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NB11159 - GSVCC Peer Review - r00.docx
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Garvan St Vincent's Cancer Centre traffic and parking review

The NSW Department of Planning (DoP) engaged Sinclair Knight Merz (SKM) in December 2009 to review the traffic and parking assessment of the proposed Garvan St Vincent's Cancer Centre (GSVCC) in Darlinghurst. The traffic and parking assessment was undertaken by TEF Consulting, who reported in October 2009. TEF Consulting is a consultant to the Garvan Institute and St Vincent's and Mater Health Sydney, the proponents of the GSVCC.

The proponents are proposing access to an off-street car park facility (total parking provision of 173 spaces) from an existing access located off West Street. The City of Sydney and local residents favour access from Liverpool Street and Chaplin Street (which is located off Liverpool Street). The DoP is seeking independent advice as to whether the traffic impacts of the GSVCC warrant consideration of access from Liverpool Street and Chaplin Street rather than West Street.

Issues to be reviewed

The basis of SKM's review was the report titled *"An Assessment of Traffic and Parking Conditions for the Garvan St Vincent's Cancer Centre Project Application"*, prepared by TEF Consulting. In addition, a site inspection was undertaken on 14th December 2009 to observe existing conditions.

The following issues were highlighted to the DoP by the City of Sydney and local residents for particular attention:

- Traffic impacts on local roads to the east of the site, particularly Barcom Avenue and West Avenue;
- The existing access driveway off West Street, which is located directly opposite West Avenue, contravenes AS 2890.1:2004 *(Parking facilities – Off-street car parking)*;
- A previous approval for the site required traffic management measures at the intersection of West Avenue and West Street to prevent direct access from West Avenue to the access driveway to the car park and loading facility. The traffic management measures have been

implemented, however, residents believe that these have failed to prevent inappropriate access from occurring. There are concerns that the additional traffic generated by the GSVCC will result in increased traffic volumes on West Avenue; and

- The City of Sydney requires that truck access to the GSVCC be right hand turn only from Liverpool Street to Chaplin Street, with an exit onto West Street. The current loading and unloading practices (resulting from a previous approval) are unsuitable, dangerous and do not comply with the intent of the approval conditions. Furthermore, they believe that turning circles within the site near the loading dock are insufficient for trucks with the result that they enter forward first, and then reverse to exit.

Results of review

The results of the review are detailed below:

- **Traffic impacts on local roads** – The impact of traffic generated by the GSVCC on the local road network, in particular Barcom Avenue and West Avenue, is considered to be negligible. Based on surveys conducted as part of the traffic and parking assessment, it was determined that 39 percent of all vehicles accessing GSVCC (54 vehicles per hour) would arrive in the AM peak period, and 34 percent of all vehicles accessing GSVCC (47 vehicles per hour) would depart in the PM peak period. In addition, it was determined that 78 percent (43 vehicles) arriving in the AM peak would approach from the west, using Burton Street and West Street rather than Barcom Avenue and West Avenue. Conversely, 22 percent (12 vehicles) would approach from the east in the AM peak, also using Burton Street and West Street rather than Barcom Avenue and West Avenue. The methodology adopted by TEF Consulting to determine traffic generation and distribution is considered adequate and the conclusions acceptable;
- **Compliance of the existing access driveway with AS2890.1:2004** – It is considered that the existing access driveway off West Street is compliant with AS2890.1:2004. Where this may be open to interpretation is Clause 3.2.3(a), which states:

  Driveway Categories 1 and 2: *At unsignalised intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 shall not be located in the sections of kerb shown by heavy lines in Figure 3.1* (see overleaf). *This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalised intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement*.

