

Car Parking Statement

TTPA



17 April 2014
REF: 13164

Mr. Hong Huang
Associate Director
Brewster Murray Pty Limited
Level 6, 99 York Street
Sydney NSW 2000

Email: h.huang@bm-arch.com.au

Dear Hong

Re: 16-23 Merriwa Street, Gordon (DA0474/13)

I refer to Council's correspondence dated 5 March 2014 and provide the following revised parking assessment with reference to Volume C Part 2R.2 of the Local Centre DCP, as follows:

Component	Requirement	Proposed Provision
Commercial (100 m ²)	3 at 1 per 33 m ²	4
Residential		
69 x 1-bed	69 at 1 per unit	69
44 x 2-bed	44 at 1 per unit	52
4 x 3-bed	6 at 1.5 per unit	8
Visitors (117 units)	30 at 1 per 4 units	20
Total Required	152 spaces	153 spaces

Against the minimum requirement of 152 spaces the proposed development is intent on providing 153 spaces, which represents a surplus of 1 space.

While the proposed total number of parking spaces provided will be compliant with the DCP Council has requested the reallocation of 10 more spaces for visitors to be entirely compliant with the criteria of 1 visitor space per 4 units.

It is of our view that the DCP's rate is excessive, has no technical basis and results in too many visitor spaces in residential complexes whilst an undersupply of spaces for residents results in increased on-street parking or misuse of visitor spaces.

The RMS Guide to Traffic Generating Developments (Section 5.4.3) for High Density Residential recommends 1 visitor space per 5 to 7 units based on extensive survey and assessment of existing developments across the Sydney metropolitan area. The RMS reference is as follows:

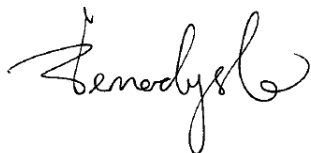
"The recommended minimum number of off-street visitor parking spaces is one space for every 5 to 7 dwellings. Council may wish to reduce this requirement for buildings located in close proximity to public transport, or where short term unit leasing is expected."

Application of the above criteria to the subject development would indicate a requirement between 17 and 24 visitor spaces. The development proposes 20 visitor spaces, or an equivalent of 1 per 6 units. While the proposal represents a shortfall of 10 spaces by Council's criteria it is entirely consistent with the RMS established guidelines.

The site is located some 800-900 metres (approx. 10-12 minutes' walk) from Gordon Railway Station with comprehensive bus services (routes 195/6/7, 560/2) at 850 Pacific Highway some 250 metres east of the site. Although the site falls outside the 400 metre radius it is located within convenient (walkable) proximity to public transport services. Recent pedestrian analyses undertaken by JBA Planning Consultants (details overleaf) at the site indicates strong pedestrian movements in the southbound direction which largely comprised of destinations to the bus stops and the Gordon Town Centre. Therefore it is evident from the study that the site is located within acceptable walking proximity to town centre and transport services.

In view of the above, it is our assessment that the proposed visitor parking provision of 1 per 6 units provides a pragmatic outcome which is consistent with the RMS criteria (which does have a technical basis) and will avoid undue on-street parking by residents.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Bernard Lo', with a stylized flourish at the end.

Bernard Lo MIEAust MITE
Senior Consultant
Transport and Traffic Planning Associates



1. Through-site link between Merriwa Street & Fitzsimons Lane - rising towards Fitzsimons



2. Informal Pedestrian route between Fitzsimons Lane & Ryde Road - through the Pymble Grove Health Centre service lane & loading bay



3. Through-site link between Fitzsimons Lane & Pymble Grove Health Centre entrance & drop off zone - stairway rising from Fitzsimons to Health Centre



