
Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: SK/7887/jj

15 November, 2010

Transport Planning
Town Planning
Retail Studies

Mirvac
Level 26
60 Margaret Street
SYDNEY NSW 2000

Attention: Simon Healy
Email: Simon_Healy@mirvac.com

Dear Sir,

RE: PART 3A PROPOSED MIXED USE DEVELOPMENT
7 RAILWAY STREET, CHATSWOOD

1. As requested, we are writing regarding traffic and parking matters raised by the Department of Planning and in submissions in relation to the above development. We have previously prepared a report⁽¹⁾ which was submitted with the Part 3A application.
2. As a result of ongoing discussions with the Department of Planning, Mirvac have modified the proposed development to respond to matters raised in submissions. The proposed modifications to the development include:-
 - reduction in the number of residential units from 304 to 295 units;
 - 67 of the residential units (23% of the total provision) to be adaptable units. This is an increase of 36 adaptable units from the original project application;
 - increase in commercial area from 3,810m² GFA to 4,876m² GFA;
 - reduction in on-site parking from 395 spaces to 332 spaces;
 - provision of a car share scheme;

⁽¹⁾ "Transport and Accessibility Impact Assessment for Proposed Residential and Commercial Development, 7 Railway Street, Chatswood," July 2010, Colston Budd Hunt & Kafes Pty Ltd.

- ☐ modifications to loading dock and car parking arrangements (consistent with Council's DA approval for the completed Epica Building).
3. The modified development scheme has been reviewed. The traffic and parking matters raised in submissions, and our responses to these matters, are set out below.

Department of Planning

4. On-site car parking provision:

The on-site car parking provision on site is considered excessive given the accessibility to rail and bus services, and employment opportunities. To minimize traffic generation in the centre and to encourage use of public transport, the car parking provision should be reduced to a more appropriate level given the site's close proximity to the Chatswood Transport Interchange, and a justification for the revised car parking provision should be provided in the context of the broader locality.

The proposed allocation of car parking to different uses should be identified.

4. As previously discussed, it is proposed to reduce on-site parking for the proposed development. In its letter dated 17 September 2010, Council suggests the following maximum parking rates:-
- ☐ Residential
 - one space per unit;
 - one space per seven units for visitors;
 - ☐ Commercial
 - one space per 200m² GFA;
 - ☐ Retail Shops
 - one space per shop/tenancy.
5. Application of the above rates results in a maximum provision of 363 spaces. The proposed provision of 332 spaces is in accordance with Council's suggested reduced parking requirement and is a significant reduction in on-site parking from the original project application.

Colston Budd Hunt & Kafes Pty Ltd

6. Car parking is proposed to be provided as follows:-

- | | |
|------------------------------|---------------|
| □ Residential | |
| - tenants | - 295 spaces; |
| - visitors | - 9 spaces; |
| □ Commercial | - 24 spaces; |
| □ Retail (2 shops/tenancies) | - 2 spaces; |
| □ Car share scheme | - 2 spaces |

<u>Total</u>	<u>332 spaces</u>
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7. It is proposed to provide one parking space per residential unit and share residential visitor parking with the commercial tenant spaces. Nine dedicated visitor parking spaces will be provided during the peak commercial periods. Outside these periods on-site commercial parking spaces (total of 33 spaces, including 9 dedicated visitor spaces plus 24 commercial spaces), would therefore be available for visitors to the development during evenings and on weekends. The shared use of parking spaces by the commercial uses and residential visitors is considered appropriate. Commercial and residential visitor spaces will be provided on basement level 1. Residential tenant spaces (295 spaces) will be provided on basement levels 2 to 6.
8. In addition to residential and commercial car parking spaces, the proposed development will provide 2 retail spaces (one space per shop/tenancy) and 2 car share spaces on basement level 1.
9. The proposed parking provision for the revised development scheme and the allocation of these spaces is considered appropriate. The proposed provision is in accordance with Council's objective of reducing parking provision within the Chatswood CBD and to promote the use of public transport for the journey to work.
10. In addition to matters relating to parking, in their letter dated 17 September 2010, Council raised the issue of traffic generation of the proposed development. In their letter, Council has suggested that the commercial developments would have a traffic generation rate of between 0.24 to 0.3 vehicles per hour per parking space. We understand that this traffic generation is based on studies commissioned by the City of Sydney for commercial

developments located within the CBD. Whilst this traffic generation rate may reflect the traffic generation of commercial developments within the CBD, it may not necessarily reflect the generation of a commercial development within Chatswood. Surveys of commercial developments on the north shore close to public transport services found a traffic generation rate of 0.3 to 0.4 vehicles per hour per parking spaces during peak periods. Our assessment adopted the higher traffic generation rate of 0.4 vehicles per hour per parking space at peak times.

