Waverley Park.



Figure 6 Porte-cochere fronting Bondi Road



Figure 7 Rear car park

2.4 Public transport

The site is located within a two minute walk of a pair of bus stops on Bondi Road which is a key bus corridor serving the Eastern Suburbs area. These bus stops service the following three bus routes:

- 333 – North Bondi to Circular Quay
- 380 – Watsons Bay to Bondi Beach
- 381 – Bondi Junction to Tamarama

All bus routes run along Bondi Road as indicated in Figure 8 below. The 333 service runs at frequencies of five to ten minutes throughout the day.



Figure 8 Existing public transport access

Council Chambers is also located within a 10 minute walk of Bondi Junction transport interchange, which provides direct high frequency mass transit services into the Sydney CBD and southern suburbs of Sydney.

2.5 Pedestrian and cycling network

The pedestrian environment in the vicinity of the site is strong, with pedestrian footpaths are provided on both sides of all surrounding streets. A signalised pedestrian crossing is available immediately opposite the site which facilitates pedestrian movements across Bondi Road as shown in Figure 9. The site also sits within an established network of cycleways as presented in Figure 10, with the site bounding a key bicycle route through Waverley Park which connects through to Charring Cross and Bronte.



Figure 9 Bondi Road pedestrian crossing

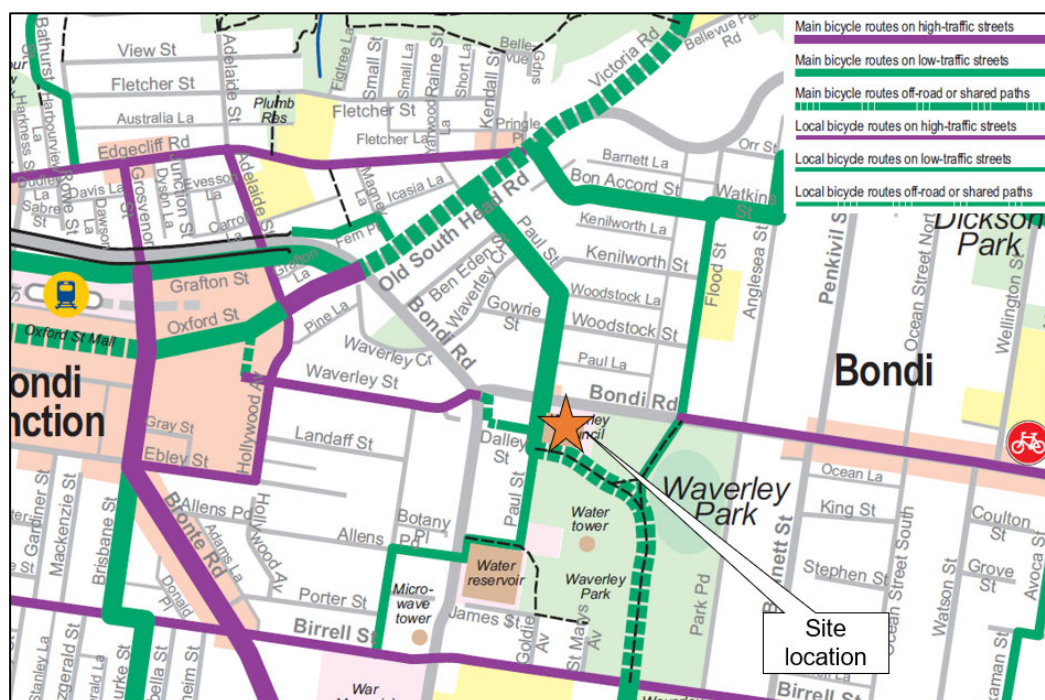


Figure 10 Existing cycling network

3 Transport Assessment

3.1 Site access

The proposal does not seek to alter existing vehicle site access arrangements from the surrounding road network, with the current driveways along Bondi Road and Paul Street to be retained.

The project does include a modification to the existing forecourt area fronting Bondi Road which increases the extent of landscaping and open space available. Vehicle access will be unimpacted by this modification, with the existing circulation arrangement to be reconfigured such that the seven existing car parking spaces are retained. The parking area will be converted into a low speed shared zone which altered pavement material that emphasises the movement of pedestrians through the zone – improving safety for people walking into the site.

