

URaP – T T W



**Consulting Engineers**

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# **Transport Management Accessibility Plan**

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## **Proposed Residential Development 1-17 Elsie St & 45 – 49 George St, Burwood**

**July 2008**

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## **1.0 INTRODUCTION**

### **1.1 Background**

This report presents a Transport Management Accessibility Plan (TMAP) as part of the assessment process for the proposed development located at 1-17 Elsie Street and 45-49 George Street, Burwood.

The Independent Expert Panel in a letter dated 19 June 2008 requested from the developer Kavlyn Pty Ltd additional information to assist its assessment of the concept plan. These issues have been submitted in separate reports and should be read in conjunction with this TMAP report.

The proposed development includes the provision of 3 blocks of buildings, as a mixed-use development, which contains a total of 209 apartments provided over an existing podium base of commercial floor space.

### **1.2 Objectives and Framework**

The purpose of this report is to provide a Transportation Management Accessibility Plan (TMAP) with consideration to the requirements of the Department of Planning, the Ministry of Transport, Burwood Council, the Australian Standards and Roads and the Traffic Authority's Guidelines. The TMAP for the proposal at 7-17 Elsie Street and 45-49 George Street, Burwood incorporates the following information.

- Pedestrian desire lines and pathways
- Bike routes
- Bus routes
- Rail Connections
- Integrated transport access plan

**A review of parking demand for the proposed development has also been carried out and is discussed in Section 5 of this report.**

### 1.3 Study Area

The site is located within the Burwood Town Centre, as shown in **Figure 1.1**. The site's frontage includes Elsie, Victoria and George Streets. The frontage along Elsie Street is about 122 m and to George and Victoria Streets about 45 m.

The proposed development's site; to the north is bounded by a 9 storey residential development and a 4 storey residential building. To the south the site is surrounded by high-density residential development and a mix of commercial and retail land uses. To the west of the site, there is a series of single storey detached dwellings, which have their frontage along Gloucester Street.

Vehicular ingress access to the site is via George Street to the car parking and loading areas and egress access is via Victoria Street. Pedestrian access to the site is also proposed through Elsie Street.

The above streets have speed limit of 50 km/hr. In terms of road classification, the Roads and Traffic Authority has provided the following guidelines in relation to the definition of Local Road Classification:

**Local Road** – provides access to individual allotments, carrying low volumes, typically less than 2000 vehicles per day (250 vehicles per peak hour),

The main approach routes to the site are:

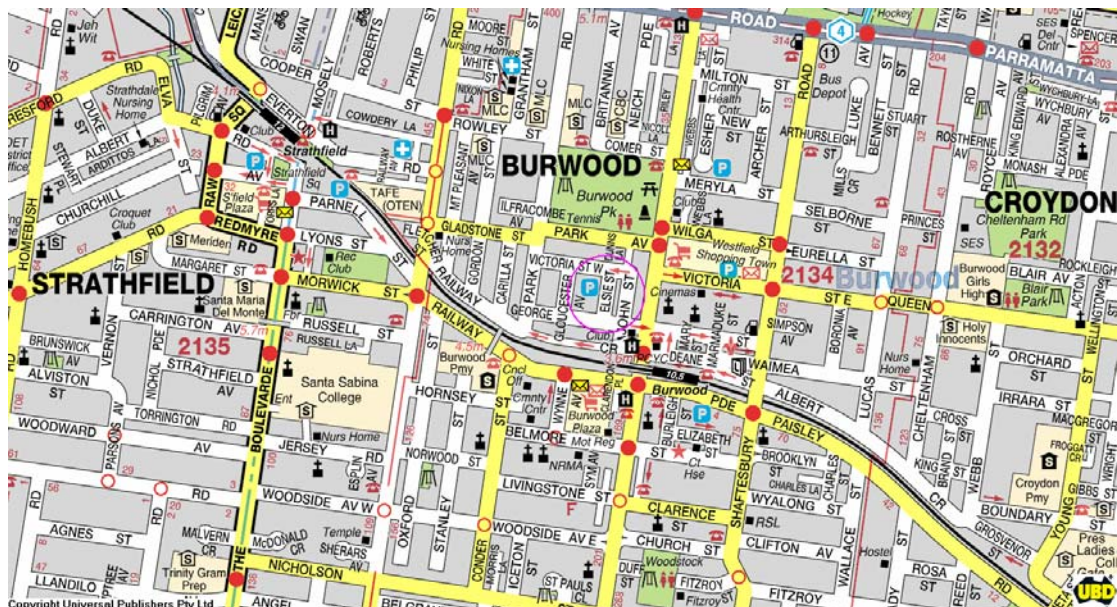
- **Elsie Street** is a local road has a one-way movement (in north to south direction). A four-hour period parking restriction is applied on the eastern side while the western side has 'No Stopping' restrictions.
- **George Street** is a local road providing two –way traffic to the west of John Street and a one-way eastbound direction to the east of John Street. There are period parking restrictions along the northern kerbside between Elsie Street and John Street, at the southern side between John Street and Burwood Road and at the northern side, between John Street and Burwood Road.
- **Victoria Street** is local road providing two –way traffic to the west of Dunn Lane up to Park Road and to the east of Dunn Lane, the carriageway narrows providing a westbound one–way traffic arrangement. A pedestrian link is provided via Victoria Street to Burwood Road.

The intersections along the above streets are not controlled by signals. The intersections in the vicinity of the site are controlled by signage.

Bus routes provide regular services along Burwood Road and the Burwood Train Station is within a walking distance from the subject site.



Site of Proposed Development



Courtesy UBD maps

Figure 1.1

Locality Map

## 2.0 AREA PROFILE

The subject site is within the Burwood's Town Centre. Burwood Council has prepared a vision document, which contains a strategic planning review and a Town Centre Masterplan, which was adopted by Burwood Council in 2004. Burwood Council also prepared a draft Local Environmental Plan, in 2004 which has been revised extensively by the Department of Planning.

Burwood Council's objectives formulated in its planning documents provide the following objectives:

- To provide transport infrastructure that improves the urban environmental quality and public facilities within the Town Centre
- To integrate the station within the Town Centre, and vica versa;
- To improve the interchange facilities between bus and rail;
- To take long term perspective based on likely demand and public transport usage projections when planning for bus operations and transport infrastructure;
- To consider the urban environmental quality and amenity of the Town Centre when determining the quantum of bus services along Burwood Road;
- To determine appropriate route circulation patterns for local and regional bus services servicing the Burwood Town Centre, which link bus stops/layovers and or potential interchange facilities;
- To consider the impact on taxis, service vehicles, emergency services and general traffic;
- To improve the pedestrian environment through the provision of new pedestrian crossing facilities, footpath widening, bicycle rack provision, shared zones, etc;
- To address the needs of pedestrians and cyclists accessing bus stops, surrounding land uses and the rail station within the Town Centre.

