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traffic & transport planners

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21 December 2018

Drill Pty Ltd C/- First Point PO Box 131 DOUBLE BAY NSW 1360

Attention: Mr Mark Hovey, Managing Director

Re: 24-26 Railway Parade, Westmead - DA/381/2018 Response to Council

Dear Mark,

We refer to the subject Development Application and comments forwarded by Council's Senior Development Assessment Officer in their email dated 29 November 2018. With reference to the basement car park, the following concern was raised:

"The amended plans show that two boom gates and one roller shutter door will be installed to manage residential, visitor and hotel car parking spaces. However, concerns are still remained in relation to how the parking spaces allocated to medical centre, tavern and retail areas will be managed to prevent the use of the parking spaces by users other than the customers and clients of the commercial and retail areas (i.e. there is a risk that the parking spaces be used by medical centre, tavern and retail staff or anybody else from outside as all-day parking spots which will result in that no parking will be available for using by the customers and clients of the commercial and retail areas). The applicant is to be required to provide clarification in this regard. Any suggested security measures are to be shown on the floor plans."

We note that the DCP states 'the location of the site supports the greater intensity of uses to optimise the available transport services in order to minimise the dependence on private vehicles'. Indeed, the site is specifically subjected to maximum parking rates for all land uses, where the provision of 73 commercial & retail spaces is closer to the upper limit of 88 parking spaces that are permissible.

It is thus anticipated that the basement parking supply will be sufficient for both customer and staff demands, having regard for accessibility to public transport and the location of the site within a town centre (thus benefiting from many residents living within a walkable catchment). Furthermore, parking rates have historically been devised to account for peak scenarios such as Thursday late night trading periods. There has since been an overall trend in recent years for supermarkets and restaurants to have extended trading periods across all days of the week. This would result in more consistent but tempered parking demands, whereby customers can make more frequent walk-in trips rather than car based journeys to load a higher volume of goods.

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It is however acknowledged that there is a need to discourage commuter parking within the basement given the very close proximity of the site to Westmead Station and the future Parramatta Light Rail terminal on Hawkesbury Road. A paid parking arrangement (after a free period) is therefore considered warranted, which is a more sustainable outcome as opposed to Council Rangers inspecting the basement as part of any perpetual Memorandum of Understanding agreement.

It is anticipated that a 'ticketless' system could be implemented, involving the use of number plate scanners and boom gates. The indicative location for all elements of the system is illustrated in **Figure 1**, situated on Level B2, at the base of the ramp. The system would allow for entering vehicles to automatically pass, whilst exiting vehicles will be able to reach a payment terminal or intercom when exiting. The system will allow for flexibility in terms of allowing medium term users (such as visitors to the medical centre) or approved staff members to park for longer durations (without payment) by registering their number plate.



Figure 1: 'Ticketless' Parking System

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With respect to the design of the 'ticketless' parking system, the proposed arrangement complies with the following aspects of the off-street car parking standard AS2890.1 (2004):

- A minimum width of 3.0m kerb-to-kerb is provided for entry and exit lanes.
- The intercom has been positioned on a flat grade, which is less than the maximum permissible grade of 1:20 (5%).
- Based on the estimated traffic generation, the flow on the entry lane (88 vehicles per hour) and exit lane (84 vehicles per hour) will be well below the threshold of 300 vehicles per hour per lane, where a boomgate facilitates access.
- Approximately 40 metres of queuing capacity is provided on approach to the boomgate, which is expected to account for the 98th percentile queue, as required to be accommodated on-site.

We thus anticipate that the 'ticketless' parking system will enable all customer and staff parking demands to be securely accommodated on-site, whereby it is anticipated that full details regarding the system can be provided prior to issue of a Construction Certificate.

We trust that this advice is of assistance and please don't hesitate to contact the undersigned should you have any queries.

Yours faithfully,

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Kedar Ballurkar Senior Engineer

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