4. Pedestrian route between Pymble Grove Health Centre entrance & Pacific Highway - along Health Centre private driveway

LEGEND

L

LEVEL CHANGE - LOW POINT

H

HIGH POINT

LANDSCAPE BUFFER

RAILWAY LINE

SITE BOUNDARY

CAFE

PEDESTRIAN PATH

INFORMAL PEDESTRIAN ROUTE

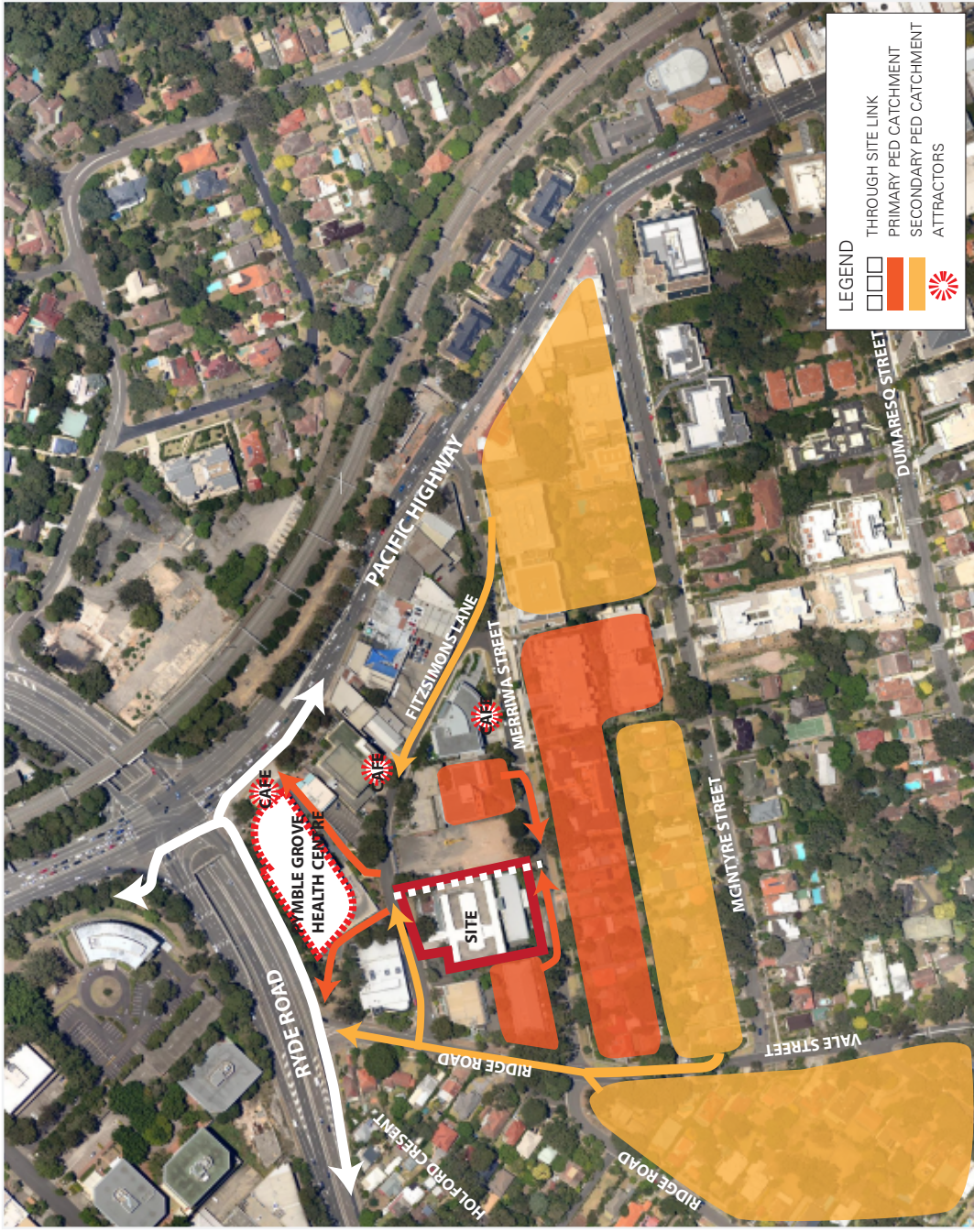
MAIN ROADS

MAIN ROAD CONSTRAINTS

COMMERCIAL RETAIL

MED DENSITY APARTMENTS

DETACHED RESIDENTIAL



PEDESTRIAN MOVEMENT HEADING NORTH

ATTRACTORS

Due to the nature of the urban structure and uses within the study area; the attractors identified below create very weak pedestrian movements;

- Intersection crossing for pedestrians headed north of Ryde Road
- Pymble Grove Health centre – likely a drive to destination
- Café Piet – likely serving local catchment

CATCHMENT

There is minimal pedestrian movement north of Ryde due to the level change past the intersection and high traffic volume nature of the intersection.
The only pedestrians that would benefit from the proposed through site link are the residents living between 26-48 Merriwa Street.

There are 9 detached dwellings and 17 apartment units in this primary catchment area (approximately 48 people) *Based on an average of : 1.5 people per apartment unit & 2.5 people per detached dwelling*

CONCLUSION

The through site link would minimally reduce the time needed to walk to the Pymble Grove Health Centre, Café Piet and the Ryde Road pedestrian crossing.
The proposed development has access to Merriwa Street (pedestrians heading to town centre) and Fitzsimons lane (pedestrians heading north) eliminating the need for an additional through site link

METHODOLOGY

Site Survey 03.04.14 1:30pm
NEARMAPS Cadastral Data
SIX MAPS NSW Cadastral Data
GOOGLE MAPS Cadastral Data

Prepared for : Meissen Properties

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Revision No.	Revision Date	Revision Details	Drawn:	Approved By:	File name:
1	04.04.14	FINAL	EC	TC	PED USE ANALYSIS



PEDESTRIAN MOVEMENT HEADING SOUTH

ATTRACTORS

There are stronger attractors and pedestrian movements heading in the southerly direction.
The main attractors are:

- Gordon town centre (primary pedestrian attractor)
- Bus Stop (850 Pacific Highway)
- Fibonacci Coffee (weak attractor due to the localised pedestrian catchment from nearby commercial uses)

CATCHMENT

The pedestrian catchment that would head in a southerly direction are in the following locations :
The 9 detached residential dwellings along Holford Crescent (approximately 23 people)
Based on an average of : 1.5 people per apartment unit & 2.5 people per detached dwelling
The 2 commercial properties between Ryde Road and Fitzsimons Lane

CONCLUSION

The pedestrians from both the residential and commercial areas north and west of the proposed through site link are unlikely to use the link given the topography of the area which favours Fitzsimons Lane and Merriwa Street heading towards Pacific Highway where the bus stop and Gordon town centre are located..

The proposed development has access to Merriwa Street (pedestrians heading to town centre) and Fitzsimons lane (pedestrians heading north) eliminating the need for an additional through site link.