The **Australian Bureau of Statistics (ABS) 1996 and 2001 Census** provides the following key demographic indicators:

Burwood Town Centre has a workforce of 8,129 people comprising:

- 10% of this workforce originates from the Burwood LGA;
- 8% from Canada Bay,
- 35% originates from the Inner West;
- 16% are travelling from the southwest,
- 15% from the south.

In relation to work travelling to Burwood Town Centre, originating in Burwood and Canada Bay area 61% of travel is by car, and 39% by non-car modes. 9% are using bus, 5% rail and 25% other modes (Transport Data Centre 2001).

Other surveys related to non-work trips show that as work travel comprises only 15% of all weekday trips, (TDC 2005). Such trips including walking around the Burwood town centre, associated with school trips or lunchtime shopping trips around the Burwood Town Centre. By taking into account work and non-work related trips, the vehicle trips comprise 61.8% of all trips, bus and rail around 6% and walking trips are very high, around 25% of all trips. The following Table shows the split for each Mode on an average weekday.

Of the total trips generated by the Town Centre, 13% are associated with shopping, 10% with social and recreational activities and personal Business 7.7%.

**Table 2.1 Travel Mode with Trip Purpose in Burwood**

TRANSPORT MODE	TOTAL TRIPS BY MODE	MODE % OF TOTAL TRIPS	Shopping % of total trips by mode	Personal Business % of total trips by mode	Social/ recreational % of total trips by mode
Vehicle driver	56002	43.9	4.9	3.8	2.5
Vehicle passenger	22838	17.9	1.5	1.1	1.9
Train	8262	6.5	0.7	0.5	0.4
Bus	7456	6	0.3	1.2	0.9
Taxi	246	0.2	-	-	-
Walk	31957	25	5.5	1.1	4.6
Bicycle	534	0.5	-	-	-
<b>TOTAL</b>	<b>127295</b>	<b>100</b>	<b>13.00</b>	<b>7.7</b>	<b>10.3</b>

*(Household Travel Survey 2001 Data – from TPDC – Table by Novoplan 2006)*

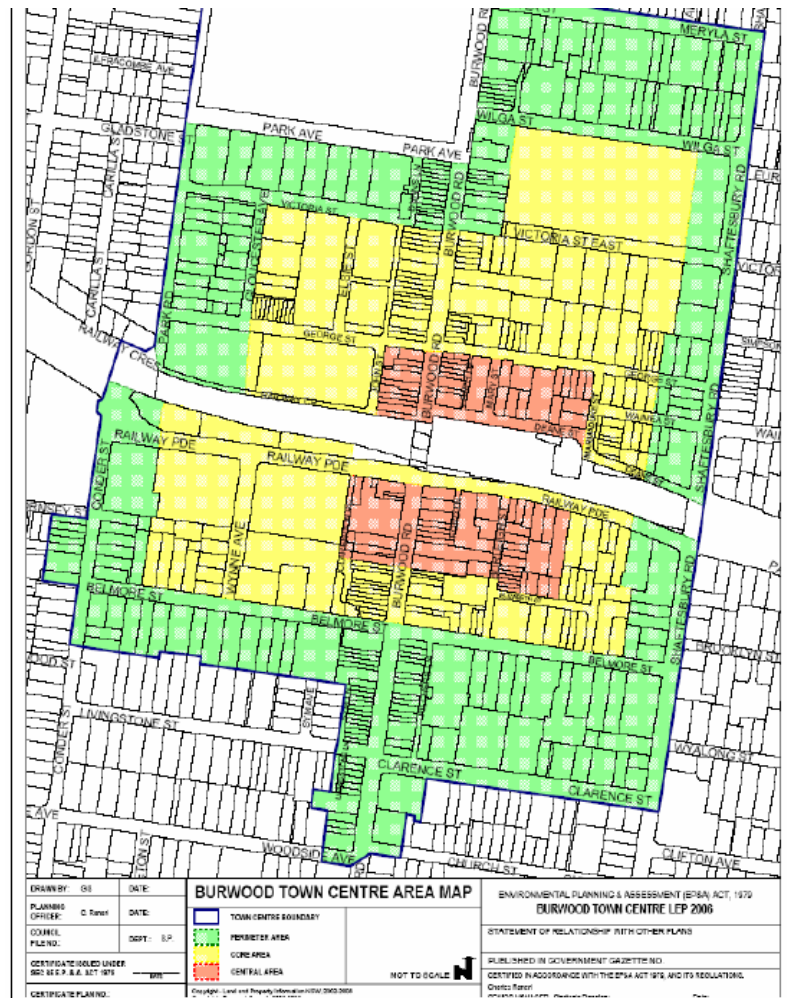
The above Table show as expected that vehicle drivers and passengers comprise the higher proportion of the trips, with bus and train trips comprising together 12% of the total trips. The above figures show that the bus, train and walk trips are together more than 35% of the total trips for work and non-work related activities. This is significant, as the pedestrian related trips are high.

Therefore, the growth to the Centre should be supported by improvements to the pedestrian environment in the Town Centre. (Burwood Transport Management & Access Strategic Planning document - updated March 2007).

Although walking, as a mode of travel is very significant within the Town Centre, at the same time, censuses data between 1996 and 2001 has shown that the use of the private car has increased at the expense of public transport. This shows that more needs to be done to change the travel behaviour and performance of public transport to and from the Burwood Town Centre.

Burwood Council in its Strategic Transport Management Document (updated March 2007) recognizes the importance of bus services for the future growth of the Town Centre. It states that works are in progress with service providers to improve the quality and effectiveness of public transport performance. The Council also

recognizes the importance of improved integration of transport modes and improvements to the rail station.



Supplied by Burwood Council 2006  
source: *Burwood Council*

### Figure 2.1 Burwood Town Centre



### 3.0 AREA ANALYSIS

The Household Travel Survey 2001 Data shows that while there is a fair level of employment in Burwood LGA, the Town Centre draws workers from diverse locations in the Sydney Region. This indicates that the Town Centre is an important Centre with good Regional Access. (Burwood Transport Management & Access Strategic Planning document (March 2007).

