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11 December 2015

The General Manager  
Ryde City Council  
PO Box 23  
**RYDE**  
NSW 2112

Dear Sir,

**ASSESSMENT OF PARKING IMPACTS ASSOCIATED WITH**  
**SECTION 96 APPLICATION**  
**MIXED USE DEVELOPMENT**  
**SHEPHERDS BAY – STAGES 8 & 9**

This Practice has been engaged by Rothesay Avenue Developments to undertake an assessment of the parking impacts associated with a Section 96 Application for alterations to an approved mixed use development known as Stages 8 & 9 Shepherds Bay, Meadowbank.

**APPROVED DEVELOPMENT**

Development consent was granted by Ryde City Council on 10 December 2015 (LDA2015/031) for a mixed use development to be provided as Stage 8 and Stage 9 as follows:

**Stage 8**

Stage 8 was approved to provide the following:

- 153 residential apartments as follows:
  - 51 one bedroom dwellings;
  - 85 two bedroom dwellings; and
  - 17 three bedroom dwellings.

Stage 8 was approved to be serviced by five levels of basement car parking containing a total of 214 spaces, as follows:

- 180 resident parking spaces.
- 31 residential visitor spaces.

- 1 car share space.
- 1 car wash space.
- 1 service vehicle space.

In addition, Stage 8 was approved to provide a total of 21 bicycle parking spaces.

Vehicular access to / from Stage 8 was approved to be provided by a 6.6m wide combined ingress / egress driveway connecting with Nancarrow Avenue approximately 35m to the west of Hamilton Crescent West.

### Stage 9

Stage 9 was approved to provide the following:

- 269 residential apartments as follows:
  - 117 one bedroom dwellings;
  - 130 two bedroom dwellings; and
  - 22 three bedroom dwellings.
- A single 225m<sup>2</sup> retail / commercial tenancy.

Stage 9 was approved to be serviced by three levels of basement car parking containing a total of 371 spaces, as follows:

- 308 resident parking spaces.
- 54 residential visitor spaces.
- 7 car share space.
- 1 car wash space.
- 1 service vehicle space.

In addition, Stage 9 was approved to provide a total of 37 bicycle parking spaces.

Vehicular access to / from Stage 9 was approved to be provided by a 6.6m wide combined ingress / egress driveway connecting with Nancarrow Avenue approximately 35m to the east of Bowden Street.

## PROPOSED ALTERATION & SCOPE OF ASSESSMENT

It is proposed that Stage 9 of the approved development be amended as follows:

- The approved single 225m<sup>2</sup> retail / commercial tenancy be replaced by a two storey community centre building providing the following:
  - Two retail / commercial tenancies providing a total floor area of 245m<sup>2</sup> provided at ground floor level; and
  - A 500m<sup>2</sup> community hall.

The use of the retail / commercial tenancies is unknown at this stage and subject to future Development Applications, however it is expected that they are most likely to accommodate restaurant / café type uses, also primarily servicing the surrounding residents of the area.

The community hall is proposed to essentially replace that previously approved to be contained within Stages 2 and 3 (in this regard, a concurrent Section 96 Application has been lodged which involves the deletion of this community facility). The primary use of the hall, which is to be handed over to Council, is to enable the provision of community oriented serves for the residents of the area. In this regard, it is understood that it is to accommodate between 80 – 100 people at any given time.

The community centre is proposed to be serviced by a basement parking area containing 17 parking spaces allocated to the community hall and 7 parking spaces allocated to the retail / commercial tenancies. This parking area is to partially occupy / replace the south-western portion of the approved Basement Level B2. Notwithstanding this, a physical separation between the new parking area and the originally approved Stage 9 residential parking area is to be provided. The community centre parking area is to be separately accessed via a new driveway connecting with Bowden Street approximately 150m to the south of Nancarrow Avenue.

Minor alterations to the approved Stage 9 Basement Level B2 and B3 are proposed to facilitate the accommodation of the community centre. Notwithstanding this, the originally approved resident, residential visitor, car share, car wash, service and bicycle parking provision is not proposed to be altered.

No alterations to the approved Stage 9 site access arrangements to / from Nancarrow Avenue are proposed.

No alterations to the approved Stage 9 site servicing arrangements are proposed.

No alterations to the approved Stage 8 development are proposed.

The purpose of this correspondence is to assess and document likely internal traffic and parking impacts resulting from the proposed Section 96 Application, with reference to the relevant Australian Standards and Ryde City Council's *Development Control Plan 2014* (DCP 2014).

This report makes reference to and should be read in conjunction with amended architectural plans prepared by Turner.

## ACCESS ARRANGEMENTS

The Stage 8 and 9 site access arrangements servicing Nancarrow Avenue and development yield are not proposed to be altered from that approved and accordingly, further assessment of these arrangements are not required.

The new parking area servicing the community centre is however proposed to be serviced by a new 7m wide combined ingress / egress driveway vehicular access driveway connecting with Bowden Street, approximately 150m to the south of Nancarrow Avenue.

