northern beaches council

Memo

Development Assessment

To:	Northern Beaches Local Planning Panel
Cc:	Lashta Haidari Acting Manager of Development Assessment
From:	Jordan Davies Town Planner
Date:	4 December 2020
Subject:	DA2020/0765 – 81 Griffiths Street - Further traffic response from applicant and shadow diagrams
Record Number:	2020/762858

Dear Panel,

Council received on 2 December 2020 the following documents from the applicant for consideration of the Panel and Northern Beaches Council. The information is as follows (attached to this memo):

1. Cover Letter Advising of information provided.
2. Letter from GTA Traffic Consultants seeking to address and respond to the issues raised by Council's Traffic Engineers, letter dated 25/11/2020.
3. Shadow Diagrams

The Letter from GTA Traffic Consultants has been provided to Council's Traffic Engineer. Council's traffic engineer has reviewed this letter and advised their position remains unchanged and the application is not supported on traffic and parking grounds.

The shadow diagrams seek to address comments made by Council's Urban Design officer within their referral response with regards to additional overshadowing from the development. It is acknowledged that the proposed new structures will not result in an unreasonable overshadowing impact for the southern property. For this reason, the issue of overshadowing was not included as a reason for refusal in the assessment report.

Council's assessment report and reasons for refusal therefore remain unchanged. This information is forwarded onto the Panel for their consideration.

F O R T E Y
& G R A N T
ARCHITECTURE

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2nd December 2020

Attention: Jordan Davies
jordan.davies@northernbeaches.nsw.gov.au
Northern Beaches Council
PO Box 82
Manly NSW 1655

Dear Jordan Davies,

DA2020/0765: 81 Griffiths St, Balgowlah

I note from your email dated 16/11/20 that Council's traffic teams position remains unchanged and it is intended that the application will be presented to the Local Planning Panel on 9/12/20 with a recommendation for refusal. As part of the Council's position in recommending refusal we note comments from Council as follows:

Traffic Engineer Referral Response 30/10/20
See attached letter dated 25/11/20 from GTA Consultants which you will see addresses all issues raised by Council's traffic team.

Urban Design Response 29/10/20.
Comments refer to overshadowing from the southern facade as an issue that has "not been resolved" and "As such, the proposal is not supported". Please find attached shadow diagrams at 9am, 12pm and 3pm in winter which clearly show that the Urban Design Comment regarding overshadowing is without merit. There is no negative impact on 44 Boyle St from overshadowing.

We respectfully submit, having regard to the above and the attachments to this letter, that Council will now be in a position to reconsider its recommendation to the Local Planning Panel and will support the application for approval.

Yours faithfully,

FELICITY FORTEY

Fortey & Grant Architecture
Nominated Architect: James Grant
Architect Registration No 6540

LETTER

GTAconsultants

REF: N106173

DATE: 25 November 2020

McDonald Industries
Level 6, 131 Macquarie Street
SYDNEY NSW 2000

Attention: Chris Houghton

Dear Chris

RE: 81 GRIFFITHS STREET, BALGOWLAH – RESPONSE TO COUNCIL COMMENTS

This letter has been prepared in response to additional comments received from Northern Beaches Council in relation to traffic and parking matters in the Traffic Engineer Referral Response dated 30 October 2020.

A Development Application (DA2020/0765) was lodged seeking a minor increase in the permissible capacity of the existing childcare centre to allow a total of 150 children and 50 staff. This is an increase on the existing capacity of 120 children and 40 staff as approved in 2016. A Transport Assessment[1] was prepared by GTA Consultants to accompany the DA with a subsequent parking assessment[2] completed in October 2020 to specifically address initial comments received from Council as part of the DA process. These documents should be read in conjunction with this letter.

The submissions from Council have been reproduced below together with detailed responses.

Council comment:

The additional parking data and commentary supplied by the applicant's traffic consultant is noted. Although the data provided by the traffic consultant suggests that the carpark and on-street parking around the childcare centre are currently operating with spare capacity, as stated in my initial comments, this does not suggest this will always be the case. It is noted that the applicant's surveys suggest that the centre currently benefits from a very high percentage of staff who travel to and from work by means other than by car (only 15% drive). This is contrary to Journey to Work data for the Northern Beaches which suggests that 58% of Northern Beaches residents travel to work by car. Clearly, if the staffing profile were to change there is potential for the off-street staff parking to become highly utilised.

