



Ref: 10 245

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Attention: Corrie Swanepoel; Manager Development Assessment

**Re: Traffic and Parking Review of the West Pymble Indoor Aquatic and Leisure Centre
2 Lofberg Road, West Pymble (DA0727/10) – Response to Additional Information**

Dear Corrie,

We refer to the subject development and in particular to the December 2010 Revision CBHK Statement of Environmental Effects, together with the December 2010 Car Park and Access Report prepared by Transport & Urban Planning (T&UP) and amended plans. We have reviewed these documents and now provide the following comments.

Parking Supply

We understand from the documentation that the intention is now to construct 74 additional spaces rather than the 60 'core' spaces previously proposed. Additional (improved) management is also proposed to rectify the present underutilisation of existing parking supply. Specifically, a Parking Management Plan is proposed which is stated to provide an effective increase of 40 spaces within Bicentennial Park, which is underutilised when the Pool parking has been busy. Hence, there will be a net effective increase of 114 spaces to accommodate peak demands that variously range between 100 spaces (T&UP) and 143 spaces (TRAFFIX).

In our view, the use of management techniques is an appropriate response to achieve an improved level of usage. Therefore, subject to the effective implementation of the plan it is accepted that there will be an effective net increase of 114 spaces to accommodate the additional demands from the development.

It is also considered that due to the high cost of providing parking, it would be a potential waste of resources to provide more spaces than are required. This however needs to be balanced with the need to protect the amenity of the surrounding residential areas from overspill parking, which remains a possibility based on our higher estimate of demand. Having regard for this and the uncertainty surrounding the available data as previously reported, we consider that the development could be approved subject to appropriate conditions and the following are referred for consideration:

- *A Parking Management Plan shall be implemented and monitored by surveys at peak times on weekends every three (3) months over a one year period and a report shall be prepared for the consideration of Council's Traffic Committee after 12 months. Any amendments required by the Committee shall be incorporated into a*



revised plan. Such plan shall be monitored annually thereafter and refined as necessary; and

- In the event that parking demands associated with Bicentennial Park exceed the available supply and results in adverse parking impacts, an Operational Management Plan shall be prepared to identify measures to mitigate such parking demands. This shall include, but not be limited to, the introduction of a Travel Access Guide for use by staff and patrons of all facilities to maximise alternate (non car) travel modes, the rostering of activities to reduce peak overlaps, additional on-street parking controls to protect residents and the potential for additional parking.*

In our view, such conditions (or similar) would deal satisfactorily with the uncertainties surrounding the data and the complexities associated with various land use components and provides a mechanism to respond if demands are higher than anticipated. On this basis, the application is considered supportable on traffic grounds.

Car Park Design

The car park layouts and intersection changes provided are considered supportable. The only minor matter relates to the 'dead-end' aisle in Area 2, although this will not be a problem if these spaces are allocated to staff. The 'dead-end' aisle in Area 4 is more problematic and a turning area is considered necessary, to avoid reversing in the event that all spaces are occupied.

Matters Raised by RTA

We consider that the T&UP report has not addressed the concerns raised by the RTA in its letter dated 18th November 2010 relating to the accident history at the intersection of Lofberg Road and Ryde Road; which are also reflected in our letter dated 22 November 2010. These are matters that are ultimately a matter for Council to resolve with the RTA and we are content to defer to the RTA in relation to this issue and whether turn restrictions at this intersection are to be implemented. It is possible that this can be dealt with by way of a suitable condition of consent.

We trust that this advice is of assistance and request that you contact the undersigned should you have any queries.

Yours faithfully,

trafficx

Graham Pindar
Director