There is opportunity for further improvements to attract more sustainable form of transport and encourage more bus and train patronage as employment in the Town Centre grows.

Burwood Centre is located at a strategic location in relation to the surrounding transport system, which also includes significant walking and a lack of cycling network facilities through the town centre. There is a potential need to improve rail, bus, pedestrian and cycling facilities in order to reduce dependency on car travel.

In terms of the transport network, Burwood provides a major north-south link through the Town Centre as well as east-west connections. The railway station is located in the middle of the Town Centre with many bus services travel through the heart of the Centre. These transport factors in conjunction with the proximity of the Town Centre to M4 Western Motorway and the City West Link, provide a justification for future growth of the Town Centre. The result of any future growth will be an increased travel demand, which requires to be managed in order to improve transport and accessibility.

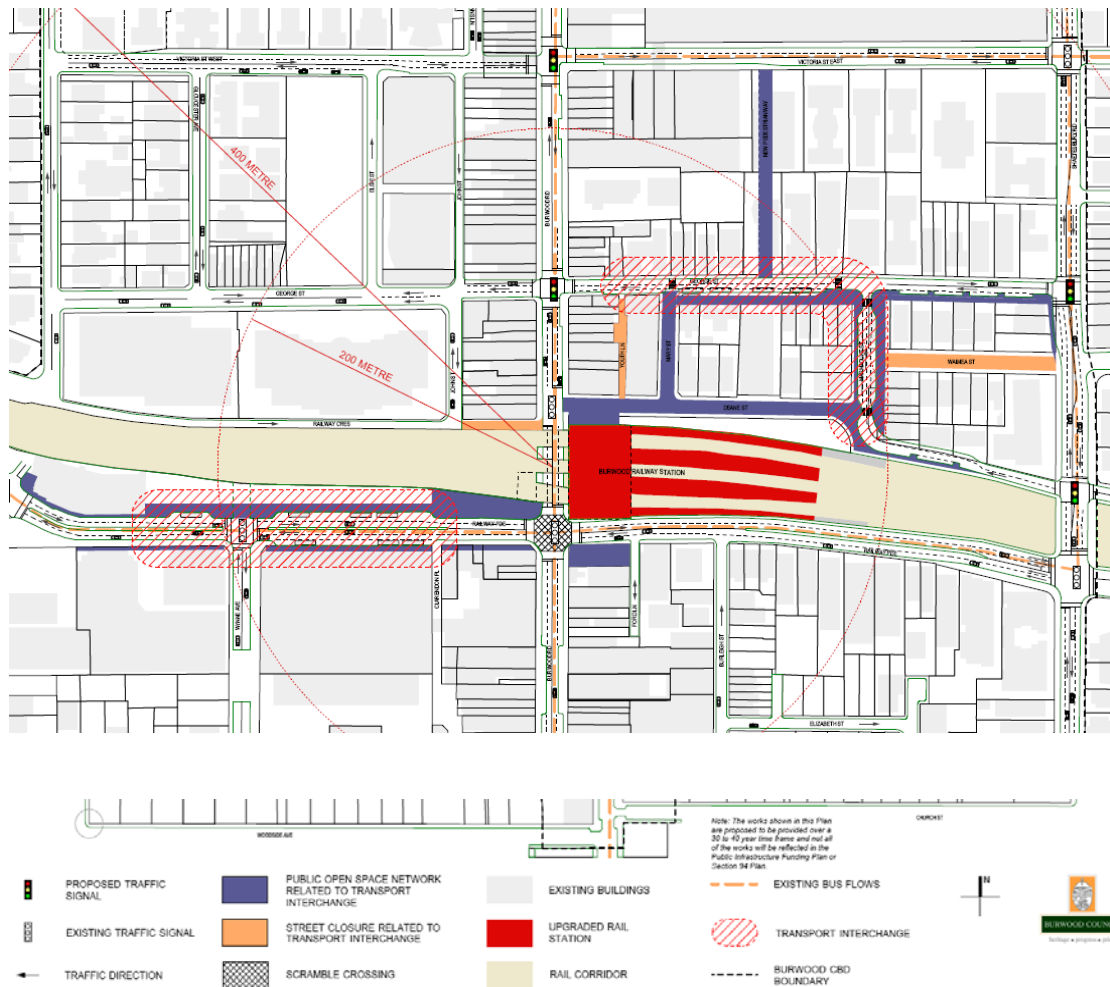
Based on the information provided by the City Rail Timetable, (Novoplan 2006) on a weekday 594 trains stop at Burwood Station and 378 on a weekend day. The level of service for Burwood Station on a week is 3726 rail services, which is similar to Central Sydney stations. (Circular Quay 500 weekday and 250 weekend day services).

During the whole week there are over 4260 bus services. During AM peaks there are 69 buses travelling in each direction on Burwood Road. As part of the Unsworth Inquiry and associated reports, there are major changes to the management of buses. This will result in improved additional services to Burwood Town Centre.

Burwood Council's Pedestrian Access and Mobility Study (PAMP) (1999), showed that the main trip purposes for walking were shopping (33%), work (22%) and medical appointments (11%). The PAMP survey found that one third of the surveyed respondents walked to the Town Centre. The PAMP study made the general observations, which included the following:

- Reducing random mid-block crossings of Burwood Road and short pedestrian phases at lights;
- Reducing adverse traffic impacts on pedestrians (noise, accident risk);

- Improving the quality of the pedestrian environment (increased footpath widths, better lighting and signage, and suitable landscaping);
- Increasing the opportunities for walking as a mode of travel to, from, and within Burwood for all trip purposes;
- Improving interchange between bus and rail modes, which inevitably involves some walking



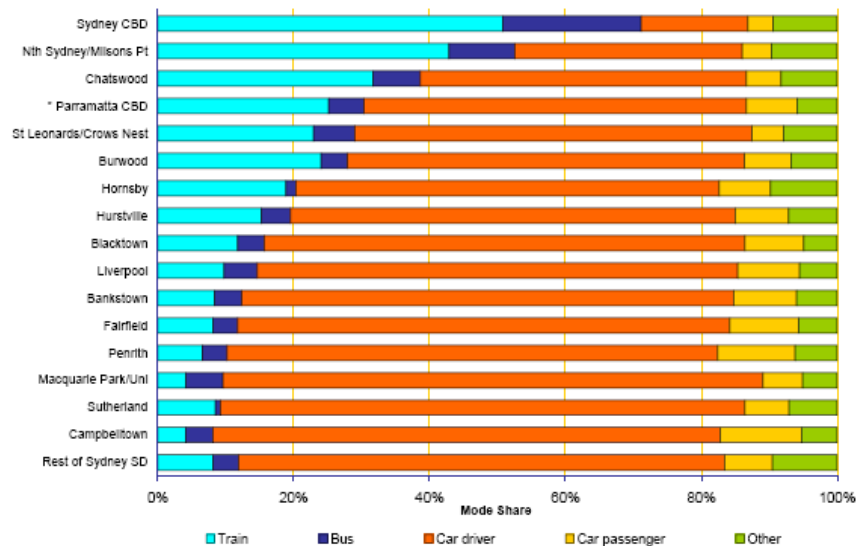
Source: Strategic Report on Burwood Town Centre – Burwood Council - March 2007