11. Adoption of this rate for the commercial area, plus the RTA's rate for residential units in metropolitan regional and sub-regional centres, (0.24 to 0.29 vehicles per unit two-way), results in a traffic generation for the revised development scheme of some 80 to 95 vehicles per hour two-way.
12. Application of this rate (0.4 vehicles per hour per parking space) to the approved commercial development results in a traffic generation of some 88 vehicles per hour two-way. This traffic generation is within the traffic generation range estimated for the proposed revised development scheme.
13. Our previous traffic assessment which supported the Part 3A application for the proposed mixed use development, assessed a traffic generation of 100 vehicles per hour. That traffic assessment found that the increases in traffic flow on surrounding streets, including the Pacific Highway, Fullers Road, Help Street, Victoria Avenue and McIntosh Street would be low at some 5 to 30 vehicles per hour two-way during the morning and afternoon peak periods. Traffic flow increases on Railway Street, where access to the development is proposed, would be some 20 to 65 vehicles per hour two-way at peak times.
14. The traffic report determined that these are small increases in traffic flows and lower than increases previously assessed for the original Masterplan for the approved development on the site. The surrounding road network will be able to cater for these modest flows. Intersections will continue to operate at the same levels of service with similar average delays compared to today.
15. The proposed development would have its greatest effects during the weekday morning and afternoon peak periods, when traffic generated by the proposed development combines with commercial and commuter traffic on the surrounding road network. At other times of the week such as weekends and on Thursday evenings, commercial developments in the area west of the railway line generate significantly less traffic and background flows on surrounding streets are lower, compared to roads on the eastern side of the

railway line (within the Chatswood retail centre) at these times. Therefore the traffic effects of the proposed development at these times would be less.

RTA and Sydney Regional Development Advisory Committee

16. Below are the SRDAC's recommendations and RTA's comments on the project application.

1. An appropriate funding mechanism should be in place to obtain contribution from the developer for traffic signal and road widening on the state road network in accordance with Council's Chatswood Traffic Study.

17. This matter is noted and could be addressed through Council's Section 94 Contribution Plan for road works.

2. All vehicles should enter and exit the site in a forward direction.

18. As noted in our report submitted with the Part 3A application, the access driveway to the proposed development will be shared with the access to the adjacent Epica Building service area. The two-way access driveway has been constructed on the subject site and has been designed in accordance with the Australian Standard (AS2890.1-2004) and (AS2890.2-2002).

19. The driveway is designed to cater for all vehicles to enter and exit the site in a forward direction.

3. All vehicles are to be clear from the edge of carriageway and footpath before being required to stop.

20. This matter is noted. The security door at Railway Street will be located some 18 metres into the site. It will be open during business hours, allowing free flow of vehicles into and out of the development. At night, when the building is closed (and traffic generation and traffic flows on the surrounding road network are much lower), the door will be closed. However, it will be positioned to allow vehicles to stand well clear of the carriageway and footway when entering the site.

4. Car parking provisions, loading bays and bicycle facilities should be provided to Council's satisfaction.

21. This matter is noted. Car and bicycle parking provision is addressed in our previous report in paragraphs 3.24 to 3.25. In regards to service vehicle access

and loading dock arrangements, the access driveway has been modified to provide a 3.6 metre height clearance at the driveway and a 4.2 metre height clearance within the loading dock. These clearances are in accordance with Council's letter dated 17 September 2010, to cater for Council's contract garbage truck.

22. The access arrangements and loading dock have been designed to cater for service vehicles ranging from small commercial vehicles to medium rigid trucks. A loading dock has been provided for two service vehicles and will provide for these vehicles to enter and exit the site in a forward direction.

5. The access driveway, off-street parking and loading areas associated with the proposed development (including driveways, grades, parking aisle widths & aisle lengths, turning paths, sight distance requirements, and parking bay dimensions) shall be re-designed to be in accordance with AS2890.1-2004 and AS2890.2-2002 for heavy vehicles.

23. This matter is noted. A condition of consent could be included requiring the development to be designed in accordance with AS2890.1-2004 and AS2890.2-2002 with respect to ramp grades, aisle widths, parking bay dimensions, column locations and height clearances.
24. Parking bay dimensions will be provided a minimum of 2.4 metres wide by 5.4 metres long for residential and commercial tenants and 2.5 metres wide by 5.4 metres long for visitors. Parking spaces will be 0.3 metres wider for spaces located adjacent to structure. Access to parking spaces will be provided from a 5.8 to 6 metres wide two-way traffic aisle circulating through the various parking levels. Columns will be set back 0.75 metres from the front of spaces.
25. As previously discussed, the development will provide 67 adaptable units. Parking for these units will be provided in accordance with Australian Standard (AS2890.6-2009). In accordance with this standard, disabled parking spaces will be 2.4 metres wide with an additional 2.4 metres adjacent to the space for the manoeuvring of wheelchairs. The space and manoeuvring area will be 5.4 metres long. Height clearance of 2.5 metres will be provided above disabled spaces, with 2.2metres elsewhere in the car park. These dimensions are considered appropriate, being in accordance with (AS2890.1-2004) and (AS2890.6-2009).
26. Access between the parking levels will be provided by a combination of ramped parking floors and two-way vehicular ramps, ramp grades, transitions, widths and height clearances will be provided in accordance with AS2890.1004.

6. A Loading Dock Management Plan (LDMP) shall be undertaken to DoP and Council's satisfaction and shall implement appropriate measures that will minimize the conflict between trucks and other vehicles accessing the car park. In addition, the LDMP shall outline measures that would prevent another truck entering the site when the loading dock is occupied. The LDMP shall be submitted for approval to Council, prior to the release of the Occupation Certificate.

7. A Demolition and Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval, prior to the issue of a construction certificate.

27. These matters are noted and could be included as conditions of consent. We note that there are two loading bays within the development.

8. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

28. This matter is noted.

29. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES

A handwritten signature in black ink, appearing to read 'Stan Kafes', written in a cursive style.

S. Kafes
Director