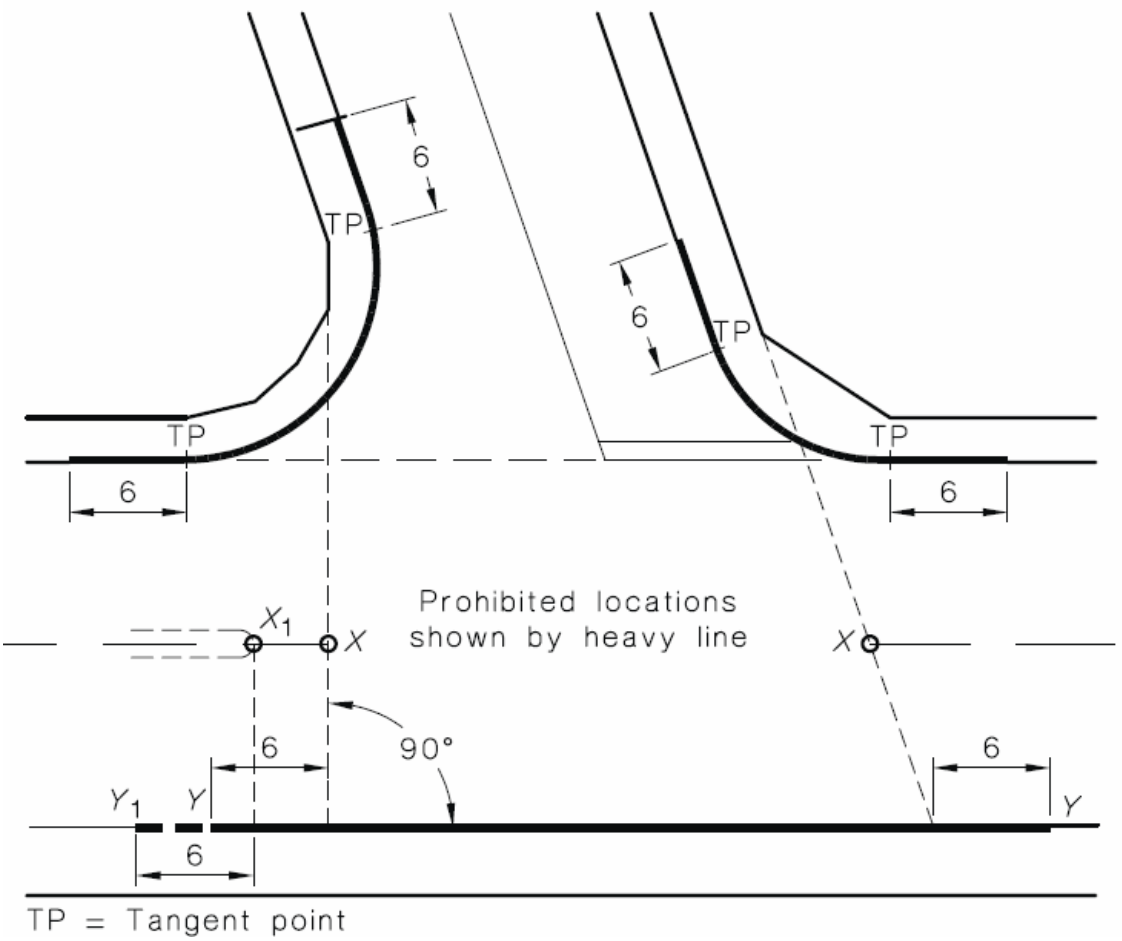

Figure source: AS2890.1:2004 – Parking facilities – Off-street car parking, Figure 3.1

Due to existing site constraints at the West Avenue / West Street intersection, it is considered that the phrase, "[Figure 3.1]…*shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement"* applies to the existing access driveway off West Street, and therefore compliance with AS2890.1:2004 is achieved.

Effectiveness of traffic management measures at the West Avenue / West Street intersection – The combination of the uphill gradient in West Avenue, the acute deflection to the right and limited sight distance to the left on the West Avenue approach to the intersection make it extremely difficult to enter the car park access from West Avenue and are considered to be of sufficient deterrent to the majority of vehicles. On this basis, it is considered that concerns about increased traffic volumes on West Avenue as a result of the GSVCC are unfounded (detailed above); and

- **Truck access arrangements** – A detailed review of the layout of the existing loading area off West Street was not undertaken, as design drawings (including swept paths) were not made available for evaluation. From a visual inspection of the loading area, there appeared to be sufficient space for a heavy rigid vehicle to turn around within the loading bay to enable entry and exit in a forwards direction. It is noted in the traffic and parking assessment that the design of the existing loading dock was approved by the City of Sydney for use by heavy rigid vehicles as part of the Development Approval for the Lowy Packer Building (Section 4.3, page 26). If compliance with the requirement to enter and exit in a forwards direction is an issue, reinforcement of this condition of access to regular deliverers to the site by the property manager could well overcome this issue.

  In addition, the requirement by the City of Sydney that truck access to the GSVCC be right hand turn only from Liverpool Street to Chaplin Street is considered to be impractical and potentially unsafe, as this would cause queuing through the Liverpool Street / Victoria Street intersection (which is located approximately 30 metres west of Chaplin Street).

  Council recognises that their requested right turn access has the potential to cause the above issues.

Recommendation

The document *"An Assessment of Traffic and Parking Conditions for the Garvan St Vincent's Cancer Centre Project Application"*, prepared by TEF Consulting follows accepted traffic impact assessment methodology and addresses all of the requirements of a traffic and parking impact study in support of a development application of this scale.

Based on the review of the traffic and transport assessment prepared by TEF Consulting, and consideration of the issues raised by the City of Sydney and local residents, the proposed access to the GSVCC via West Street complies with relevant standards and will impose only a minor traffic impact on the surrounding local road network.

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