
Colston Budd Hunt & Kafes Pty Ltd

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

Our Ref: TR/7502/jj

1 March, 2010

Transport Planning
Town Planning
Retail Studies

The General Manager
Ryde City Council
Locked Bag 2069
NORTH RYDE NSW 1670

Dear Sir,

**RE: DA 2009/700 PROPOSED HOTEL,
20 WEST PARADE EASTWOOD**

1. We have been requested by the Applicant (Malcon Pty Ltd) to provide additional information requested by Ryde Traffic Committee (RTC) at its meeting on 4 February 2010 and to respond to the traffic and parking matters raised in submissions to the above development. We prepared the traffic and parking report that accompanied the DA.
2. At the RTC meeting it was highlighted that:
 - the parking proposal does not comply with the DCP requirements;
 - no disabled car parking spaces are proposed as required in the DCP;
 - Council could accept a monetary contribution for future public transport, in lieu of parking that is not proposed for the site, as per Council's Section 94 plan;
 - Council could condition that the Applicant provide a community bus to service the site.
3. The RTC deferred the application for consideration at a future meeting of the RTC, pending receipt of a detailed Loading Management Plan from the Applicant. Set out below is our response to the above matters and details on the loading dock management plan.

Parking

4. The site is a narrow site some 45 metres long and 10 to 15 metres wide. It is not practical to provide any basement parking on site due to the narrowness of the site (parking plus an access aisle would need to be a minimum of some 11.5 metres, excluding an access ramp and turn area) It would be possible to provide some 6 to

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- 8 at grade spaces on site. However, any at grade parking would require the hotel to be provided within an elevated structure which would render the hotel development not practical.
5. To assess parking requirements for the proposed hotel, surveys of patrons the existing Eastwood Hotel were undertaken. Based on the proposed hotel being the same size as the Eastwood Hotel and having similar levels of patronage, parking demand was previously estimated to be some 3 to 13 spaces in the lunchtime period and some 16 to 34 spaces in the late afternoon/evening period.
 6. Since completing our report additional information regarding the Eastwood Hotel has become available. It has a licensed floor area of some 650m² (some 60% more than the proposed hotel). Thus our previous estimates of parking demand for the proposed hotel could be reduced to 2 to 8 spaces in the lunchtime period and some 10 and 21 spaces in the late afternoon/evening period.
 7. As no parking could be provided on site, surveys of available on street and Council car parks within 250 metres of the subject site were undertaken over a seven day period. These parking surveys found that:
 - between 10.00am and 3.00pm there are between 28 and 120 vacant spaces either on street or located within the Council car parks within 250 metres of the site. At 1.30pm there are at least 30 vacant spaces; and
 - between 4.00pm and 7.00pm there are between 50 and 268 vacant spaces either on street or located within the Council car parks within 250 metres of the site. At 6.00pm there are at least 177 vacant spaces.
 8. In summary our review of parking effects of the proposed hotel found that:
 - parking requirements during the lunchtime period would be low (as would be expected when most patrons would already be within Eastwood town centre and walk to the site);
 - it is not practical to provide any on site parking due to the narrowness of the site; and
 - parking requirements for the hotel could be accommodated within the existing vacant spaces located on street or Council car parks within 250 metres of the site.
 9. With regard to disabled parking it is not practical to provide any on site basement parking. To address this issue it is suggested that one on street parking space along the West Parade frontage of the site be signposted as a disabled space.

10. We understand that the Applicant has agreed to make an appropriate contribution for the shortfall in parking in accordance with Council's Section 94 Plan.
11. In order to further reduce parking demand for the hotel, we understand that the Applicant will provide a mini bus service to pick up and drop off patrons. The provision of the mini bus service could be included as a condition of consent. To provide an appropriate set down and pick up area it is suggested that a section of the frontage of the site be designated no parking.
12. There are currently 7 parking spaces located on the eastern side of West Parade (between the existing site access and the pedestrian crossing). The relocation of the site access to the south and the provision of a no parking zone (for set down and pick up for the mini bus) would reduce the number of parking spaces to 6 (including one disabled space).

