



29 November 2006

061383 UT

Aurora Projects Pty Ltd
Level 16, 122 Arthur Street
North Sydney NSW 2060

Attention: Mr Greg O'Neill

**RESPONSE TO TRAFFIC AND PARKING COMMENTS RELATED TO
DEVELOPMENT APPLICATIONS FOR O'BRIEN BUILDING AND FORBES
STREET, DARLINGHURST**

Dear Greg

Our comments are as follows:

1. Comments from Sydney City Council:

The inadequate traffic generation report for the O'Brien component, which fails to address the use of the proposed parking spaces by the entire St Vincents staff population.

Response to Item 1:

The Traffic and Parking Report (URaP-TTW 2006) was prepared to address the parking issues associated with the O'Brien Building redevelopment proposal. The parking issues relating to the St Vincent staff is addressed as part of each component of the St Vincent activity. Council Policy at the time for each DA application dictates the parking requirements for the O'Brien development.

As indicated in the Traffic and Parking Report (TPR) for the O'Brien development, a total of some 200 staff will be using the new O'Brien Building. The proposal to provide 228 car parking spaces is more than adequate to meet the demand. This is based upon:

- (1) The fact that a high proportion of the staff will be/are using public transport or walk as their mode of travel to work (i.e. 30% car use, see TPR page 5 and 13). The demand for staff carparking at the O'Brien Building will be in order of 60 to 100 spaces (while 130 spaces will be dedicated to the O'Brien Building). Accordingly, some 98 spaces at the Hospital's carpark (which currently are used by staff) will be available for use by visitors/users to the area.
- (2) The visitors carparking demand is about 20 -30 spaces. This is based upon visitor car use to the site of a maximum 110 cars during a six hour period during a day and an average stay of 1-2 hours. It should be noted that currently much of the parking demand is being taken up by on street parking within the area.

The level of parking proposed, therefore, will meet both the visitors' and staff demand for the redevelopment at the O'Brien Site and improve the parking situation for the area.

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Summary

Existing situation: staff and visitors associated with mental health and drug rehabilitation use parking areas including on-street parking and the Hospital's car park.

Future situation: O'Brien Building (OB) will provide an additional 228 parking spaces to the area. 130 of these spaces will be allocated for the OB's use while the remaining 98 spaces will be used by staff who currently use the Hospital's car park. These remaining 98 spaces at the Hospital's car park will be available for users/visitors to the area.

2. Clover Moore, Member for Bligh

2a

Traffic and Parking

The traffic generation report for the project is inadequate in that it fails to address the full range of transport, traffic and parking issues for the development. A comprehensive travel plan is required to prevent impacts on local residents and to encourage public transport use.

Residents have particularly raised concerns about safety for traffic entering and exiting the proposed underground car park in the new health facility. There have been long-standing residents' concerns about hospital staff private vehicles and hospital vehicles parking in residential streets, and any new car park should take advantage of opportunities to address this problem. As both development sites are close to public transport on Oxford Street and the 389 bus route operates on Burton Street, options need to be included to ensure high public transport use.

Could you please:

- **Require a Travel Plan for the proposed development that will reduce reliance on private vehicles and encourage public transport use; and**
- **Ensure safe traffic movement at the entrance to the proposed underground car park off Burton Street.**

Response to Item 2a:

The Traffic and Parking Report has clearly stated the availability of public transport as a mode of travel choice associated with the proposed redevelopment. The report has also included a map showing all bus routes servicing the area while recommending bicycle storage areas as part of the new building facilities.

In addition the report has identified pedestrian facilities and train station locations. Further, the report has highlighted the transport strategies and compliance of the proposal with SEPP 66 principles (see TPR pages 5, 8,9,12 and 14).

In order to ensure a high use of public and active transport among staff and users of the new OB, appropriate travel plans and policies will be placed by the Hospital management. These plans and policies will encourage staff (and possibly visitors to the site) to use alternate mode of transport instead of driving a car to work. These measure could include:

- Travel plans to show bus stops/routes and train time tables
- Information on benefits of active transport (i.e. walking or cycling) and possible routes to the site.
- Policies to encourage staff to use public/active transport such as "free t-shirt day" by staff presenting a weekly public transport ticket.

These plans/policies will be prepared and in placed upon the completion of the project and its operation. It could be included as part of the condition of consent for the proposed redevelopment.

Current Public Transport use is high and the proposal, whilst meeting the parking demands (as outlined in item No1 above), will further encourages public transport use.

With the regards to access, the operation and safety of the proposed car park has also been considered in details as part of the concept design for the new OB. The entry and exit to the car park is restricted to "left in/left out" only to prevent any right turn movements by vehicles entering or exiting the site. This reduces the number of vehicle conflict movements and thus improves road safety. In addition, the provision of vehicular deceleration and acceleration lanes to the car park provides a safe and efficient means of access to the site.