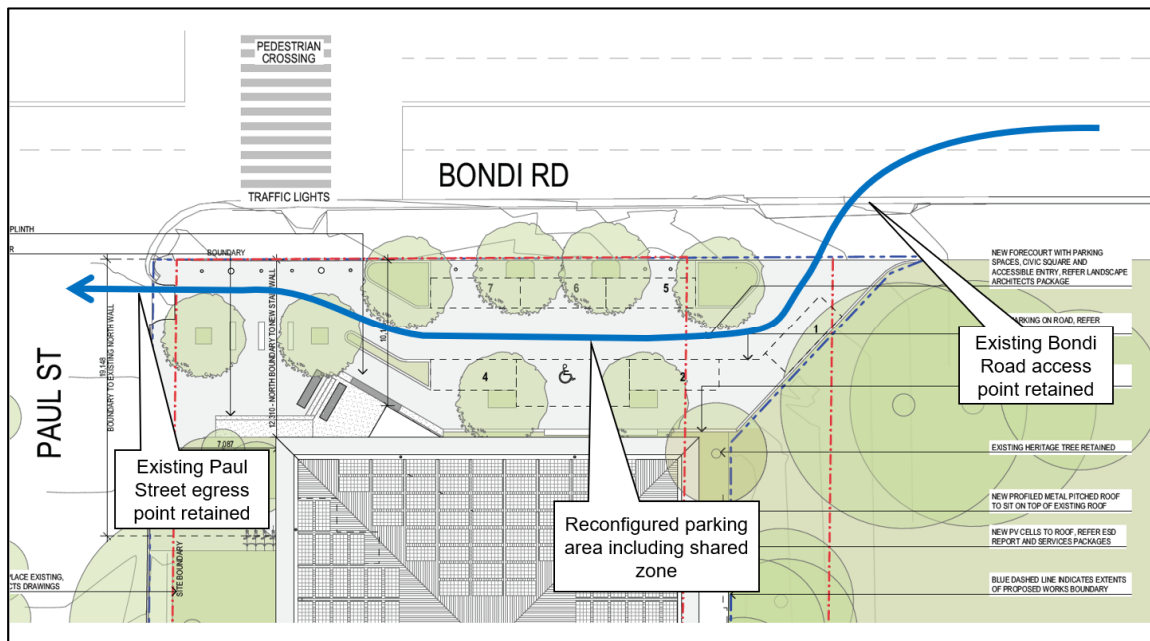


Figure 11 Proposed car parking area at the front of the site

3.2 Site servicing

All existing servicing arrangements for the site will be maintained under the proposal. General waste generated within Waverley Park and Council Chambers is collected daily from the rear car park accessed from Paul Street. Recycling will be collected twice per week from the rear car park. General deliveries and building maintenance vehicles typically park in the front car parking area accessed from Bondi Road. These arrangements will continue following the completion of the refurbishment works.

3.3 Car parking allocation

The proposal will not change the number of car parking spaces provided on the site, that being 17 for the use of Council staff and visitors with a further 10 public spaces available at the rear of the site.

The Waverley Council Development Control Plan (DCP) has been referenced to confirm the suitability of the level of on-site parking provided. The DCP notes that for sites within 800m of Bondi Junction railway station (parking zone 1, see Figure 12), which is applicable to Council Chambers, the following parking rates apply:

- Minimum: 0 spaces
- Maximum: 0.66 spaces / 100m² GFA

The proposal will include approximately 3,115m² of floor space which would allow for a maximum of 21 car on-site parking spaces. The 17 car parking spaces for the use of Council staff and visitors sits between this minimum and maximum range prescribed in Council's planning controls and is therefore considered suitable to meet the parking demands.

