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The Department of Planning
Ground Floor, 23 – 22 Bridge Street
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NSW 2000

To Whom It May Concern,

ASSESSMENT OF PARKING PROVISION
ASSOCIATED WITH SECTION 75W APPLICATION
MIXED USE DEVELOPMENT
SHEPHERDS BAY – STAGE A
157 CHURCH STREET, MEADOWBANK

This Practice has been engaged by Holdmark Property Group to undertake an assessment of the parking provision associated with a Section 75W Application for a mixed use development at 157 Church Street, Meadowbank, known as Stage A - Shepherds Bay.

PROPOSED DEVELOPMENT

It is proposed that a mixed use development be constructed within 157 Church Street, Meadowbank, incorporating the following:

- 18,600m² of residential floor space comprising 189 residential apartments as follows:
 - 68 one bedroom dwellings;
 - 94 two bedroom dwellings; and
 - 27 three bedroom dwellings.
- 4,560m² of retail floor space.

The retail floor space is to be provided at basement and ground floor level, below 23 levels of residential dwellings.

The mixed use development is to be serviced by five levels of basement car parking containing a total of 416 spaces, as follows:

- Two levels of retail parking comprising 147 spaces.

- Three levels of residential parking comprising 269 spaces.

Further to the above vehicular parking provision, 42 bicycle parking spaces are to be provided to service the development.

Preliminary site plans indicate that passenger vehicle access between the site and the adjoining road network is to be provided via the creation of fourth eastern approach to the existing roundabout controlled intersection of Parsonage Street and The Loop Road, located in the south-western corner of the site.

Further to the above passenger vehicle parking area, the development is also to be serviced by a separate heavy vehicle loading dock contained within the north-eastern corner of the site. It is understood that preliminary site plans indicate that ingress access to this dock is to be provided via the Church Street exclusive left turn lane servicing Well Street whilst and egress from this dock is to be provided directly to Well Street.

SCOPE OF ASSESSMENT

The purpose of this correspondence is to assess and document likely parking requirements of the development, with reference to Ryde City Council's *Development Control Plan 2014* (DCP 2014) and the specific operational requirements of the site.

Assessment of the suitability of the site access arrangements, internal circulation and servicing / loading arrangements is not provided at this stage. These aspects of the development are still understood to be subject to detailed design and assessment at Development Application stage.

This report makes reference to and should be read in conjunction with preliminary architectural plans prepared by Cox Richardson, submitted under separate cover.

PARKING CONSIDERATIONS

Car Parking

The preliminary development plans provide a total of 416 off-street vehicle parking spaces as follows:

- 225 resident spaces.
- 38 visitor spaces.
- 4 car share spaces.
- 2 car wash spaces.
- 147 retail spaces.

The site is subject to Ryde City Council's locally specific DCP 2014 which stipulates the following off-street parking requirements relevant to the subject proposal:

*High Density Residential Flat Buildings**0.6 – 1.0 spaces per one bedroom dwelling**0.9 – 1.2 spaces per two bedroom dwelling**1.4 – 1.6 spaces per three bedroom dwelling**1 visitor space per 5 dwellings**Retail Premises**1 space per 25m²*

Whilst no specific requirements are provided for car share spaces within DCP 2014, it is understood that Council has recently been applying a rate of 1 car share bay per 90 resident and residential visitor parking spaces to development within the precinct.

Table 1 summarises the off-street parking required based on the above rates:

TABLE 1 SUMMARY OF CAR PARKING REQUIREMENTS					
	Proposed Development	Minimum		Maximum	
		Car Parking Rate	Car Parking Required	Car Parking Rate	Car Parking Required
Resident	68 x 1 bedroom units	0.6 spaces / unit	41	1 space / unit	68
	94 x 2 bedroom units	0.9 space / unit	85	1.2 spaces / unit	113
	27 x 3 bedroom units	1.4 spaces / unit	38	1.6 spaces / unit	44
Residential Visitor	189 units	0.2 spaces / unit	38	0.2 spaces / unit	38
Retail	4,560m ²	1 space / 25m ²	183	1 space / 25m ²	183
Car Share	263 spaces	1 bay / 90 spaces	3	1 bay / 90 spaces	3
		TOTAL	388	TOTAL	449

The development is therefore required to provide between 338 and 449 spaces in accordance with DCP 2014 as follows:

- Between 164 and 225 resident spaces.
- 38 visitor spaces.
- 183 retail spaces.
- 3 car share bays.