2b

Could you please ensure that Traffic and Construction Management Plans protect residential safety and amenity?

Response to Item 2b

A Construction and Traffic Management Plan will be prepared for the site prior to construction. The plan will consider all appropriate elements including residential safety and amenity. The requirement for such a plan could be as part of the conditions of consent for the proposal.

3. esna (East Sydney Neighbourhood Association)

Time and time again throughout the documentation there are references to the excellent public transport to the site. We object to any measures which increase traffic through our local streets. This applies equally to the O'Brien site. We acknowledge there would be a need for a small amount of parking at the O'Brien site to cater for vehicles used by health care professionals in their work.

At present, the Caritas site is occupied by a sandstone 19th century structure which is not used after hours, a two-storey Edwardian structure in the southern part of the site which is also only used during business hours, and the Caritas unit, which is a small (no more than 30 bed) psychiatric inpatient unit. The proposal for over 100 apartments would significantly increase the amount of traffic in local streets

The Traffic and Parking Report states *'Burton Street is a major traffic route for the area with traffic volumes of 7,500 vehicles per day.'* This is totally incorrect. Burton Street, as all streets within East Sydney, is zoned a local street. As such its vehicle per day movement is capped at a maximum of 2,000 by the RTA Road Classification Parameters. It can be seen quite clearly that traffic movements on East Sydney streets are already exceeding the RTA parameters and we do not need any additional traffic generation. (Similarly, the Traffic and Parking Report for the O'Brien Building is erroneous in stating *'Burton Street is a main road...'* it is NOT a main road; it is a local street.) The proposal also states that Forbes Street south of Burton Street has a 'No Through Road' designation. This is also incorrect; Forbes Street south of Burton Street is a two-way street that actually connects to Bourke Street in both directions.

We are therefore extremely surprised to see that there is documentation which states *'Both Council and the RTA indicated they had no objection to the proposal and could not see any major traffic issues.'* since clearly traffic movements already exceed the RTA Road Classification Parameters.

The Council of The City of Sydney has a policy of minimising off-street parking in order to encourage the use of public transport. Due to the dominance of commercial usage a greater proportion of off-street parking lots are allowed in the CBD. The applicant has applied for CBD parking controls to be applied to the Caritas site to increase off-street parking so that again, profits can be maximised at the expense of the surrounding community. The application for CBD parking controls should be rejected.

The presence of 1085 square metres of commercial space would necessitate significant daily traffic flow. Indeed as the commercial space has been described as professional suites, retail and café, the daily load of deliveries to these commercial areas would be excessive for the local area. The increased traffic flow would need to be taken up by local roads which service high density urban accommodation. The traffic increase would also risk injury as the surrounding area has a high proportion of pedestrians.

The current preferred proposal in Option 2 allows for 157 residential spaces and only 9 commercial spaces to achieve a total on-site parking of 166 spaces. This appears to significantly underestimate the amount of parking generated by the commercial space. Working on Sydney City Council usual ratio of one parking space for every 50 square metres (conservatively estimated dependent on usage - the ratio could be from 1:18 to 1:50), then the projected parking demand would appear to be woefully underestimated. Local parking availability is already significantly overwhelmed with the local facilities of Oxford Street, the shops and restaurants of Burton and Palmer Streets and Darlinghurst Road and the influx of students and visitors to the National Art School as well as the small scale of the accommodation in East Sydney/Darlinghurst which means that few, if any, of the original buildings have on-site parking.

Clearly this proposal, with its excessive number of apartments together with its commercial/retail component, would generate considerably more traffic and demand for on-street parking in the immediate environment. This area of East Sydney is

already full to capacity having to deal with commuter and shopper parking generated by Oxford Street. It is increasingly difficult for residents to park near their homes despite resident parking permits. The introduction of more traffic and demand for parking in this area is completely unacceptable and reflects the over-development of the proposal.

Response to Item 3:

The Traffic and Parking Report for the Caritas and O'Brien sites has considered Burton Street as a major local road due to its strategic location and function. The study has clearly indicated that there would be a minimal vehicular traffic impact on the streets in the vicinity of the proposed developments.

The level of car parking provision has aimed to minimize any adverse impact of parking on the area by the supply of an appropriate level of off-street car parking.

The existing character and land use of the area is sympathetic to the proposed development scenarios. Accordingly, no significant impact in terms of traffic generation or parking demand will be experienced on the street system in the vicinity of the two development sites.

Yours faithfully,
URAP-TTW PTY LIMITED



KAM TARA
Director

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