



MEMORANDUM

TO: Ian Pickles
FROM: Cathy Edwards-Davis
DATE: 5 January 2011
RE: 83-89 Chandos Street

I refer to your request for comments on the proposed development at 83-89 Chandos Street, St Leonards (DA 524/10). I have read the Traffic and Parking Assessment Report prepared by Varga Traffic Planning Pty Ltd dated 17 December 2010 (Ref 10147).

Existing Development

The existing development contains a number of 2 and 3 storey office buildings with approximately 2,300 m² of floor space. There is provision for approximately 15 car spaces, with access via a number of driveways which are located in Oxley Street and Atchison Lane.

Proposed Development

The proposal is for a mixed use development incorporating 47 residential apartments (3 x studio, 7 x 1-bed, 33 x 2-bed, 4 x 3-bed) and 695m² of commercial/ retail floor space. Basement parking for 44 cars is proposed, with access from Atchison Lane.

Parking

The North Sydney DCP 2002 outlines a maximum parking space provision as follows:

Development Component	Parking Rate	Maximum Parking
Retail (695 m ²)	1 space per 400m ²	1.7
10 x studio & 1 bedroom apartments	0.5	5
37 x 2+ bedroom apartments	1	37
Total		43.7

The applicant is proposing the installation of 44 parking spaces which is generally consistent with the DCP and is therefore considered acceptable.

Traffic Generation

I generally concur with the traffic generation figures calculated by Varga and I generally concur that this proposed traffic generation will have a negligible impact on the surrounding road network. I concur with Varga that the surrounding intersections would continue to operate at their existing levels of service, with similar average delays per vehicle.

Loading Dock

An issue of serious concern with regards to this development is the proposed loading dock which does not adequately provide for furniture removalist vans and delivery vehicles.

A development of this size with 47 apartments and 695 m² of retail space requires provision for a medium rigid truck. That is a vehicle 8.8 metres long and 4.5 metres high as per Australian Standard 2890.2.

The population of North Sydney is highly mobile. Nearly half of all residents rent and, over a five-year period, over 65% move to a new address. This is particularly the case for apartments, and particularly for the smaller apartments included in the proposed development. Smaller apartments are more likely to be utilised by renters, who move in and out more readily. Given that this development is for 47 residential apartments, it could be assumed that there will be a substantial number of residents moving in and out of the building on a weekly basis.

From the plans it appears that the only level or ramped access to the building and lifts, through which a removalist's trolley could be wheeled, is via the main resident pedestrian access from Chandos Street. It would be entirely unacceptable to have furniture removalist vans parked on Chandos Street, Oxley Street or Atchison Lane. Further, it is noted that removalist vans often double-park, park in "No Stopping" areas or other undesirable locations if they are unable to obtain a parking space directly in front of the building they wish to service. Furniture would have to be carried from the building to the kerb, across the footpath that is heavily used by pedestrian. Given the significant volume of vehicles and pedestrians that utilise Chandos Street, Oxley Street and Atchison Lane this type of impact is unacceptable. The developer is essentially trying to push service vehicles associated with this private development onto the public road, thus taking up a valuable community resource. It is therefore felt that furniture removalist vans must be accommodated on-site.

The loading dock should be located such that there is flat or ramped access to the lifts providing access to the residential floors of the building. Flat or ramped access should be available to the retail areas of the building.

Queue Length

Measured from the plans, the roller shutter to the garage is just 2.0 metres from the boundary. There are high pedestrian and vehicle volumes in Atchison Lane and surrounds. Therefore it would be unacceptable to have vehicles queuing onto Atchison Lane. AS 2890.1 requires queuing length for two vehicles for a car park of this size.

Conditions of Approval

Should this development be approved it is recommended that the following conditions of approval be imposed:

1. That a loading dock which accommodates a Medium Rigid Vehicle which is 8.8 metres long and 4.5 metres high as per Australian Standard 2890.2 be provided on-site. The loading dock is to be available for moving/delivery vehicles for the residential component of the development, as well as the retail components of the development. The loading dock should be located such that there is flat or ramped access to the lifts providing access to the residential floors of the building. Flat or ramped access should be available to the retail areas of the building.
2. The location of any security access point for driveway entry to the car park should be located 12 metres within the boundary of the property, such that two queued vehicles can be contained wholly within the boundary of the property, as per AS2890.1.
3. That a Demolition and Construction Management Program be prepared and submitted to Council for approval by the North Sydney Traffic Committee prior to the issue of a Construction Certificate. Any use of Council property shall require appropriate separate permits/ approvals.

4. That an Operational Transport Management Plan for heavy vehicles including garbage vehicles, retail deliveries and residential removalists to the site be prepared and submitted to Council for approval by the North Sydney Traffic Committee prior to the issue of an Occupation Certificate.
5. That all vehicles, including heavy vehicles, delivery vehicles and garbage vehicles must enter and exit the site in a forwards direction unless under the direct supervision of an RTA accredited traffic controller.
6. That all aspects of the carpark comply with the Australian Standard AS2890.1 Off-Street Parking.
7. That all aspects of the loading dock comply with the Australian Standard AS2890.2.
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 Chandos Street, Oxley Street and Atchison Lane, adjacent to the site, to the appropriate standard and to the satisfaction of Council.
11. That signs be installed at the exit to the driveway and loading dock stating "Stop – Give Way to Pedestrians"

Yours sincerely

Cathy Edwards-Davis
Traffic Engineer