



OFFICE OF THE GENERAL MANAGER

9 July 2010

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13 JUL 2010

Director-General

Director General
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Mark Brown and Ben Lusher

Dear Sirs,

**MAJOR PROJECT MP_0066 – ALBERT AVENUE/THOMAS STREET, CHATSWOOD
(CAR PARK SITE) SUBMISSION TO DEPARTMENT OF PLANNING.**

I refer to the submission made by Willoughby Council in respect to the Part 3A proposal for Thomas Street, Chatswood.

Council understands that the assessment of the application is proceeding and that the proponents have been requested to respond to various issues that have been raised by the Department.

Since the date of the Council's submission a further matter has arisen that Council needs to draw to your attention for the assessment of the application and consideration of conditions that might be applied to any consent.

Council Officers have been considering options to address the access difficulties created by the Transport Infrastructure Development Corporation (TIDC) and CRI, the developers for the Chatswood Transport Interchange (CTI) development, in relation to vehicular access to and along Thomas Lane that serves properties backing onto Fleet Lane. Thomas Lane is also the primary vehicle egress from the CTI basement car park as well as serving general southbound traffic from Thomas Street to Albert Avenue.

The current situation is that due to the design of the railway structure, the levels created for the CTI development and the inability of TIDC/CRI to address vehicular, pedestrian and cycle access along Thomas Lane, as required by their consent, Thomas Lane only operates One-Way southbound and is currently closed to all traffic north of Fleet Lane other than trucks under 8.1m and emergency vehicles. Until such time as access for regular motor vehicle traffic is re-established in Thomas Lane, larger service vehicles and cars associated with the premises off Fleet Lane are unable to access the lane from the end of Thomas Street.

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Willoughby City Council

The outcome of this is that the properties backing onto Fleet Lane rely on access to their loading areas and docks from Fleet Lane west. However, the application before the Department provides for closure of the central section of Fleet lane as part of the development site.

Council has previously advised that the Department is unable to grant consent to the Part 3A application until the section of Fleet Lane within the development site has been formally closed because the provisions of Part 3A under the EPA Act do not override the Roads Act in respect to road closures. Council has been carrying out the process for the road closure to ensure that the Part 3A application can be determined.

A plan showing the location of the lanes and access points is attached for your reference.

Council's submission on the Part 3A project to the Department noted that the application made provision for a new link road along the north-eastern boundary of the site from Thomas Street to Fleet Lane. This will allow car and truck access, once the development is completed, from Thomas Street (approximately opposite Katherine Street) southbound to Fleet Lane and then to Thomas Lane to continue to either Albert Avenue or back up to Thomas Street.

Concerns have been raised with Council from several property owners that rely on Fleet Lane for access that from commencement of excavation and construction until the new link road is available they will be unable to access the rear of the premises to their car parks or loading docks.

This situation has arisen as a result of the actions of TIDC and CRI in the design and re-construction of Thomas Lane which has resulted in Thomas Lane being no longer suitable for access into and out of Fleet Lane. This has had a significant impact on Council's process to obtain the road closure of the central section of Fleet Lane. The proposal to close the central section of Fleet Lane to allow the Thomas Street Car Park development to proceed (a road closure plan that has been in place since the mid 1980s) was reliant on continued vehicular access being available along Fleet Lane from Thomas Lane during and following construction. This plan has now been prejudiced by the loss of the Thomas Lane access and therefore an alternative arrangement needs to be put in place.

Council is currently preparing a TMP in consultation with adjoining property owners and the RTA which facilitates the planned closure of the part of Fleet Lane which dissects the Thomas St site.

The TMP will address passenger and service vehicle access to and from adjoining sites, pedestrian access and the circulation characteristics of the adjoining road network including Fleet Lane, Thomas Lane and Street. The TMP will specifically address pre and post construction of the Thomas Street site, together with a 'during' construction plan. The TMP will resolve issues associated with Thomas Lane & Fleet Lane resulting from the design and implementation of the Chatswood Transport Interchange development.

Reference: Nick Tobin

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Page: 2

Willoughby City Council

Following adoption of the TMP it will form an integral component of the formal application for the lane closure with the NSW Land and Property Management Authority as it will address the submissions made to the lane closure proposal and it is recommended that any development consent for the part 3A application should also adopt it as a condition of consent.

We are expecting that the TMP will be finalized and adopted by August 2010 and we will keep you informed on the process.

We regret bringing this matter to your attention at this step in the assessment, however we believe that it is an important consideration that can be relatively easily addressed as outlined above.

We would be pleased to discuss this matter with you to clarify any queries you might have.

Please contact the undersigned or Councils Infrastructure Services Director, Steven Head on 9777 7010 if you would like to discuss this matter.

Yours faithfully,



Nick Tobin
GENERAL MANAGER

Willoughby City Council

ATTACHMENT

DRAFT CONDITIONS

A. Prior to Commencement:

The applicant is to submit to Council for approval a Traffic Management Plan (TMP) for the development that will provide for:

- a) implementation of special traffic control measures, or construction by the applicant of an access road, to maintain pedestrian, car and truck access from either Thomas Street, Thomas Lane or Albert Avenue to Fleet Lane east in order to maintain access to the rear of the properties at 73-75 Albert Avenue and 2-12 Thomas Street;
- b) any access road required by the TMP is to be repositioned and reconstructed on site as necessary during the site preparation, excavation and construction in order to maintain the access;
- c) any access road is to be constructed to a minimum standard using road base and bitumen seal pending completion of the new lane linking Thomas Street to Fleet Lane east as shown on the consent plans;
- d) notification to the occupants of the properties referred to in a) above when the Fleet Lane central through - access section is to be closed, when the new access road is open, where a repositioned access road is to be located, when the repositioned access road can be used and details of any special arrangements for traffic control.

PRIOR TO COMMENCEMENT AND DURING DEVELOPMENT

1. The applicant is to implement the approved Traffic Management Plan referred to in Condition X (insert) during the site preparation work, excavation and construction stages of the development