Preliminary Traffic and Parking Assessment

Prepared for: St Patrick's Green

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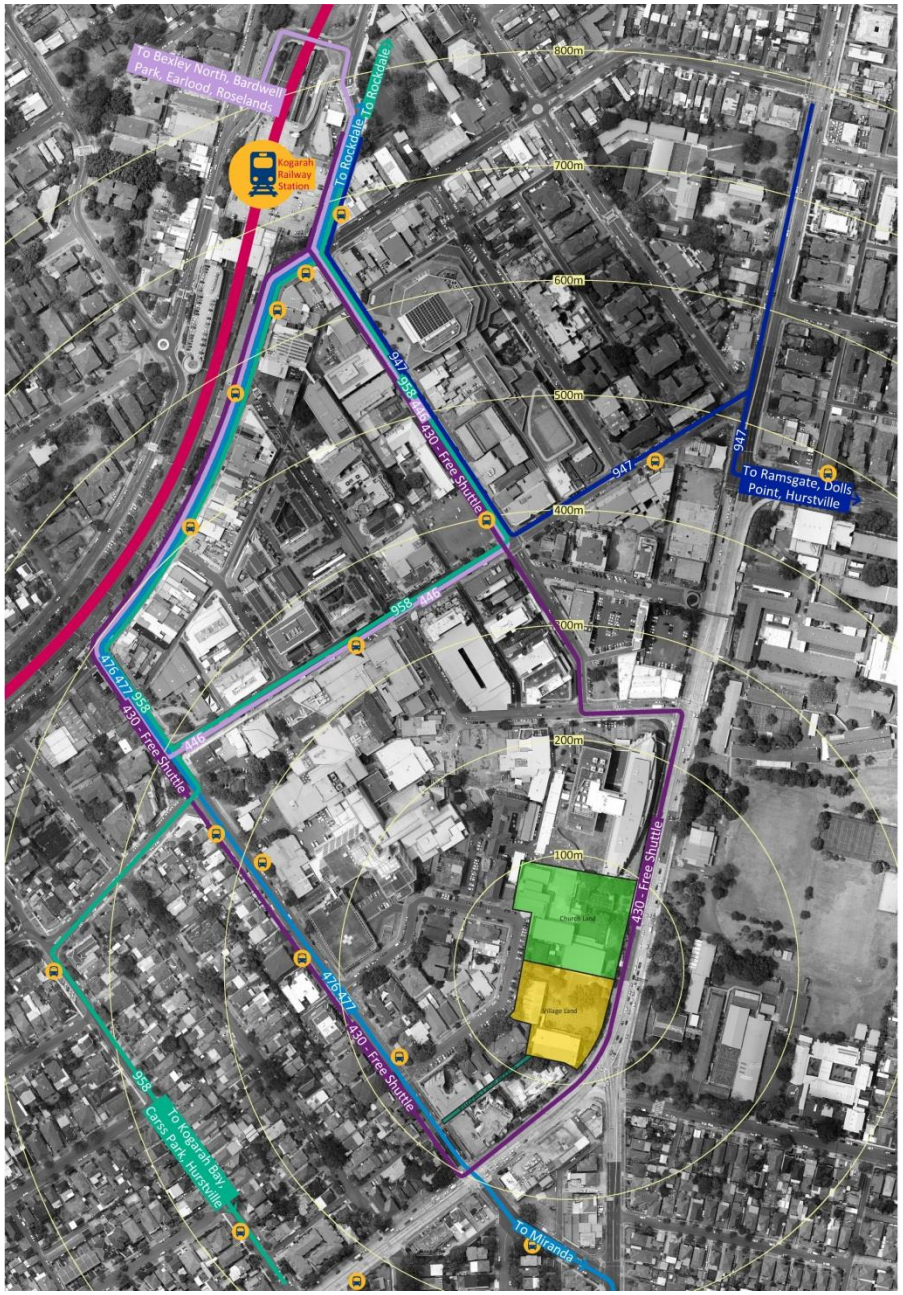
PARKING & TRAFFIC CONSULTANTS | WAYFINDING FORUM

Driving success through valuable advice

Public Transport

- There are 3 primary forms of public transport available to residents and visitors of the Village
- Bus services are routed through the area with bus stops located within close proximity to the site, including the stop on Princes Highway
- A free shuttle service provides a convenient connection with the commercial hub of Kogarah to the north of the site.
- The Kogarah Railway Station is located within the commercial hub which provides regular services and connections to the metropolitan rail network.
- Taxis and other community services area also available