**Figure 3.1 Burwood Town Centre Transport Plan**

There are over 6,000 off-street car parking spaces within the Burwood Town Centre. About 3,000 of these are within the Westfield Centre and 1400 are on-street car parking spaces.

City Rail surveys indicate that 10% of commuters use the “park – and – ride” facilities to access the station.

In order to support travel demand management objectives for the Town Centre, the integration of parking provisions requires to be assessed in the context of achieving environmental and amenity objectives of Town Centre.



Source: TDC 2001

**Figure 3.2 Journey to Work – Mode of Travel to Major Centres in Sydney Region**

The above figure shows that in terms of travel behaviour for car use, versus non car use, Burwood's Town Centre is similar to some Centres in the Region. However it has lower public transport use in comparison to Chatswood and Parramatta. As Burwood's access to rail is better than Chatswood, it is likely that the Town Centre's rail performance can improve.

#### 4.0 TRANSPORT MANAGEMENT ACCESSIBILITY PLAN

The Transport Management and Accessibility Plan (TMAP) for the proposed development 1-17 Elsie Street and 45-49 George Street, incorporates measures that are in line with the Strategic approaches that Burwood Council is currently undertaking resulting from various studies and reports and the implementation of the exhibited draft LEP plan.

Burwood Council's report on Transport Management and Access for Burwood Town Centre concludes that:

- *The comparison indicates that Burwood Town Centre does reasonably well on transport performance already given its location and transport service attributes, and that an appropriate "model" is Chatswood's current performance;*
- *Aiming at Chatswood's current performance would require substantial increases in the mode shares of rail, bus and other (walking, cycling) compared to currently;*
- *For non-work travel, currently Burwood also compares favourably with Sydney as a whole and its appropriate to aim for at least maintenance and ideally an improvement on this performance. Non work travel in particular is influenced by a range of factors outside the control of Town Centre Planning;*
- *To move towards superior mode split performance such as that now achieved by Chatswood Town Centre, Burwood Town Centre's parking requirements for new developments should not encourage and in the future should move to constrain growth in car use.*

The Traffic modelling, which Council has previously undertaken shows that the Town Centre's road system can handle the current and future traffic as a result of the Town Centre's growth.

Pedestrian Traffic can be easily accommodated as a result of the proposal with the improvement of pedestrian infrastructure identified in the PAMP report.

**The pedestrian network** would be improved by;

- Improving the quality of the pedestrian environment (increased footpath widths, better lighting and signage, and suitable landscaping);
- Increasing the opportunities for walking as a mode of travel to, from, and within Burwood for all trip purposes;
- Improving interchange between bus and rail modes, which inevitably involves some walking

As part of **cycling improvements** at the Town Centre, the widths of the footpaths and carriageway along Victoria Street, George Street require assessment to accommodate for cycle paths

New and revised **bus routes** are required to meet passenger demands and improving integration of bus stops and modal interchange arrangements.

**Rail transport** access could be improved by improving the integration of the station with the Town Centre's public domain and modal integration between bus and rail;



An Access to Burwood Road

#### 4.1 Bike Routes

Bike routes have not been developed for the Burwood Town Centre. There is a need to develop a regional and local route bicycle network that would access through the Town Centre.

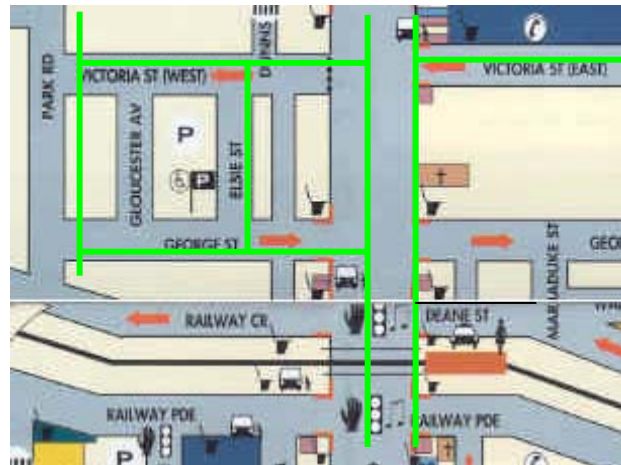
Part of the cycleway proposal would include designated routes, paths and facilities within the Centre. If the travel mode by cycling is expected to increase, there is a need to provide bicycle parking facilities close to the Train Station and bus stops in the Centre.

There is also opportunity to include bike storage and other cycling facilities close to the rail station and the bus terminus / interchange. It should be noted that Burwood Council has initiated planning with regard to a new bus terminus/interchange and the integration of the train station in urban design terms with the Town Centre.

As part of cycling improvements within the Town Centre, the widths of the footpaths and carriageway along Victoria and George Streets require assessment to accommodate for cycle paths.

The proposed cycleway as shown in **Figure 4.1** aims to provide better accessibility to the site. This should be incorporated as part of the Council's overall plan for the area.

It is recommended that bicycle parking facilities will be provided in the vicinity of the site e.g. along corner of Elsie and George Streets. It is understood that the development site provides parking storage facilities for over 90 bikes within its parking area.