It also appears that high percentages of parents walk to the centre to collect children (31%) and high percentage travel by bus to collect children (10%). While these numbers are welcomed, it is considered unlikely that they would be maintained on a long term basis, with a high chance that parents would revert to travelling by car over time.

[1] GTA Consultants, 81 Griffiths Street, Balgowlah – Transport Assessment dated 23 June 2020.
[2] GTA Consultants, 81 Griffiths Street, Balgowlah – Parking Assessment dated 23 October 2020.

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The on-street parking occupancy data provided by the traffic consultant also paints a different picture to the surveys conducted for Council in 2018, while the applicants traffic data might suggest there is satisfactory on-street parking availability, Council's data suggests otherwise. Evidently there is a degree of day to day variation in parking activity. On a rainy day for example it is likely that more parents and more staff would travel by car and, at these times, higher on-street and off-street parking demand would be evident.

Irrespective of the above comments, it is considered that the RMS guidelines which reflect analysis of parking behaviours at a broad range of child care centres provides a better benchmark for the parking demands at child care centres than those estimated from a few days of parking survey at a single site and which may or may not reflect the long term parking behaviour of staff and parents at that site.

I confirm my previous advise that the current proposal is unacceptable as it proposes to decrease the available parking off-street supply when it should be increasing it by 8 to 10 spaces.

GTA Response:

As noted by Council, additional extensive traffic and parking surveys were completed on Tuesday 13 and Thursday 15 October 2020 between 7am and 10am, and 2:30pm and 6pm. This data ensured that peak activity associated with both the childcare centre and school were captured, a concern initially raised by Council. The survey scope is reproduced below:

- Vehicle turning movement and vehicle occupancy counts at the site entry and exit driveways.
- Pedestrian in/ out counts at the childcare entrance on Griffiths Street.
- 15-minute interval car parking demand surveys within the at-grade car park, basement car park and on-street within a 200m walk of the childcare, as follows:
    - Griffiths Street between Condamine Street and Hill Street.
    - Boyle Street between Lodge Street and Sydney Road.
- Travel questionnaire for parents/ carers during drop-off/ pick-up periods.

It is widely recognised that the operational characteristics of an existing centre remain the most accurate way in which to estimate future operations. In this case, the childcare centre is operating and hence is best to be specifically referenced to ensure a detailed understanding of likely future demands. In this regard, the above survey scope is more than adequately detailed, practical and represents a robust approach.

While Council's comments in relation travel mode share are acknowledged, it is unfortunate that the data accuracy per se appears to still be in question. The detailed surveys specifically address all matters previously raised by Council and the travel mode share confirms that staff and parents/ carers use a range of transport modes daily. Again, actual operating centre data is distinctly more accurate than referencing far broader Journey to Work data for all Northern Beaches residents. In addition, Council's comments in relation to impacts associated with rainy days for example is misguided given that the survey objective is to always represent typical operating conditions best, not highlight outlier activity that reflect atypical activity. This also includes avoiding surveys on quieter days, such as school holiday periods etc.

The raw staff travel questionnaires completed on 20 November 2019 are attached to this letter. The data indicates that just two staff (of the total 37 staff) drove to work with the remainder travelling by public and active transport modes. The recent 2020 data also indicates a maximum staff parking demand of five on-site parking spaces, or one space per seven staff.

It is also unreasonable for Council to suggest their observations of on-street parking demand in 2018 is more accurate than the surveys completed in 2019 and 2020, particularly when it is clear that on-

street demand reduces following the afternoon school peak and is lower during the childcare peaks generally. This suggests that the public school is a significant contributor to on-street parking demand in the local area.

Overall, the known travel mode share of the centre should in fact be wholly supported by Council, even positively referenced as a prime example of what is realistically achievable in its own LGA.

The applicate has now completed detailed surveys across three typical operating days in November 2019 and October 2020. These surveys have shown consistent parking demand associated with the existing centre. The operator has also advised that CCTV footage can be provided covering a full month to further substantiate the accuracy of the survey data.