In order to undertake an assessment of the suitability of the proposed new access driveway, reference is made to AS2890.1-2004. This Standard provides driveway design requirements based on a number of site characteristics such as the land-use proposed, the number of spaces the driveway is to serve and the functional order of the access road. The following provides a summary of the pertinent characteristics of the subject proposal:

- The driveway and the connecting parking area primarily involves a community and-use;
- The driveway is proposed to service a total of 24 parking spaces; and
- Bowden Street performs a minor (non-arterial) function within the local road hierarchy.

Based on the above characteristics, Tables 3.1 and 3.2 of AS2890.1-2004 specify that, at minimum, a Category 1 type driveway is required, providing a 3m – 5.5m wide combined ingress / egress arrangement. The proposed 7m wide combined ingress / egress driveway suitably exceeds the Standard minimum requirement and is therefore considered to be satisfactory.

The consistent vertical and horizontal alignment of Bowden Street in the immediate vicinity of the access is results in good sight distance being available between the public frontage road and the driveway. Sight distance to / from the driveway is also to be assisted by the provision of a downgrade for exiting vehicles on approach to the site boundary as well as a convex mirror on the northern side of the driveway, facilitating the provision of sight distance between exiting motorists and pedestrians within the eastern Bowden Street footpath. In consideration of this and the above discussion, the proposed community centre site access arrangements are considered to be satisfactory.

## **PARKING PROVISION**

### **Car Parking**

The originally approved Stage 8 and 9 parking provision with respect to the residential development yield is not proposed to be altered. As the residential development yield is also not proposed to be altered, no further assessment is required in this regard.

The following assessment is however provided with respect to proposed new parking provision servicing the retail / commercial tenancies and the community hall components of the community centre with respect to the likely operational requirements and the relevant requirements of DCP 2014.

#### Retail / Commercial Tenancies

The proposal involves the replacement of a single 225m<sup>2</sup> retail / commercial tenancy with two retail / commercial tenancies provided a total floor area of 245m<sup>2</sup> within the ground floor of the community centre. These tenancies are proposed to be serviced by a secured parking area containing 7 spaces.

No off-street parking was approved to be provided for the approved retail / commercial tenancy, on the basis that the use was anticipated to primarily service the residential use within and adjoining the subject site, thereby likely to generate walk trips. Notwithstanding this, it is understood that preliminary discussions with Council officers have indicated that it would be desirable to provide some level of off-street staff parking for the tenancies. In this regard, it is further understood that Council officers have recommended applying the office and business premises parking rate of 1 space per 40m<sup>2</sup> provided by DCP 2014 to the retail / commercial tenancies.

Application of the above parking rate results in a requirement for 6.1 (adopt 7) spaces. The proposed parking provision of 7 spaces servicing the retail / commercial tenancies is therefore suitably in accordance with the parking provision calculation methodology understood to have been recommended by Council officers.

#### Community Hall

The community hall is proposed to be serviced by a parking area containing 17 spaces.

Ryde City Council does not provide specific parking rates for community halls however it is understood that the above parking provision has been formulated based on pre-lodgement discussions between the applicant and Council officers. Notwithstanding this, the following provides an assessment based on the likely operational characteristics of the hall:

- The hall is expected to accommodate up to 100 people at any one give time;
- The hall is expected to accommodate community oriented activities for the surrounding residents thereby primarily generating walk trips; and

- The provision of 17 spaces equates to an average parking rate of approximately 1 space per 5 people, which forms a commonly adopted parking rate for community based activities.

In consideration of the above operational assessment and the pre-lodgement support from Council officers, the proposed parking provision of 17 spaces is considered to be satisfactory.

### **Bicycle Parking**

The originally approved Stage 8 and 9 bicycle parking provision with respect to the residential development yield is not proposed to be altered. As the residential development yield is also not proposed to be altered, no further assessment is required in this regard.

The following assessment is however provided with respect to proposed new parking provision servicing the retail / commercial tenancies and the community hall components of the community centre with respect the relevant requirements of DCP 2014.

The community centre is proposed to provide 3 bicycle parking spaces within the new basement parking area.

Clause 2.7, Section 9.3 of DCP 2014 and Condition 13 of Consent MP09\_0216 specifies the following bicycle parking requirements

*1 bicycle space per 10 car spaces*

Based on the community centre being serviced by a total car parking provision of 24 spaces, a total of 3 bicycle parking spaces are required. Compliance with the relevant bicycle parking requirements is therefore achieved.

### **PASSENGER VEHICLE CIRCULATION**

#### Altered Stage 9 Parking Area

Minor alterations to the approved Stage 9 Basement Level B2 and B3 are proposed to facilitate the accommodation of the community centre. These alterations however generally form a continuation of the originally approved parking area layout, simply forming a more efficient use of space as required. A review of these alterations has been undertaken and it is concluded that all altered parking areas suitably comply with the relevant requirements of AS2890.1-2004, with respect to parking space and manoeuvring area dimensions.