*Source: Burwood mobility map*

— Potential bike route

**Figure 4.1 Potential Bike Routes near the Development Site**

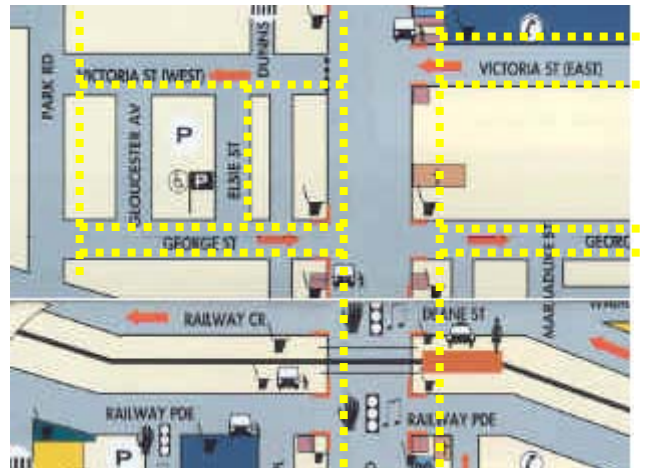
## 4.2 Pedestrian Routes

Pedestrian access to the development site is primarily proposed to be focused via Elsie Street. Three marked pedestrian crossings are proposed to be provided at each end and approximately central to the site frontage to Elsie Street to assist in the safe and efficient movement of pedestrians between the site and the Town Centre focal point, Burwood Road. These crossings are proposed to be augmented by footway widening (and thus roadway narrowing) within Elsie Street along with kerb-side parking restrictions.

Burwood Council's Pedestrian Access and Mobility Plan has recommended additional pedestrian crossings, pedestrian refuges and fences within the Centre to protect pedestrians from vehicular conflicts.

It should be noted that both Burwood Train Station and Westfield Shopping Centre are within 5-10 minutes walking distance to the development site.

Council's *Vision Document* recommends the east – west connection to be extended through to the main Town Centre at Burwood Road. There are also Public Domain Plans prepared for the Centre, which provide improvements on pedestrian facilities by upgrading infrastructure in the City Centre. These include street crossings, lighting and landscaping. In Council's DCP for the Town Centre, traffic management plans also recommend footway widening



..... PEDESTRIAN ROUTES TO AND FROM 1-17 ELSIE ST

**Figure 4.2 Pedestrian Routes**

It is recommended that pedestrian crossing facilities will be provided along Elsie Street at George Street as part an initial measure. Further, the existing “No Stopping: sign along Victoria Street-south side, near the development site should be relocated further north near the kerb line. The existing situation would interfere with pedestrian movements along the footpath.



Victoria Street



Elsie Street

### 4.3 Bus Routes

As a result of the Review of Bus Services the Unsworth report was finalized in February 2004. The transport related main initiatives identified for the Burwood Town Centre are:

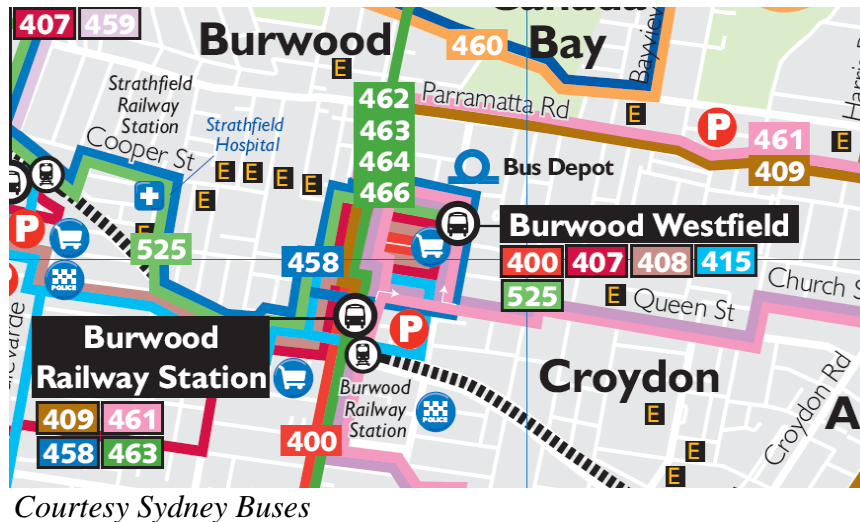
- The development of new strategic bus corridors to facilitate cross regional travel, supported by on-road bus priority measures;
- A new contractual framework to support and facilitate these reforms, with service standards and performance requirements, and public consultation.

A list of Sydney Bus routes is shown below. A majority of these services provide services at half an hour periods during peak hours with one -hour frequency during non-peak period. The majority of these services concentrate on the north south corridor along Burwood Road. The development site is located within a short walking distance to Burwood Road.

There are many bus services, which travel through the Town Centre, namely the following bus services;

Bus Services through Burwood Centre: 400, 407, 408, 409, 415, 458, 489, 461, 462, 463, 464, 466 and 525. The bus services 400 and 410 are to Bondi Junction, 407 and 415 to and from Campsie, 525 to Parramatta Station and 461 to the City.





**Figure 4.3 Bus Routes through Burwood Town Centre**

The many bus routes servicing Burwood Centre allow connections to suburban areas to the north, south, east and west. Nearby centres are very well serviced, such as Ashfield, Strathfield, Campsie, Drummoyne and other major centres which are located further away, such as Parramatta, Hurstville, Macquarie Centre and Bondi Junction.

There are 689 services on any weekday on which passengers can travel, with 507 services on Saturdays and 315 on Sundays. There are a total of 4260 bus services that are provided over a week.

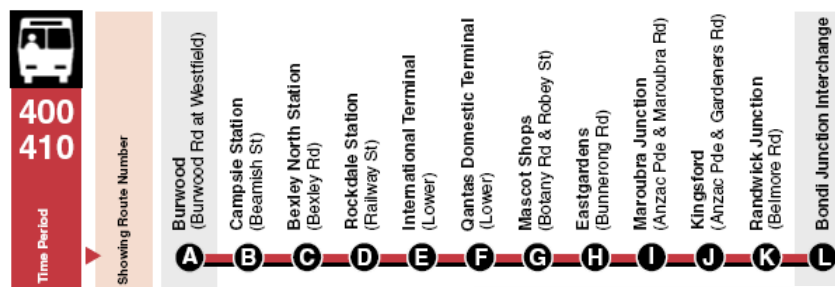
The main routes operate at a frequency of 2-3 buses per hour and less on weekdays (Sydney buses timetables).

In order to improve further accessibility to bus services. Although these services are very high through Burwood, there is an opportunity to increase frequency and provide cross regional links. This could be achieved by implementing the Unsworth reforms, providing new and revised routes to meet passenger demands and improving integration of bus stops and modal interchange arrangements.