With daily staff parking demand clearly shown to be consistently and significantly lower than DCP and TfNSW requirements, the reallocation of a portion of the basement staff parking spaces for use by parents/ carers is warranted. These measures would improve on-site parking utilisation and alleviate any real or perceived demand for on-street parking associated with parents/ carers dropping off and picking up children at the centre.

Overall, the first principles assessment of adopting detailed survey and questionnaire data of the existing centre as a means to understand existing and likely future parking demand is considered accurate and robust.

The October 2020 assessment illustrates that the proposed provision of 10 on-site car spaces for use by the proposed 50 staff equates to one space per five staff. This exceeds the consistent historical and current demand of one space per seven staff at the centre. Equally, the assessment showed that the proposed 14 visitor spaces can accommodate 123 vehicles per hour, or based on the calculated anticipated peak short-stay parking demand (44 and 62 vehicles in any peak hour), the proposed provision theoretically allows for an average 14-minute stay. This significantly exceeds the TfNSW Guidelines (2002) average 6.8-minute duration of stay.

It is also noted that while the TfNSW Guidelines (2002) remains an important reference document for most development types, it is intended as a guide only. The data is also aging given it is based on surveys completed in 1992 of childcare centres with between 29 and 66 children. Therefore, these rates are not considered the most accurate reflection of travel behaviour of current larger centres in an environment where travel mode continues to change over time and every incentive is being made by state and local governments to reduce travel by private vehicle during peak periods.

TfNSW also completed updated surveys of childcare centres in 2015 which indicate the following car parking rates for various capacity childcare centres:

- 20-35 children – one space per four children
- 40-65 children – one space per five children
- 70-100 children – one space per six children.

Clearly the car parking rate reduces as the childcare centre becomes larger. This is attributable to several factors including the increasing likelihood of siblings attending the same (larger) centre, and large centres tendency to be in key areas that naturally encourage travel by modes other than private vehicle.

In summary, it has been clearly demonstrated that the detailed surveys of the existing centre, completed as part of the DA and to address subsequent queries raised by Northern Beaches Council

remains the most accurate manner in which to understand the likely additional parking demands and traffic generation associated with the proposed expansion.

The reallocation of basement parking would clearly better cater for both existing and future demand associated with parents/ carers dropping off and picking up children, and staff parking. Reference to DCP and TfNSW Guidelines is not suitable in this regard given the accuracy afforded by the childcare centre survey data.

Finally, whilst not specifically raised by Council, concern regarding the egress driveway configuration has been raised. The project team is aware of this matter and has already implemented mitigation measures, with further options being investigated to improve safety, especially pedestrians.

I trust the above appropriately responds to the additional comments received. Should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS

Rhys Hazell
Director

encl.

Attachment 1 – 2019 Staff Travel Survey Results

ATTACHMENT 1

2019 Staff Travel Survey Results

Giraffe ELC Staff Travel Survey
20 November 2019

GTAconsultants

Which postcode do you live in?	What time did you start and finish work at the centre today?		How did you travel to/ from the centre? (e.g. walk, bike, car, bus etc.)	If you drove, where did you park your car today? (e.g. on-site car park, Griffiths St, Boyle St etc)
	Start	Finish		
2770	8.00	6.15 pm	bus	—
2099	6:45	5:00	bus	—
2220	8:00	6:00	bus	—
2121	8:00	6:15	Bus	—
2085	6:45	5:00	car	on site car park
2100	6.45	5.00	bus	—
2100	6:45	5:00	bus	—
2099	9:00.	5:00	Car	on site car park.
2142	7:30	5:30	bus	—
2093	7.40	5.48	Bus	
2207	7:30	5:30	BUS	
2203	7:45	5:45	BUS	
2096	8:00	6:00	BUS	
2100	7:45	5:45	BUS	
2193	7:15	4:30	Bus, Train	
2217	7:45	5:45.	Bus.	
2096	6:45	5pm	Bike	
2099	6:45	5pm	Bus	
2093	7:30	17:30	Car/Walk/Bus	
2817	8:00	6:00	walk / BUS	
2099	7:45	5:45	bike.	
2122	7.30	5.30	Bus. train. Bus	
2144	8.00	6.00	Bus, train	
2137	7:30	5:30	Bus. train	
2027	8:00	6:00	bus	
2093	7:45	5:45	Drop off / Walk	
2099	6:45	5:00	Bus	
2066	7:45	5:45	Bus	
2100	6:45	5:00	Bus	
2079	6.45	5:00	Bus	