Pedestrian Routes

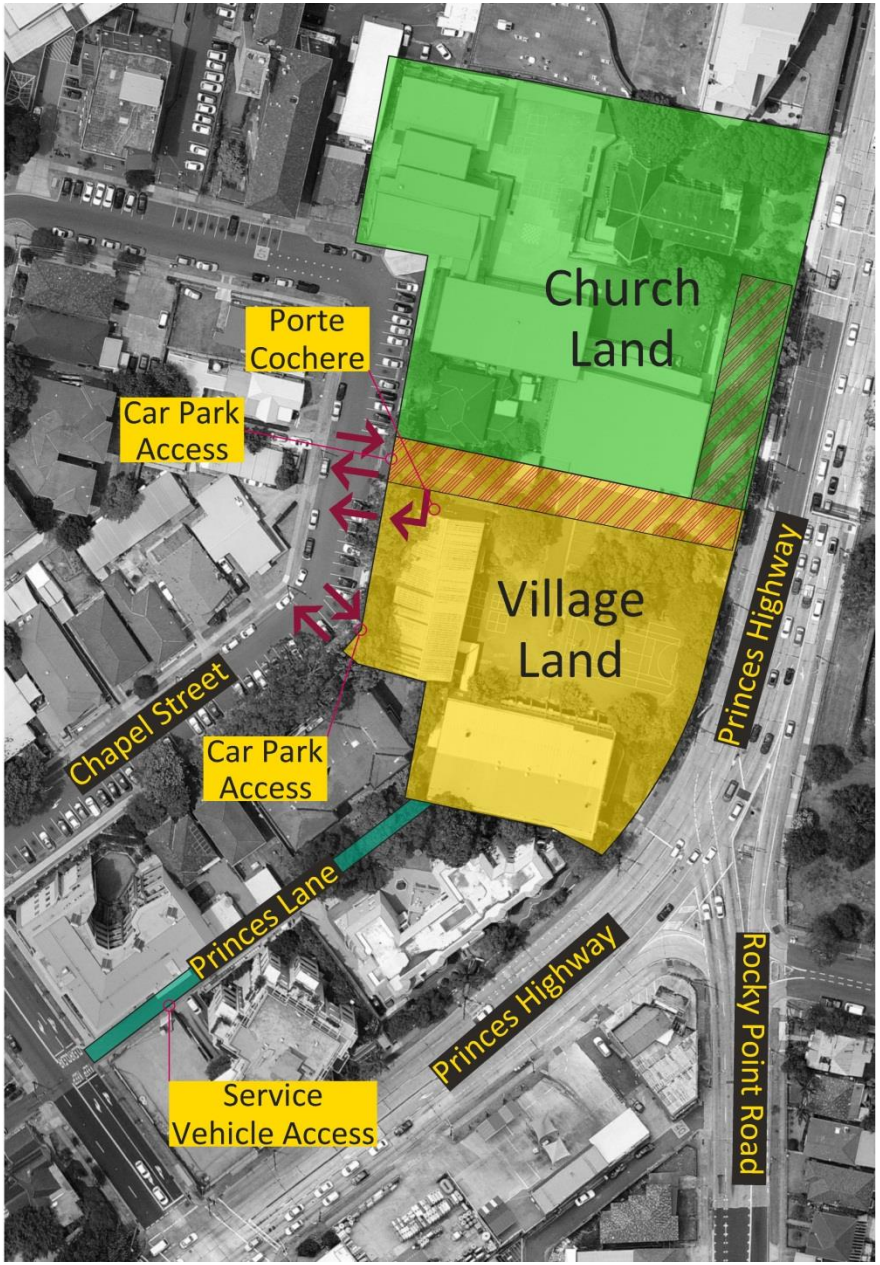
- Pedestrian access to and from the Village is available via the existing road network and associated footpaths as well as formal crossings at the various traffic controlled intersections
- A connection will also be available to the commercial hub via routes through the hospital precinct (currently a construction site)

Traffic Volumes

- The proposal will generate approximately low vehicle trips during the morning and evening peak periods
- An approximation of the traffic distribution is shown on the image to the right, which will be confirmed through traffic surveys
- The traffic activity of the proposal should be assessed in the context of the former use of the site as a school, or in comparison with other potential uses

Site Access

- The site will involve the use of an existing access driveway and two additional driveways on Chapel Street
- The existing driveway serves the Church property and will continue to serve proposed increased parking area for the Church and school staff
- The porte cochere will also rely on access via the existing driveway, although a separate egress driveway is proposed
- The basement car park beneath the Village will require a new two-way driveway, which is proposed to be located at the south-west corner of the site.
- Service vehicle access is proposed via Princes Lane in order to minimise the width of the driveway on Chapel Street, therefore reducing the impact on on-street parking



Parking

- The proposed parking provision should be calculated with reference to the SEPP HS
- Other planning controls should be considered susch as
  - Church = DCP and former provision
  - School = DCP and former provision

Type of Development	DCP Requirement	Proportion of Accessible Spaces
Primary School	1space/100 m^2 GFA*	1-2% of the total number of spaces
Secondary School	2 Spaces/classroom and 1 space /10 students over 17 years*	1-2% of the total number of spaces
Church	1 space/ 5seats or 1 space/5m^2 of public seating area	1-2% of the total number of spaces
Aged Care Facility	A minimum of 1.5 car spaces is to be provided for each dwelling (rounded up to the next whole number) plus one car space for every units or part thereof for visitors. A designated car wash bay is to be provided. This may also be a visitor space.	1-2% of the total number of spaces
Residential Care Facilities	1 space for each 10 beds plus 1 space for every 2 employee and on duty at one time plus 1 parking space suitable for an ambulance	1-2% of the total number of spaces

*Council may require the provision of set-down area for students by cars and/or buses depending upon the location of the proposed school.