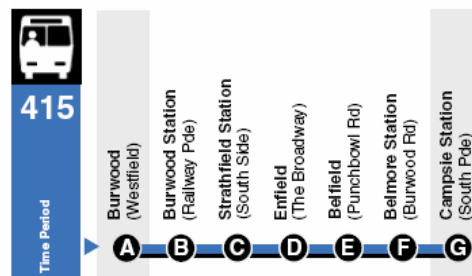
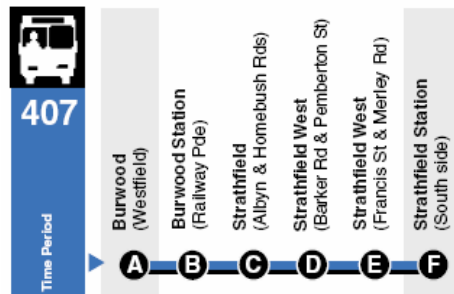


**Intersection of George and Elsie Streets**

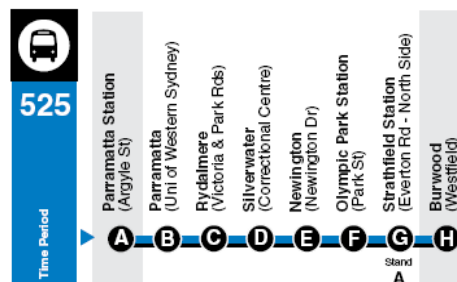
## SERVICES TO BONDI JUNCTION



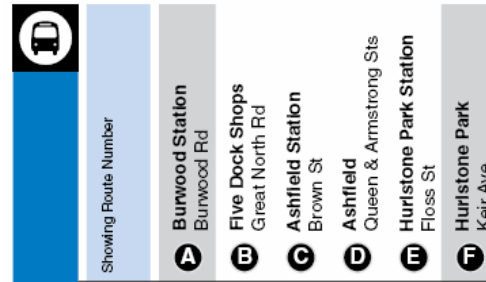
## SERVICES TO CAMPSIE



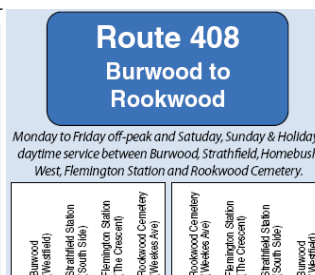
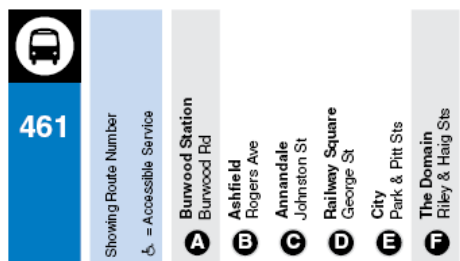
## SERVICES TO BURWOOD



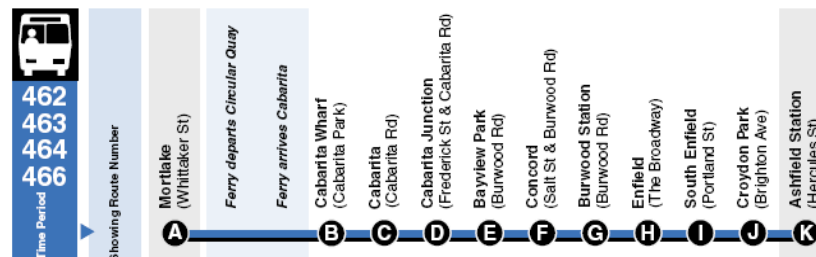
## SERVICES TO HURLSTONE PARK



## SERVICES TO CITY - DOMAIN



## SERVICES TO ASHFIELD



Courtesy Sydney Buses

## Bus Routes through Burwood Town Centre

	AM Peak (7.45-8.45am)	PM Peak (3.30-4.30pm)	DAILY TOTAL both directions (7.00am-6.00pm)
Burwood Rd north of Railway Pde	34 north 35 south	34 north 32 south	312
Burwood Rd south of Railway Pde	14 north 18 south	17 north 12 south	145
Railway Pde east of Burwood Rd	3 east 7 west	12 east 4 west	42
Railway Pde west of Burwood Rd	20 east 21 west	30 east 25 west	203
TOTAL	76	83	702

**Bus Numbers on Key Sectors of Major Roads in Burwood Town Centre  
(Weekdays – R.O.A.R Data Pty Ltd Burwood Council – Table by Novoplan).**

#### 4.4 Rail

The services that are provided at Burwood Rail Station are very high and similar with the level of Service provided at Sydney Central Stations. In a week Burwood station receives 3,726 rail services, and provides for 594 trains on a weekday and 378 on a weekend day that stop at Burwood Station. (City Rail Timetable –2006).

Railcorp has committed to upgrading Burwood railway station with the aim to improve capacity to accommodate for future patronage. Through the Rail Clearways program Railcorp aims to improve reliability, which will benefit all stations. In relation to improved rail accessibility at Burwood's Town Centre, the main issues for rail transport have been identified in Burwood's Town Centre Transport Management and Access Strategic Planning Report.

- *Building on excellent rail access to increase the use of rail transport;*
- *Improving the integration of the station with the Town Centre's public domain and modal integration between bus and rail;*
- Through these measures, ensuring rail transport supports the development of the Centre's employment, commercial and shopping activity.



Burwood Road near the Train Station

#### 4.5 Summary

The main vehicular access routes to the site are via Victoria, Elsie and George Streets. Taxi rank is provided on the eastern side of Burwood Road north of Wilga Street outside normal parking restriction hours (8.30am - 6.00pm weekdays, 8.30am - 12.30pm Saturdays).

Burwood Road is within a short walking distance to the development site while Westfield Shopping Centre and Burwood Rail Station are located within 5 to 10 minutes walking distance to the development site.

The side streets along Burwood Road provide connections to the development site, particularly easy and safe access for pedestrians.

Bike access routes to the development site could be accommodated as part of the Town Centre Bike Routes.

Buses provide services along Burwood Road which is in the vicinity of the proposed development site.

The demand for parking within the Town Centre remains high due to the Centre's activities and its required demand.

It is evident that the Burwood Town Centre's accessibility could be improved by provision of better infrastructure for public transport and establishment of bike routes (please see Appendix A for relevant supporting information).

A way-finding map of the area should be made available for residents and other users of the area.



George Street

## 5.0 REVIEW OF CAR PARKING

A review of the parking requirements for the development site has been carried out and the findings are illustrated as part of the “**Fact Sheet**” (please see **Appendix B**).

