

Your Reference: MP09_0154 MOD 1
Our Reference: 10M1476 vol 2 – SYD10/00658
Contact: Contessa Hajinikitas
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Transport
Roads & Maritime
Services

Metropolitan & Regional Projects South
The Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Amy Watson

**MODIFICATION APPLICATION MP09_0154 MOD
AT 1-7 RAILWAY STREET CHATSWOOD.**

Dear Sir/Madam,

Reference is made to your letter dated 22 November 2011 concerning the abovementioned Section 75W Modification to Project Approval MP09_0154 which was referred to the Roads and Maritime Services (RMS) for comment.

The RMS has reviewed the modifications and provides the following comments:

Condition E33

Car parking

Condition E33 of the approval requires the commercial parking spaces to be made available for residential use outside of commercial business hours. In further progressing the detailed design and practical operation of the development Mirvac has realised that the sharing of the spaces is not practical in this instance as there is no enforcement mechanism to ensure that the residential visitors will vacate the parking spaces when required. Further, having limited access to the commercial parking spaces will make the commercial tenancies less attractive to future occupiers.

It is therefore requested that this aspect of condition 33 be deleted. It is noted that there is ample public parking within Chatswood that visitors are able to utilise and the site is highly accessible via public transport.

Condition E3 will also need to be amended such that reference to shared parking spaces is deleted.

- RMS does not object to the above amendment to Condition E33

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Condition B2 (g)

Truck Manoeuvring

Condition B2(g) requires that access to a loading/waste handling area capable of handling two trucks at the same time and manoeuvring space that is separate to and does not conflict with the access to the car park is provided in the basement.

Whilst the designated loading space can accommodate two trucks at a time, it is not possible, due to site constraints, to provide manoeuvring space that is separate to and does not conflict with the access to the car park. It is therefore requested that this requirement be deleted due to the specific circumstances of the site.

- Report states that delivery vehicles will reverse from the loading area into the car park ramp in order to turn around. RMS does not support this movement due to the conflict between vehicle movements. The developer has not demonstrated how they intend to address this deficiency, and what measures will be put in place to ensure that access/safety to the car parking access area is not compromised. RMS does not support any changes to Condition B2 (g)
- Report indicates that this deficiency is addressed by Section 3.4 (see below) - RMS does not consider that section 3.4 has addressed this issue. Attachment F has not been provided.

3.4 Basement Access

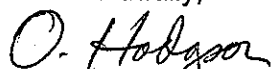
As noted in Section 2 above, the development has been designed such that two trucks can access the servicing/waste storage area at any one time. However, due to the size of the site and the required headroom it is not possible to provide a separate manoeuvring area which can be dedicated to truck movements. The design of the basement as approved relies on trucks being able to reverse out of the loading dock into the car park ramp before exiting the basement in a forward direction.

As can be seen in the truck turning diagrams, the basement allows for the turning circles of small commercial vehicles to medium rigid trucks (Attachment F). The design was reviewed by Colston Budd Hunt & Kafes as part of the assessment of the application who found that the proposed design was suitable and complied with the requirements of the relevant Australian Standards.

It is noted that condition E6 of the approval requires the preparation of a Loading Dock Management Plan (LDMP) prior to the issue of an occupation certificate. The LDMP must outline measures that would prevent another truck from entering the site when the loading dock is occupied by two trucks. The LDMP could also address management measures that will be in place so as to reduce the potential for conflict between cars entering and exiting the car park whilst a truck is reversing out of the loading dock.

Should you require any further clarification in relation to this matter, please call the contact officer named at the top of this letter.

Yours faithfully,



Owen Hodgson

**Senior Land Use Planner
Transport Planning, Sydney Region**

23 December 2011