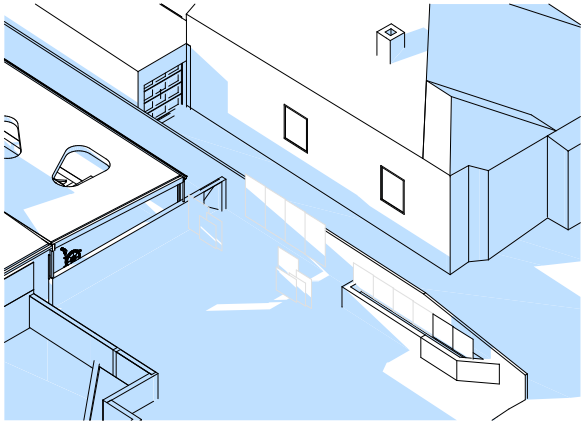
Giraffe ELC Staff Travel Survey
20 November 2019

GTAconsultants

Which postcode do you live in?	What time did you start and finish work at the centre today?		How did you travel to/ from the centre? (e.g. walk, bike, car, bus etc.)	If you drove, where did you park your car today? (e.g. on-site car park, Griffiths St, Boyle St etc)
	Start	Finish		
2218	7:30	5:30	BUS	BUS
2153	8:00	6:00	Bus, train, Bus	
2015	7:30	5:30	train, Bus	
2116	7:00	3:30	bus	—
2100	7:30	5:30	bus	
2088	7:45	5:45	Bus	
2093	8:00	4:00	BUS	

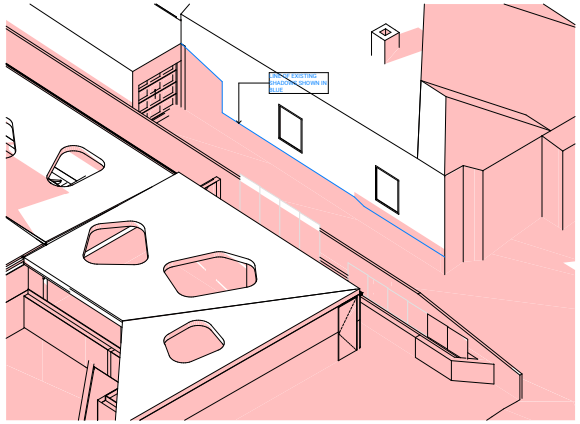
EXISTING 9am

June 21
Daylight Savings Time



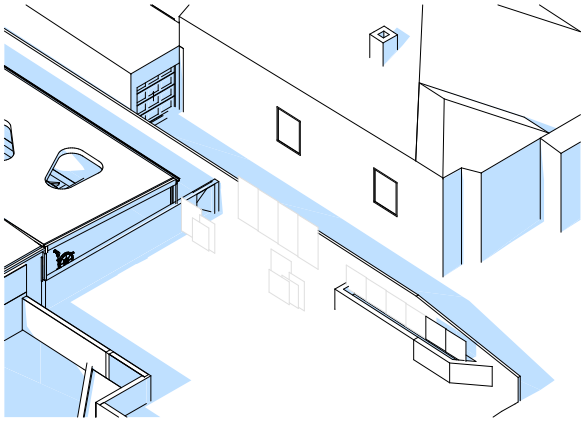
1 00 Additions - Solar Studies : 0900 June

PROPOSED 9am



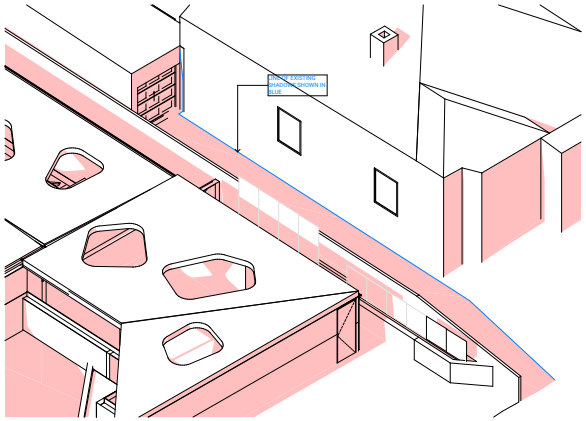
4 01 (P) Additions - Solar Studies : 0900