As shown in the “Fact sheet”, the development site was approved for provision of 553 parking spaces including 205 spaces for public use. The remaining 348 spaces were allocated for 18,916.93 sqm of commercial use. This provision was based on Council’s DCP 22 (i.e. 1 space/50 sqm of commercial use) with 30 spaces short than the required 378 spaces. This rate has not been changed as part of the current parking requirements by the Council.

Consequently, the development site has been progressed with provision of 553 parking spaces and 11,518.93 sqm of commercial area. The public carpark is currently operational and available for public use.

The current proposal comprises of 209 residential units (with parking requirement of 237 spaces with no provision for visitor parking as shown in the Fact Sheet) with no additional commercial area than its existing situation. The proposed parking provision for the site comprises of 237 spaces for residential use, 205 spaces for public use and 230 spaces for 11, 518.93 sqm commercial use with a total of 672 spaces. The development site provides 672 spaces.

The comments from the Independent Expert Panel with regard to the above application have also been taken into consideration and the following comments are provided:

- The proposed car parking provision for the development site is based on the Council’s requirements.
- The parking requirement for the proposed development totals to some 672 spaces (see Fact Sheet). The development site provides some 672 spaces. Therefore, the proposed development provides 672 for the required demand.
- The development site is within the Town Centre area where there is a constant need for car parking spaces. This is why that Council has already imposed the provision of public car parking as part of the proposed development. Therefore, any reduction of car parking provision would have an adverse affect to the criteria that Council has been aiming to achieve as part of the improvement for the area.
- Provision of the visitor parking for the proposed development site could be well appropriate; considering the characteristics of the area and its multi-cultural configuration where the demand for visitor parking becomes more evident particularly during after hours or weekends. Generally these spaces are used by elderly and/or families with young children and prams where walking and/or negotiating through streets would be difficult (particularly, during a rainy or cold day). The retainment of visitor parking as part of the development proposal would also alleviate impact on on-street parking activities in vicinity of the site.
- It should be appreciated that proposed parking provision for residential component of the propose development (based on Council’s code) reflects a realistic and appropriate level of parking (basically one car per unit). In today’s environment with high petrol costs and climate change issues, the use of car will naturally experience a decline but its ownership will remain current particularly

considering the Australian vastness and its limited public transport infrastructure. The use of car during weekend or on recreational basis will also seem to continue as part of the life style element. A similar trend that has been experienced in Europe during the last decade where the number of car ownership has risen (Transport Studies Unit, University of Oxford, UK; 2006) while their main use been associated with recreational uses.

- The letter from Independent Expert Panel also suggests for reduction of car parking provision from “1 space per 50 sqm” to “1 space to 120 sqm” of commercial uses. It should be appreciated that the commercial component of the proposed development has already been approved by the Council on the basis of complying with the Council’s DCP requirements. It should also be appreciated that the vitality and vibrancy of a Town Centre rests on its commercial activities and facilities that it provides for its patrons. Any limit on parking provision of the area such as Burwood CBD would create undesirable impacts. The recent experiences have shown that those who wish to travel by car will generally continue to do so regardless of level of parking availability within a commercial area. The lack of adequate parking will only encourage un-necessary driving (i.e. searching around the block area) among those who drive to the Centre in order to find a parking space. A more rigorous regime that would deter people to use car as their mode of travel would be the introduction of a higher tariff system for parking. The results of such system is evident (through other Centres’) that its implications would reduce car travel among general visitors while accommodating commercial trips that are vital as part of the Town Centre’s functionality and thrive.
- On the basis of the above comments, it should be noted that any new parking provision criteria for a commercial site should be based on a realistic and practical assumption. This is an important element to maintain the Centre’s vitality to meet its commercial demand. Such proposal should also reflect the characteristics of the area, for example it would not be practical to introduce a similar parking code such as North Sydney Council where it has a better public transport infrastructure and has a different strategic location. A comparison of similar Town Centre’s such as Blacktown (where its DCP for Town Centre requires 1 space per 30 sqm of Commercial use) and Hurstville (where its DCP for Town Centre requires 1 space per 60 sqm of Commercial use) suggests that the current Burwood Council’s parking requirement (i.e. 1 space per 50 sqm of Commercial use) are within a practical and realistic domain and any departure from these should be fully supported by empirical evidence.
- The state of current public transport facilities (such as the lack of appropriate capacity in Burwood Train Station) and its shortcomings have a great impact on attractiveness of their use and level of car use to and from the Burwood Town Centre.

In consideration to the above and the current needs for better transport accessibility (such as bike routes and infrastructure upgrade for public transport) within the Burwood Town Centre the following are suggested for consideration by relevant authorities:

- Council to review its parking policy and aim to develop a strategy that meets its desired objectives and best outcome for the Town Centre. This could include an introduction of higher parking fees.
- The parking situation for the Centre will be monitored where appropriate measures are introduced in stages to reflect the need and demand of the Centre.
- The proposed development site to provide parking on the basis of Council's requirements as it reflects the existing demand for the area where public transport experiences shortcomings in terms of services and capacity during peak hours. A staged assessment of parking provision could also be considered if necessary.

This review concludes that:

- The parking provision for the site complies with Council's requirements with only 11 additional parking spaces that could be used for other uses.
- Any reduction on parking provision will jeopardise Council's aim on use and provision of public car parking areas within the Centre.
- The parking provision for the site reflects a realistic and practical approach to the need of community and business activities of the area.

## **6.0 CONCLUSION**

It is recommended that as part of the access arrangement identified in this report, works associated with improved footpaths and pedestrian crossings along Elsie Street be provided as part of the development plan for the area.

Furthermore any bike facilities associated with the development site be provided as part of the proposal.

Bicycle parking and facilities within the proposed development site be in accordance with Burwood Council's Planning Policies related to bicycle provision.

The proposed parking provision for the site seems appropriate considering that a) the existing activities of the Burwood Town Centre and its required demand and b) the status of transport accessibility within the Centre and its need for improvements.



## **APPENDIX A**

# BURWOOD COUNCIL

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**MEDIA RELEASE**

**17 April 2008**

## **RAILWAY STATION UPGRADE**

Burwood Council has now been formally advised by the Heritage Branch, NSW Department of Planning that an application has been received under Section 60 of the Heritage Act relating to Burwood Railway Station.

The application proposes to improve access to the station, including the addition of four lifts and the removal and reduction of retail facilities.