#### New Community Centre Parking Area

The new community centre parking area primarily forms a single parking aisle servicing two rows of 90 degree parking spaces. A physical separation between the staff retail / commercial parking area and the publically accessible community hall parking area is proposed, whereby a boom gate, operated by in-vehicle remotes held by retail / commercial staff, is to govern access. Whilst it is acknowledged that both

separated parking areas form dead end aisles, a formalised turning bay is provided within the publically accessible community hall and the private nature of the retail / commercial staff parking area is such that no turnaround facility is required.

In order to assess the suitability of the proposed internal circulation design servicing the new community centre, an audit of the architectural plans has been undertaken with respect to the design criterion of AS2890.1-2004. A schedule of compliance with the relevant sections AS2890.1-2004 is contained within **Table 1** provided.

<b>TABLE 1</b> <b>ASSESSMENT OF COMPLIANCE OF ON-SITE PARKING AREA WITH</b> <b>AUSTRALIAN STANDARD (AS 2890.1-2004)</b>			
<b>Section</b>	<b>Requirement</b>	<b>Provided</b>	<b>Compliance</b>
2.3.3	Max 100m parking module length	Maximum 40m	Yes
2.4.1	Standard 90 degree space width servicing employees = 2.4m	Minimum space width = 2.4m	Yes
2.4.1	Standard 90 degree space width servicing community centre visitors = 2.5m	Minimum space width = 2.5m	Yes
2.4.1	Standard 90 degree space length = 5.4m	Minimum space length = 5.4m	Yes
2.4.1 (b) (ii)	300mm additional width against obstruction	Minimum additional width = 300mm	Yes
2.4.2 (a)	Parking aisle adjacent to 90 degree open spaces 5.8m	Minimum parking aisle = 5.8m	Yes
2.4.2 (c)	Blind aisles to be extended a minimum of 1m beyond last space	Blind aisles extended at least 1m or formalised turning bay provided	Yes
2.4.6	Maximum gradients, 1:20 parallel to angle of parking and 1:16 @ 90 degrees to angle of parking	Parking modules are close to level	Yes
2.5.2 (a) (ii)	Two-way straight roadway / ramp, at least 5.5m wide	Minimum 5.8m	Yes
2.5.2 (c)	Provision to be made at intersections to accommodate B85 and B99 vehicle in combination	B85 and B99 vehicles accommodated in combination	Yes
2.5.3 (a)	Maximum grade of ramp = 1 in 5	Maximum grade = 1 in 5	Yes
2.5.3 (d)	Maximum change in grade = 1 in 8	Maximum change in grade = 1 in 8	Yes
3.2.4	Sight distance at driveway minimum 45m	>45m	Yes
3.3 (a)	Maximum grade within 6m of property boundary = 1 in 20 downgrade or 1 in 8 upgrade	1 in 8 upgrade	Yes
5.2	Columns to be located within 750-1750mm back from opening of space or last 1750mm of the space	Columns located outside of nominated design envelope	Yes
5.3	Minimum headroom = 2.2m	Minimum headroom = 2.2m	Yes

It is therefore considered that the new basement parking area servicing the community centre suitably conforms to the intentions of the requirements of AS2890.1-2004.

Further to the above, a single disabled parking space have been provided within the community hall parking area, providing the following design criterion in accordance with AS2890.6-2009:

- Disabled space width = 2.4m (plus adjoining 2.4m wide shared area);

- Disabled parking space length = 5.4m; and
- Clearance above disabled spaces = 2.5m.

In consideration of this and the above discussion, the proposed new internal passenger vehicle circulation arrangements servicing the community centre are satisfactory.

## CONCLUSION

This correspondence provides an assessment of the parking impacts associated with a Section 96 Application for alterations to an approved mixed use development within Stages 8 & 9 of the Shepherds Bay redevelopment at Meadowbank. Having regard to the assessment contained within this correspondence, the following conclusion is provided:

- The proposal involves the provision of a community centre, a new parking area to service the community centre and minor alterations to the internal circulation arrangements servicing the approved Stage 9 residential component of the development;
- The proposed new site access arrangements servicing the community centre are considered to be satisfactorily in accordance with the relevant requirements of AS2890.1-2004;
- The proposed parking provision associated with the community centre is consistent with the pre-lodgement discussions understood to have been undertaken with Council officers and capable of accommodating the expected operational requirements; and
- The slightly altered and new internal circulation and parking arrangements generally comply with the relevant requirements of AS2890.1-2004 and AS2890.6-2009 and accordingly, are considered to be satisfactory.

In consideration of the above, the proposed alterations to the approved development are envisaged to be satisfactory.

It would be appreciated if the information contained within this correspondence could be incorporated in Council's assessment of the subject application.

Yours faithfully,



David Thompson  
**Principal**  
**Transport Planner**