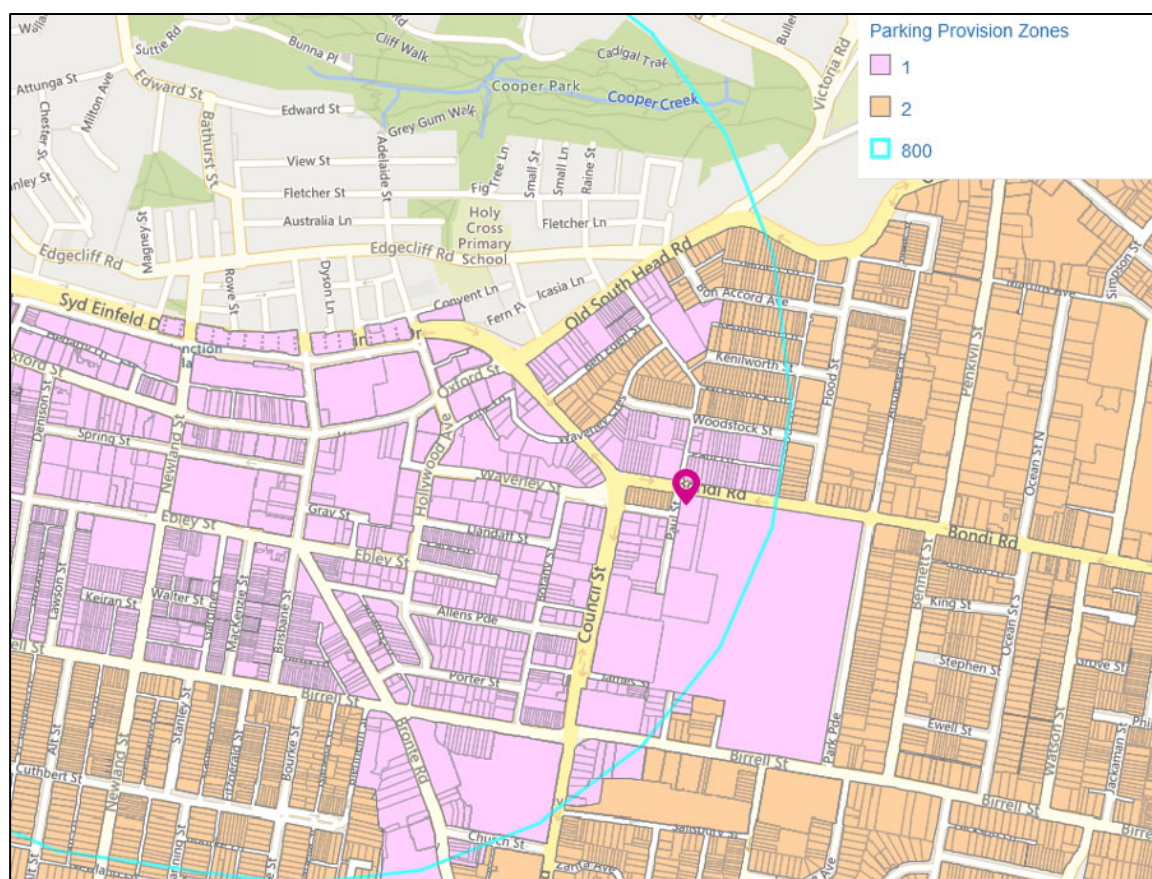


Figure 12 Waverley Council parking provision zones

3.4 Car park design

The car parking spaces and adjoining vehicle circulation area in the reconfigured front forecourt area (accessed via Bondi Road) have been designed to be fully compliant with Australian Standards AS2890.1 with respect to car parking space lengths and aisle widths. Spaces are generally over 6m in length with a 3.6m central aisle provide to ensure vehicles can safely enter and exit the parking spaces.

One accessible parking space has been retained at the front of the site, with this space designed in accordance with the requirements of AS2890.6. This accessible parking space is 7.8m in length with the adjoining footpath 2.7m in width to provide sufficient space for drivers and passengers to exit the vehicle.

3.5 Traffic generation and road network impacts

The expected level of additional traffic generated by the proposal has been calculated based on the proposed increase in building floor space. This represents a worst case scenario given traffic levels are expected to remain similar to current conditions given there is to be no increase in the level of on-site car parking.

The traffic generation rates outlined in the *RMS Guide to Traffic Generating Developments* document have been utilised to inform this assessment. The forecast increase in traffic generation attributable to the proposal is summarised in Table 1 below.

Table 1 Forecast traffic generation

Scenario	Building GFA (m ²)	Traffic Generation Rate		Traffic Movements	
		AM peak hour	PM peak hour	AM peak hour	PM peak hour
Existing	2,750	1.6 vehicles / 100m ² GFA	1.2 vehicles / 100m ² GFA	44	33
Proposed	3,115			50	37
Change	+365			+6	+4

The analysis demonstrates that the proposal may, at worst, generate a net increase of six vehicles during the AM peak hour and an additional four vehicles during the PM peak hour. This level of traffic generation is considered negligible in the context of the surrounding road network and would not impact it's operation. As previously noted the expected increase in traffic movements will be limited given the existing level of on-site car parking is to be retained for the site.

3.6 Pedestrians and cyclists

Bicycle parking is to be provided for staff and visitors as indicated in Figure 13 below. Visitor bicycle parking rails will be available near the main entry point on Paul Street, located in a visible location with good levels of passive surveillance. The existing bicycle parking structure at the rear of the site will be maintained as part of the proposal for the use of staff, with access via the rear car parking area. Within the building staff will also have end of trip facilities available including lockers, showers and change rooms. These bicycle parking and complementary end of trip facilities will support cycling as a mode of transport to the site, consistent with Council's broader objectives of encouraging sustainable forms of transport to and within the LGA.

