



MEMORANDUM

TO: Andy Nixey
FROM: Cathy Edwards-Davis
DATE: 3 May 2010
RE: 545 Pacific Highway, St Leonards – DA 153/10

I refer to your request for comments on the proposed development at 545 Pacific Highway, St Leonards (DA 153/10). I have read the Assessment of Traffic and Parking Implications report prepared by Terraffix Pty Ltd dated 8 April 2010 (ref 08039).

Existing Development

The existing development is two commercial buildings with a total 2,527 m² floor space and 47 parking spaces. The existing motor show room is 750 m².

Vehicular access is from Clarke Lane. Vehicular access to the motor show room is from Oxley Street and the Pacific Highway.

Proposed Development

The proposed development includes demolition of the existing buildings and construction of a mixed use development, comprising a restaurant, café, motor showroom, recreational facility and 59 residential units (2 x studios, 16 x one-bed, 33 x two-bed and 8 x three-bed), with 3 levels of basement parking containing 78 parking spaces.

Parking

Access to the car park is proposed from Clarke Lane via a 6.1m .

The parking rates are as follows:

| Development Component | Parking Rate North Sydney DCP 2002 | Number Spaces Permitted by North Sydney DCP 2002 | Proposed |
|---|---|--|--------------------------|
| Residential | 0.5 spaces / studio, 1 bed 1 space / 2+ bed | 50 | 50 |
| Restaurant (409 m ²) | 1 space / 50 m ² | 8.18 | 28 |
| Café (129 m ²) | 1 space / 50 m ² | 2.58 | |
| Motor showroom (623m ²) | 1 space / 100 m ² | 6.23 | |
| Recreational facility (1,097 m ²) | 1 space / 100 m ² | 10.97 | 2 courier parking spaces |
| | | | |
| Total | | 78 | 80 |

It is also proposed to have 8 motorbike parking spaces, 24 bicycle lockers and 6 bicycle rails.

The proposed loading dock can accommodate an 8.8m Medium Rigid Vehicle. Vehicles enter and exit the site in a forwards direction.

The proposed parking generally complies with the North Sydney DCP 2002.

Traffic Generation

Oxley Street has a current peak of 383 vehicles in the AM Peak and 432 in the PM Peak. Clarke Lane has 29 vehicles in the AM Peak and 38 vehicles in the PM Peak.

The proposed recreational facility has not yet been confirmed. However, for the sake of the calculations the applicant has assumed that this will be a gym.

| Development Component | Peak Traffic Generation Rate (RTA Guide to Traffic Generating Developments) | Traffic Generation for Proposed Development |
|---|---|---|
| Residential | 0.29 trips / unit | 17.11 |
| Restaurant (409 m ²) | 5 trips / 100 m ² | 20.45 |
| Café (129 m ²) | 5 trips / 100 m ² | 6.45 |
| Motor showroom (623m ²) | 0.7 / 100m ² | 4.36 |
| Recreational facility (1,097 m ²) | | 15 |
| Total | | 63 |

The existing site generates 44 peak hour vehicle trips. Therefore the net traffic generation is approximately 19 to 22 peak hour vehicle trips.

Discussion

Removing the existing driveway from the Pacific Highway is an improvement on the existing development.

The net traffic generation as a result of this development will see a relative increase in vehicle movements on Clarke Lane. The applicant has demonstrated that the intersections of Oxley Street/ Clarke Lane and Albany Street/ Clarke Lane currently operate at Level of Service A and they will continue to do so with the expected net increase in vehicle volumes. Clarke Lane generally has the physical capacity to handle this proposed increase in vehicle volumes.

This section of Clarke Lane is currently two-way. Clarke Lane is narrow and parking is permitted. Given this, consideration should be given to making the lane one-way northbound. It is recommended that this be made a deferred commencement condition, should the development be approved.

Queuing Length

AS 2890.1 outlines that a car park of this size should allow for a queuing length of two vehicles. The proposed location of the security garage door to the main car park allows a queuing length for one vehicle. It is therefore recommended that the security garage door and security access point/ reader be a minimum of 12 metres within the property boundary to allow for two vehicles to queue on-site.

Further Information

The following further information is needed to assess the impact of this development:

- Approximately how many cars a week/ month would be expected to go in and out of the showroom floor?
- If a customer has ordered a car and it has been delivered to the motor showroom, where is it parked until the car is picked up by the customer?
- Approximately how many cars a week/ month are delivered for collection by a customer?

Development Modifications

Should the proposed development be approved, the following conditions are recommended:

- The loading dock is to be available for use by the residential properties, when they are moving in/ out, as well as the non-residential properties.
- A stop sign and line is to be placed in the loading dock such that the larger vehicles give way to vehicles entering and exiting the main driveway to the car park
- That a deferred commencement condition be set that the residents and businesses which adjoin Clarke Lane be surveyed to ascertain their opinion with regard to making Clarke Lane one-way northbound from Oxley Street to Albany Street
- That the construction management plan for this development be forwarded to the North Sydney Traffic Committee for approval prior to the issue of a Construction Certificate
- That the security garage door and security access point/ reader be a minimum of 12 metres within the property boundary to allow for two vehicles to queue on-site.

Yours sincerely

Cathy Edwards-Davis
Traffic Engineer