12pm



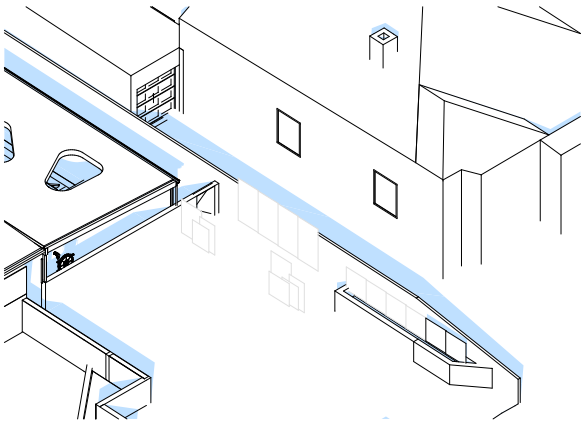
2 00 Additions - Solar Studies : 1200 June Axonometry

12pm



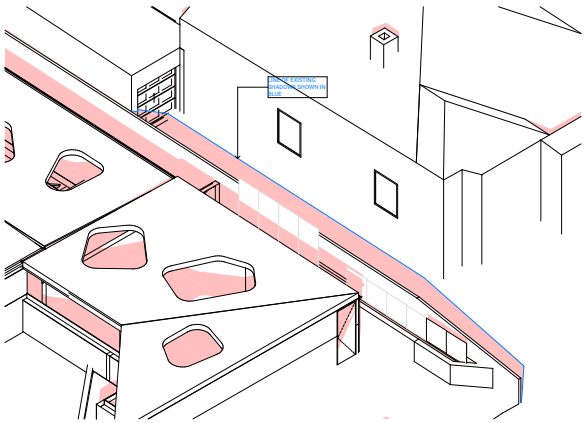
5 01 (P) Additions - Solar Studies : 1200

3pm



3 00 Additions - Solar Studies : 1500 JUNE

3pm



6 01 (P) Additions - Solar Studies : 1500 June

FOR INFORMATION/AS-BUILT

2004 Balgowlah Substation Childcare Rejection Amendments.pln

FINISHES LEGEND

AMS1	ACOUSTIC MATERIAL 1
AMS2	ACOUSTIC MATERIAL 2
AMS3	ACOUSTIC MATERIAL 3
AMS4	ACOUSTIC MATERIAL 4
AMS5	ACOUSTIC MATERIAL 5
BW	NEW BRICKWORK
CFC	COMPRESSED FIBER CEMENT
CMS	CORRUGATED METAL SHEET 1
CMU	CONCRETE MASONRY UNIT
CON	CONCRETE, OFF-FORM FINISH, CLASS 2 FINISH
CPT01	CARPET FLOORING 1
CPT02	CARPET FLOORING 2
CPT03	CARPET FLOORING 3
CPT04	CARPET FLOORING 4
CPT05	CARPET FLOORING 5
CPT06	CARPET FLOORING 6
CPT07	CARPET FLOORING 7
EBW	EXISTING BRICKWORK
FF	FLOATING FLOOR ON BEARERS/JOISTS
FM01	FLOOR MATS
FYS	FIBROUS GYPROCK)
G1	CLEAR GLAZING
G2	LOW-E TYPE GLAZING
G3	FROSTED GLAZING
GA1	GALVANIZED STEEL
LWF	LIGHTWEIGHT FRAMING
MD-1	METAL DECK, ROOFING - 1 (KLIPLOK OR SIMILAR)
MM	PERFORATED METAL SHEET/EXPANDED METAL MESH
MTL1	METAL COMPOSITE, NON COMBUSTIBLE - MATTE CHARCOAL FINISH (ALUCUBOND, VITRABOND OR SIMILAR) CODE MARK COMPLIANT
PCS1	MULTIWALL POLYCARBONATE "DANPALON - OPAL"
PB	PLASTERBOARD
PLV01	PLYWOOD CLADDING
PNT01	PAINT 1
PNT02	PAINT 2
RC	REINFORCED CONCRETE
RENS1	RENDERED MASONRY 1
RENS2	RENDERED MASONRY 2
RSS	REUSED SANDSTONE BLOCKWORK
RUB01	RUBBER FLOORING 1
RUB02	RUBBER FLOORING 2
RUB03	RUBBER FLOORING 3
RUB04	RUBBER FLOORING 4
SC	SUSPENDED CEILING
SFT01	SOFTFALL 1
SFT02	SOFTFALL 2
SFT03	SOFTFALL 3
SG01	SYNTHETIC GRASS 1
SG02	SYNTHETIC GRASS 2
TS1	TILES 1
TIM01	LAPPED AND CAPPED TIMBER 1 - STAINED
TIM02	LAPPED AND CAPPED TIMBER 2
TRC	TERRACOTTA FACADE SYSTEM "ARGETON" TAMPA GRAY
VIN01	VINYL 1 (RESILIENT)
VIN02	VINYL 2 (RESILIENT)
VIN03	VINYL 3 (RESILIENT)
VIN04	VINYL 4 (RESILIENT)
VIN05	VINYL 5 (RESILIENT)
WB	CFC WEATHERBOARD JAMES HARDIE SCYON LINEA OR SIMILAR