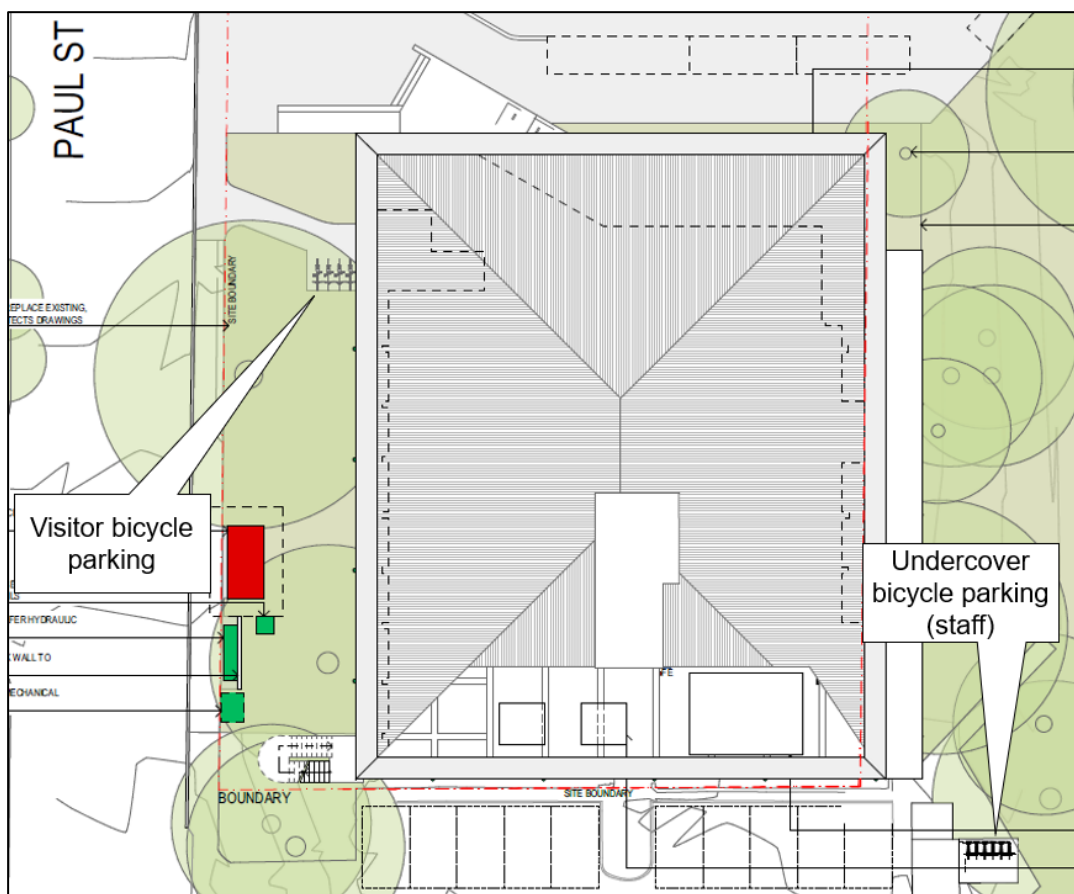


Figure 13 Proposed bicycle parking

Pedestrian access to the site will be maintained and enhanced via the redeveloped forecourt area fronting Bondi Road. The reconfiguration of the parking area, including the introduction of a shared zone, will improve pedestrian safety and accessibility. The creation of more public space at the front of the site will also provide for improved amenity for pedestrians travelling to, and passing by, the site.

4 Summary

This transport assessment report has been prepared by JMT Consulting to support a Review of Environmental Factors (REF) for the refurbishment of the Waverley Council Chambers in Bondi Junction. Key findings arising from the assessment are as follows:

- The proposal would maintain existing vehicle site access arrangements from the surrounding road network, with the current driveways along Bondi Road and Paul Street to be retained.
- An improvement in pedestrian amenity will be provided through the reconfiguration of the existing car parking area at the front of the site with the creation of a low speed shared zone environment. This parking area reconfiguration will not result in any loss of parking for the site.
- The proposal will maintain the existing level of on-site parking for Council staff and visitors (17 spaces) which is consistent with the requirements of the Waverley Council Development Control Plan.
- The reconfigured car park at the front of the site has been designed in accordance with relevant Australian Standards AS2890.1 and AS2890.6.
- The proposal is forecast to generate a net increase of six vehicles during the morning peak hour and four vehicles in the afternoon peak hour which is considered negligible in the context of the surrounding road network and would not impact its operation.
- Bicycle parking for staff and visitors of the Council Chambers, along with complementary end of trip facilities for staff, will be provided within the site to support cycling as a mode of transport.

In the above context, the traffic and transport impacts arising from the proposal are considered acceptable.