The preliminary site-wide development parking provision of 416 spaces therefore suitably complies with the acceptable parking range facilitated by DCP 2014.

The resident parking provision of 225 spaces complies with the maximum rate specified by DCP 2014.

The residential visitor parking provision of 38 spaces complies with the minimum rate specified by DCP 2014.

The car share provision of 4 spaces complies with the minimum rate adopted by Council.

Notwithstanding the above, the retail provision of 147 spaces represents a shortfall of some 36 spaces in accordance with the minimum rate specified by DCP 2014. The following substantiation is provided with respect to the retail parking shortfall:

- The retail floor space is likely to substantially service the residential component of the development. Site residents visiting the retail tenancies are unlikely to generate vehicular parking demand over and above that provided within the residential parking area.
- The retail floor space is also likely to service the significant existing and planned surrounding residential development yield within the Shepherds Bay precinct. The close proximity of these surrounding residential developments to the subject site are such that such visits are likely to occur via walk trips, in preference to vehicular trips, thereby not generating on-site vehicular parking demand.
- Preliminary site plans indicate that the retail floor space is to comprise a supermarket in conjunction with a series of small retail specialty tenancies. The combination of tenancies are likely to generate a notable proportion of mixed use trips, whereby a single visitor will access more than one tenancy thereby reducing overall potential parking demand.
- The subject site is located in close proximity to a substantial existing and planned foreshore recreational precinct and cycle path. A notable portion of visitors to the site could be expected to be walk or cycle trips to and from this foreshore precinct, thereby not generating on-site vehicular parking demand.
- The subject site and surrounding Shepherds Bay precinct is serviced by good public transport infrastructure in the form of bus, rail and ferry services. A notable portion of retail based trips (both customers and staff) could therefore be expected to utilise public transport to access and vacate the site and precinct, thereby not generating on-site vehicular parking demand.

It is therefore considered that there is reasonable site specific substantiation to support a reduction in the retail parking provision.

Bicycle Parking

The preliminary site plans provide a total of 42 parking spaces for bicycles.

Clause 2.7 of DCP 2014 specifies the following bicycle parking requirements

1 bicycle space per 10 car spaces

Based on a total amended car parking provision of 416 spaces, a total of 42 bicycle parking spaces are required. Compliance with the relevant DCP 2014 bicycle parking requirements is therefore achieved.

CONCLUSION

This correspondence provides an assessment of the parking provision associated with a Section 75W Application for a mixed use development at 157 Church Street, Meadowbank. Having regard to the assessment contained within this correspondence, the following conclusion is provided:

- Preliminary site plans indicate the development is to provide 189 residential apartments and 4,560m² of retail floor space.
- The development is to be serviced by five levels of basement car parking containing a total of 416 vehicular parking spaces, comprising 269 residential and 147 retail spaces.
- The residential parking provision suitably complies with the relevant DCP 2014 requirements for resident, residential visitor and car share spaces.
- Whilst a minor retail parking shortfall is provided with respect to the DCP 2014 requirements, the specific site and surrounding precinct characteristics discussed within this correspondence indicate appropriate substantiation for the retail parking provision.
- The development bicycle parking provision of 42 spaces suitably accords with the relevant DCP 2014 requirements.

In consideration of the above, the development is envisaged to provide satisfactory parking provision.

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

Yours faithfully,



David Thompson
Principal
Transport Planner