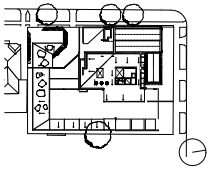
FINISHES HATCHES WHERE USED

BND	"BONDEK" METAL FORMWORK PAINTED WHITE
CON	OFF-FORM CONCRETE, CLASS 2 REFER SPECIFICATION
PB	PLASTERBOARD CEILING SET-CEILING, PAINT WHITE
SG01	SYNTHETIC GRASS (GREEN)
SG02	SYNTHETIC GRASS (BLUE)
SFT01	SOFTFALL 01 (RED)
SFT02	SOFTFALL (BLUE)
SFT03	SOFTFALL (GREEN)

ROP/ELECTRICAL SYMBOLS

- DOWNLIGHT
- SPOTLIGHT
- OUTDOOR SPOTLIGHT (WATERPROOF)
- WALL LIGHT
- OUTDOOR WALL LIGHT (WATERPROOF)
- PENDANT
- WW - LINEAR WALL LIGHT
- LINEAR UP +DOWN LED SUSPENDED
- LED STRIP OR WALL LIGHTS (RECESSED)
- ACOUSTIC PANELS TBC
- MECHANICAL SERVICES

KEY PLAN



Drawing Notes

Do not scale off drawings, refer to marked dimensions only.

DWGs where issued are FOR INFORMATION only and are not to be relied upon. The architect is not liable for cost increases due to the use of DWGs by consultants or contractors.

All dimensions to be confirmed on site prior to proceeding.

Notify architect of any dimension discrepancies.

All drawings are colour coded, print all copies in colour.

Refer all specialist consultant information in conjunction with this drawing set.

SUPERCONTEXT
ARCHITECTURE STUDIO

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NOM ARCH: ANDREW DALY / NSW ARB #9300

CONSULTANTS

DISCIPLINE	NAME	CONTACT
ARCHITECT	SUPERCONTEXT	Andrew Daly
LANDSCAPE ARCHITECT		
HERITAGE ARCHITECT		
TOWN PLANNING		
CIVIL ENGINEER		
STRUCTURAL ENGINEER		
FACADE ENGINEER		
ACOUSTIC ENGINEER		
TRAFFIC ENGINEER		
ACCESS/ADAPTIBILITY		
MECHANICAL		
FIRE SERVICES		
HYDRAULICS		
ELECTRICAL		
FIRE ENGINEER		
CONTAMINATION/HAZMAT		
GEOTECHNICAL		

REVISION HISTORY:

REV	Date	Chk	Transmittal Set Name

PROJECT DETAILS

CLIENT		CONTRACTOR
NAME	GIRAFFE CHILDCARE, BALGOWLAH	
ADDRESS	B1 - B3, GRIFFITHS ST + 46 BOYLE ST BALGOWLAH NSW 2093 AUSTRALIA	
AUTHORITY	NORTHERN BEACHES COUNCIL/MANLY	
CLIENT	GIRAFFE CHILDCARE GROUP	

PROJECT STAGE

FEA | CON | DEV | DA | CC | TEN | CA | PC

SHEET
301

TITLE
Solar Studies - 9, 12, 3

REV

ISSUED ON:

SCALE
1:100
PAPER SIZE A1