

MEMORANDUM



TO: Nicola Reeve
FROM: Cathy Edwards-Davis
DATE: 1 December 2010
RE: 40 Ridge Street, North Sydney

I refer to your request for comments on the proposed development at St Mary's, 40 Ridge Street, North Sydney (DA 265/10). This memo should be read in conjunction with my memo dated 28 July 2010.

I have read the Assessment of Traffic, Transport and Parking Implications report prepared by Transport and Traffic Planning Associates dated June 2010 (reference 0917) and the further letter from Transport and Traffic Planning Associates dated 23 August 2010 (reference 0917).

Parking Spaces

The letter from TTPA dated 23 August 2010 goes some way to addressing the number of parking spaces. However, there is still little clarity on the various uses of this parking throughout the day and week.

As per my earlier memo dated 28 July 2010, some of the parking is currently utilised for casual commuter parking. It is unclear if these types of casual parking arrangements will continue in the proposed development. Parking used for multiple purposes impacts on traffic generation rates.

Traffic Generation

The letter from TTPA dated 23 August 2010 still does not provide clarity on likely traffic generation associated with the proposed development.


The RTA's Guide to Traffic Generating Developments outlines that where the rates provided in the Guide are not appropriate, then surveys of existing developments similar to the proposal can be undertaken and comparisons may be drawn. As per my earlier memo, without any quantified data it is difficult to assess the likely traffic generation and its impact on the road network and surrounding residents. This DA cannot be adequately assessed without this traffic generation data.

Similarly, proposed changes to the pick-up/ drop-off arrangements for the school have not been quantified in terms of traffic pattern changes.

Recommendation

It is difficult to assess the impact of this development based on the information provided so far. It is therefore recommended that this application be refused until such time as the parking and traffic generation issues can be adequately assessed.

Notwithstanding the above, if the Joint Regional Planning Panel resolves to approve this application it is recommended that the following conditions of consent are applied:

1. That a deferred commencement condition be set which states:
A Construction Management Plan shall be prepared and submitted to Council for approval by the North Sydney Traffic Committee. Any use of Council property shall require appropriate separate permits/ approvals. The Construction Management Plan should specifically address the methodology to maintain safe pedestrian access to St Mary's Primary School in consideration of the heavy vehicle movements to and from the development site.
2. That a deferred commencement condition be set which states:
A green travel plan is to be developed to highlight to visitors the available public and alternative transport options for travelling to the site. This is to be submitted to Council for approval by the Director of Engineering and Property Services.
3. That 12 motorbike parking spaces be provided on-site as per Council's DCP 2002.

5. That the proposed pick-up/ drop-off zone for St Mary's Primary School, located within the car park of the development, be managed in accordance with the Roads and Traffic Authority's "Drop-off & Pick-up initiative around schools" (Road Safety Policy PN141),
6. That it be noted that the on-street pick-up/ drop-off zone for St Mary's Primary School will be removed given that there will now be a formalised off-street facility.
7. That all aspects of the carpark comply with the Australian Standard AS2890.1.
8. That all aspects of parking spaces for people with disabilities comply with the Australian Standard AS 2890.6.
9. That all aspects of the bicycle parking and storage facilities comply with the Australian Standard AS2890.3.
10. That the developer pay to upgrade the street lighting on Ridge Street, adjacent to the site, to the appropriate standard and to the satisfaction of Council.
11. The location of any security access point for driveway entry to the car park should be located 18 metres within the boundary of the property, such that three queued vehicles can be contained wholly within the boundary of the property, as per AS2890.1.
12. Should paid parking be provided on the site, the applicant is to submit an application for the operation of a public car park as per Section 68 of the Local Government Act 1993.
13. That signs be installed at the exit to the driveways stating "Stop – Give Way to Pedestrians"

Yours sincerely

Cathy Edwards-Davis
Traffic Engineer



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Existing Development

The existing St Mary's campus site comprises a childcare centre, Marist secondary school, St Mary's primary school, a presbytery and residences.

There are currently approximately 110 somewhat informal parking spaces. Vehicle access is via Miller Street and Ridge Street. The parking is used by the teachers and clergy on-site. It is also used by visitors/ parishioners to the Church. It is understood the site is also currently used for casual day parking. On days where there are no events or midday mass on at the Church; or during school holidays, people can park in the site grounds for \$10. This parking availability is advertised by word-of-mouth and is available to a limited number of external motorists, in the order of 10-30 cars.

There is an informal drop-off and pick-up zone on-site for use by the parents of children at St Mary's. Parents enter the site via Miller Street. Parents do not generally park their vehicles. The driveway is used as a slow through road, and parents drop children off from the driveway. They exit the site via Ridge Street.

Proposed Development

The proposed development includes the demolition of the existing monastery to provide for a new basement car park for 42 vehicles and construction of a new parish centre building, new multi-purpose hall and alternations and additions to the existing presbytery.

Parking

The existing site has 110 somewhat informal parking spaces. It is proposed that the new development will encompass a total of 130 parking spaces, including 42 underground spaces, and a rearrangement of the existing at-grade parking spaces. This is a net increase of some 20 parking spaces.

The applicant has provided no justification for this net increase in parking spaces. The North Sydney DCP 2002 outlines an objective in non-residential zones to "reduce on-site car parking due to the proximity of public transport. Contain traffic congestion and facilitate use of public and alternative transport modes including walking and cycling." There has been no reference to the Parking Schedule outlined in Section 9 of the North Sydney DCP 2002.

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The fact that day parking is being leased out on a casual basis demonstrates that there is already some additional parking capacity on this site, over and above that required by the regular users of the site.

It is recommended that Council refuse to allow this net increase of 20 parking spaces unless it can be clearly demonstrated that the proposed increase in parking is in keeping with the North Sydney DCP 2002.

Traffic Generation

It is proposed to increase the amount of on-site parking by 20 parking spaces. The applicant has also advised that there may be some slight increase in traffic activity as a result of increased use of the new facility relating to Church events.

The applicant has stated "...this increase [in traffic activity] will be very minor and will have no perceptible impact on traffic in the area". None of the above traffic activity has been quantified. There has been no reference to the RTA's Guide to Traffic Generating Developments. It is therefore difficult to assess the likely traffic generation and its impact on the road network and surrounding residents.

It is therefore recommended that the applicant be asked to provide further information on likely traffic generation and its impacts; otherwise this aspect of the DA cannot be adequately assessed.

School Pick-Up/ Drop-Off

Currently vehicles enter the site from Miller Street and exit via Ridge Street. The applicant has proposed swapping this arrangement such that vehicles enter via Ridge Street and exit via Miller Street. A parent, involved with the P&F for St Mary's Primary School has expressed safety concerns regarding this proposed change in arrangements.

The applicant should provide further analysis of the likely impact of making these proposed changes, particularly regarding safety.

Recommendation

It is difficult to assess the impact of this development based on the information provided so far. It is therefore recommended:

1. That Council refuse to allow the proposed net increase of 20 parking spaces unless it can be clearly demonstrated that the increase in parking is in keeping with the North Sydney DCP 2002.
2. That the applicant be asked to provide further information on likely traffic generation and its impacts
3. The applicant be asked to provide further information on the likely impact associated with changing the access arrangements such that vehicles enter via Ridge Street and exit via Miller Street.

Yours sincerely

Cathy Edwards-Davis
Traffic Engineer