Loading Dock Management Plan

13. Deliveries to the site will be in accordance with the following loading dock management which could be included as a condition of development consent.

<i>Loading Dock Management Plan</i>
<i>Deliveries to the hotel at 20 West Parade, Eastwood are to be undertaken in accordance with this plan as set out below.</i>
<ul style="list-style-type: none"><input type="checkbox"/> <i>the number of deliveries to the hotel be limited to 2 per day;</i><input type="checkbox"/> <i>the largest truck to service the hotel to be limited to a 6.4 metre long small rigid truck;</i><input type="checkbox"/> <i>all trucks accessing the site will do so from the north along West Parade and depart to the south;</i><input type="checkbox"/> <i>no deliveries to occur between 8.00am to 9.30am and 2.30pm to 4.00pm.</i><input type="checkbox"/> <i>when a vehicle is reversing into the loading dock from West Parade, pedestrian movements along West Parade will be managed by a traffic controller with appropriate accreditation.</i>

14. With these measures in place deliveries to the proposed hotel will have minimal effect on the operation and safety of traffic and pedestrian flows along West Parade. We note that the proposed hotel would result in a reduction in the number of vehicles crossing the footpath on the eastern side of West Parade. The existing tyre centre generates an average of some 5 to 15 vehicle crossings per hour (two-way) with service vehicles reversing into the site. The proposed development would result in 0 to 2 vehicle crossings per hour (two-way).

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15. In discussions with Council's traffic section, council officers asked that consideration be given to providing a turn table within the loading dock to allow the truck to enter and depart the site in forward direction.
16. We have investigated the potential to provide a turn table and found that it would not be practical for the following reasons:
- Provision of a turntable would require provision of an area of some 80m² for the loading dock (with a 3.6 metre height clearance);
 - The driveway would need to be relocated some 4 metres off the southern boundary;
 - Due to the narrowness of the site, the stock handling area (some 20m²) would need to be relocated from the eastern boundary to the north of the loading dock; and
 - The loading dock would require some 20% of the site area.
17. The loading dock and stock handling area as proposed is some 40m² and is located at the southern end of the site. Provision of a turntable would require two and half times the area as proposed and would result in a non functional hotel layout.

Response to Traffic and Parking Matters Raised in Submissions

18. The traffic and parking matters raised in submissions can be summarised as:
- lack of parking;
 - adverse traffic effects on West Parade; and
 - adverse effects on pedestrian movements along the eastern side of West Parade.
19. The issue of parking has been addressed in Sections 3.5 to 3.13 of our traffic report and the supplementary information provided in Paragraphs 3 to 12 of this letter. In summary during the lunchtime period the proposed hotel will generate a small amount of additional parking which can be accommodated within the surrounding area. As noted above we understand that the Applicant will agree to make an appropriate contribution for the shortfall in parking in accordance with Council's Section 94 Plan.
20. With regard to traffic effects on West Parade, we note that not providing on site parking will result in traffic being dispersed to the surrounding road network and that the traffic associated with the proposed hotel on West Parade during the day would be similar to that generated by the existing tyre centre. The reversing of

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the truck into the loading area, twice per day, would have minimal effect on traffic flow along West Parade or Hillview Lane opposite the site. Overall the traffic effects of the proposed hotel would be minimal.

21. With regard to the effect on pedestrian movements along the eastern side of West Parade the proposed hotel would result in an improvement compared to existing conditions by reducing the number of vehicles crossing the footpath (compared to the existing tyre centre) and managing deliveries to the site through a delivery management plan (as set out in Paragraphs 13 to 17 of this letter).
22. In summary the proposed hotel would have minimal effect on existing traffic and parking conditions in the area.
23. 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 PTY LTD

A handwritten signature in black ink, appearing to read 'Tim Rogers'. The signature is stylized with a large 'T' and 'R'.

Tim Rogers
Director