

## DIRECTOR SUSTAINABLE DEVELOPMENT SERVICES REPORT

21<sup>st</sup> November 2005

<b>DSDS1</b>	<b>10-22 LANDBOROUGH STREET AND 23 PARAGON AVENUE</b>
	<b>FILE: *</b>

### SUMMARY:

Reporting on options for possible development of Council land at South West Rocks.



The following tables provide summaries of the two (2) options provided by Suters Architects. Each option has its strengths and weaknesses.

**Table 1 – Summary of Land Use**

Option	Library Area	Commercial Area	Residential Units	Car Parking (Required)	FSR
1	377	339	14x3, 8x2 Total=22	37 (50)	1.5
2	440	Nil	14x3, 8x2 Total=22	52 (42)	1.28

**Table 2 – Strengths and Weaknesses**

	Paragon Ave	Landsborough St	Strengths	Weaknesses
1	Library (377m <sup>2</sup> ) <i>Commercial area</i> (81m <sup>2</sup> ) 6x3 bed townhouses	2 Commercial floor areas (136m <sup>2</sup> and 122m <sup>2</sup> ) 8x2 bed, 8x3 bed units 37 car spaces	Utilises street frontage for commercial uses. Strong pedestrian link between streets. Efficient use of available land.	Mixes library parking with commercial and residential parking. Relies heavily on Landsborough Street on-street parking provision.

				Library less accessible from Landsborough Street on street parking.
2	6x3 bed units 16 car spaces	Library (440m2) 8x2 bed, 8x3 bed units 36 car spaces	Library easily accessible from Landsborough Street parking. Separates library parking from residential parking. Highest parking provision.	No commercial floor space, but potential to reduce library and provide commercial. Pedestrian link poor across Paragon Avenue land. Poor residential arrangement on Paragon Avenue land. Increases traffic in Paragon Avenue.

Option 1 is considered to provide the most efficient use of the land, and provides an active pedestrian link between Paragon Avenue and Landsborough Street. If Option 1 is selected, development should be timed to be concurrent with Landsborough Street Streetscape improvements to increase on-street parking. These works could be costed and the additional parking generated be funded through a Section 94 charge. The weaknesses of Option 1 are able to be mitigated by allocating secure parking spaces for the residential component. An additional 4 off-street spaces is possible, with a decrease in circulation through the car park, which is considered a preferred option. [\(Appendix A\)](#)

It should be also be noted that the existing carpark contains 34 spaces.

Option 1 would allow retention of up to 7 spaces on site for public use with the opportunity to develop additional parking in Landsborough Street. [\(Appendix B\)](#)

Option 1 provides the benefits of a providing the opportunity for any ongoing return through the rental of commercial floor space, whilst securing library space needed for the growing community.

If it is desirable for the development to proceed without reliance on the Landsborough Street streetscape improvements, Option 2 is preferred. Due to the design providing more parking than required, there is the potential to convert car parking spaces on the Landsborough Street site to commercial floorspace. ([Appendix C](#))

Both options will result in Council sharing a building with residential units. It is likely that Council would sell these units resulting in Council being a member of a Body Corporate.

## **RECOMMENDATION**

- 1 Request Suters Architects to proceed to further develop Option 1 with the changes detailed above.**
- 2 Commence design preparation for Landsborough Street Streetscape works.**

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**R B Pitt**  
**DIRECTOR SUSTAINABLE DEVELOPMENT SERVICES**