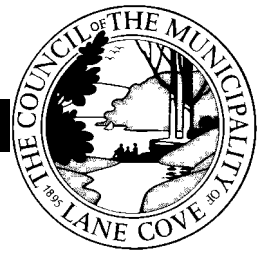


Memorandum



Project Title 15-25 Marshall Avenue - DA 32/13
Subject Traffic and Transport Manager comments
Location St Leonards
To Rebecka Groth (Senior Town Planner)
From Tim Sullivan

Division OSUSD
Record No. 18985/13
Date 19 April 2013

I refer to your request for further comment in relation to a proposed mixed use residential and commercial development at 15-25 Marshall Avenue, St Leonards.

I have reviewed the revised Traffic Impact Assessment produced by Traffix (17 April 2013) and the plans produced by Loftex (February 2013). My comments are set out below.

Item		Text
1		Intersection Performance
	1	<p>It is noted that two separate intersection counts were carried out following Council's letter dated 20 March. These took place on 20 March and 9 April 2013. The subsequent existing + development SIDRA analysis of the critical intersection of Berry Rd / Pacific Highway shows an acceptable Level of Service for the intersection as a whole. However, there is forecast to be a high level of vehicle delay (ave 51.4 secs) and queuing (44.6m or approx 8 cars) on the Berry Road approach in the morning peak. This level of delay and queuing is likely to be significantly worse by the time of occupation due to background traffic growth and neighbouring high density development in St Leonards South.</p> <p>This development in the St Leonards South Precinct is likely to be followed by more high density commercial and residential development in the near future, which will all access the State Road network via the Berry Rd / Pacific Highway intersection. Therefore it can be seen that the performance of this set of traffic signals is key to the development potential of the whole area. I strongly recommend that RMS Network Operations section (contact Ennio.MORSON@rms.nsw.gov.au) be invited to comment on the impact of this development on the signalised intersection of Berry Rd / Pacific Highway.</p>
2		Parking Requirements
	1	<p>It is noted that an oversupply of 17 parking spaces is proposed. This is unnecessary and undesirable given the proximity of the site to excellent public transport services and the metered on-street parking on local streets which will serve to regulate overspill. In effect the additional 17 car spaces will encourage more vehicle trips to the development, creating more congestion on the local road network.</p> <p>This is contrary to industry best practice with respect to parking provision near public transport nodes. If this high level of parking is permitted there is the danger of setting a precedent for the whole St Leonards South precinct that will be hard to reverse and which will ultimately lead to an unsustainable growth in traffic in this area.</p>
	2	<p>It is recommended that the 17 additional spaces proposed are used instead for secure cycle parking and end-of-trip facilities such as showers and a drying room.</p>
	3	<p>The developer should also consider accommodating car-share spaces within the on-site car parking area to reduce residents' reliance on private vehicle ownership.</p>
3		Cycling infrastructure

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Item		Text
	1	The Lane Cove Bicycle Plan includes provision for on-road cycle paths on Canberra Avenue, Marshall Avenue and Berry Road (the latter between Marshall Avenue and Pacific Highway). The development must complement and facilitate the implementation of this green infrastructure and should generally be designed with the needs of cyclists in mind.
	2	The design of the development, particularly access and egress arrangements from/to Marshall Avenue, must not preclude the installation of on-road cycle facilities identified in the Lane Cove Bicycle Plan.
	3	The development should include provision for visitor cycle parking (in addition to the cycle parking in the basement car park). The public cycle parking should be clearly signposted, well lit and easily accessible by bike.
	4	Resident cycle parking in the basement car park should be as close to the car park entrance as possible so as to be both convenient and safe for cyclists to use. Secure bike lockers or a bike cage should be provided for residents' bikes.

		Conditions of Consent
	1	RMS approval must be gained as to the acceptability of the traffic impacts of the development, particularly in relation to the signalised intersection of Berry Road / Pacific Highway / Reserve Road.
	2	The number of on site parking spaces should be brought down to the DCP minimum requirement of 74 spaces due to the proximity of St Leonards train station and excellent bus services on Pacific Highway.
	3	All on site car parking facilities including ramps and servicing areas must comply with AS 2890.1 Off-street parking and AS 2890.6 Off-street parking for people with disabilities. If access to the basement car park is controlled by means of a security gate or other similar entry device, an intercom system at the entry to the car park must be provided to allow visitor access.
	4	The developer should pay the sum of \$25,000 towards the design and implementation of cycle paths as per the Lane Cove Bicycle Plan. This is in accordance with Council's S94 Contributions Plan Table 7.12 Schedule of Works (Traffic Management and Streetscape Improvements) – St Leonards Local Area Traffic Management.
	5	A construction traffic management plan, including a Traffic Control Plan produced by an RTA accredited red or orange card holder, must be approved by Council before any demolition or construction work can commence. It must also be shown how construction and trades vehicles will be accommodated without resulting in adverse impacts on surrounding residential streets.

Regards,

Tim Sullivan

ACTING MANAGER – TRAFFIC AND TRANSPORT

Memorandum