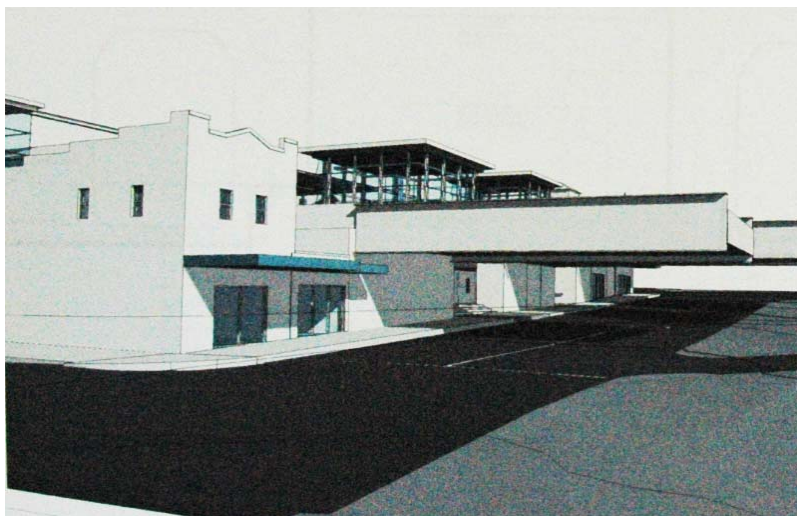
The Mayor of Burwood, John Faker is delighted at the progress of the proposed upgrade.

'The improvements being made to Burwood Station will be of huge benefit to the entire Community. Railway stations are an integral aspect of all cities and towns as they are heavily relied on by residents and people employed in the area. It's great to see the proposal on public exhibition and the re-development process now underway,' said Cr Faker.

Members of the public are invited to examine the proposal for Burwood Railway Station by visiting Council's Customer Services Desk, Monday – Friday between 8.30am and 5.00pm. The documents will be on public exhibition until Monday 28<sup>th</sup> April and anyone wishing to make a submission can do so in writing up until this date.

All submissions will be received by Council for evaluation and published along with a report on the application prepared by Council staff.

For further information contact Burwood Council on 9911 9911



### **Media Contacts:**

**Tommaso Briscese 9911 9819 or Caroline Rembridge 9911 9832**

**MEDIA RELEASE**

**31st March 2008**

## **Burwood Council Holds Parking Summit**

Members of the public and representatives of Burwood's Chamber of Commerce gathered at Council's Chambers on Friday 28<sup>th</sup> March to participate in another positive parking summit.

The last parking summit was held in September '07 with many of the initiatives and suggestions from the meeting being realised.

Burwood Mayor John Faker considers the parking summit an excellent tool for gauging public opinion and gathering ideas on the issue of parking in Burwood.

'The aim of these parking summits is for both Council Staff and representatives of our community to join forces and put forward ideas and suggestions for long term strategies that will be improve parking in the municipality which will benefit Burwood, its residents and business community,' said Cr Faker.

Since September 2007 Burwood Council has actively addressed many of the issues raised, these include:

### **George Street Car Park.**

- The facility offers 205 car parking spaces plus bicycle racks.
- It is currently filling to up to a third of its capacity – a good indication of level of demand being met.
- Many of the users are 'early bird' parkers who take advantage of the \$2.20 all day parking offer that currently applies to vehicles parked before 8.30am.

### **Installation of bicycle racks**

The bike racks now in place in Dean Street are able to secure 16 bicycles with most days seeing between 10 – 14 bikes in place.

The racks have greatly reduced the instances of cyclists attaching their bikes to the station railings improving pedestrian safety.

### **New signage**

New signs are now clearly visible in various locations around Burwood's CBD. These offer clear directions to parking. In addition, no parking and no stopping

**Media Contacts:**

**Tommaso Briscese 9911 9819 or Caroline Rembridge 9911 9832**

signs have been erected in specific areas in an effort to increase road and pedestrian safety.

### **Grant for cycle ways**

Burwood Council is currently waiting on approval for a grant from the RTA in order to create 'cycle ways'. These will be dedicated areas for cyclists allowing them to travel safely and hopefully encourage more members of the public to ride their bikes rather than bring cars into Burwood.

### **New Initiative**

Burwood Council is in negotiations with a bicycle hire company with the aim to becoming the first Sydney suburb that offers bike hire to the public. The scheme operates by way of paying a small amount to release a bike from secure racks, then returning it to one of the other secure racks located in the municipality. This is an extremely efficient way to travelling around the local area without having to use buses, taxis or cars.

### **Media Contacts:**

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## **APPENDIX B**

## PARKING ASSESSMENT - FACTS SHEET

### 1. SUMMARY OF PROPOSED DEVELOPMENT

The proposed development which seeks approval for:

**Table: Summary of Proposal**

TYPE OF UNIT	NUMBER	PERCENTAGE
3 bedroom	55	26.4
2 bedroom	109	52.1
1 bedroom	45	21.5
<b>Total</b>	<b>209</b>	<b>100%</b>

### 2. SUMMARY OF PARKING REQUIRED FOR PROPOSED DEVELOPMENT

Burwood Council Consolidated DCP at Part 22 provides the following parking requirements in relation to development within the Burwood Town Centre:

- Parking rates Special parking rates for certain land uses are also provided in the table below.
- Residential flats and/or residential component of mixed use development  
All residents' parking is to be provided on site. Visitors' parking is not to be provided on site, but is to be paid for through section 94 contributions with 25% discount on costs. 25% less car parking spaces are to be provided by Council for public parking in lieu of.
- Development other than residential flats and/or residential component of mixed use development  
Not less than 40% and not more than 80% of car spaces required, as marked \* in the table, are to be provided on site. The balance of car spaces required, but not provided on site, is to be paid for through section 94 contributions with 25% discount on costs. 25% less car parking spaces are to be provided by Council for public parking in lieu of.

Residential Flats within the Burwood Town Centre:

0.5 space / studio or bedsitter unit

1 space / 1 and 2 bedroom unit

1.5 spaces / 3 bedroom unit

Visitors: 1 space / 6 units

These rates are qualified with:

*These are the minimum and maximum requirements.*

*All residents' parking spaces are to be provided fully on site.*

*For the purposes of calculating the number of visitor spaces required a studio or bedsitter unit shall be considered to be half a unit.*

*Visitors' parking spaces are required to be paid for through section 94 contributions with 25% discount on costs. 25% less car numbers are to be provided at public parking facilities by Council in lieu of.*

*Refer to Council's Section 94 Contributions Plan.*

Therefore, total parking required for the proposed development:

**Table: Summary of Parking for Proposed Residential Development**

TYPE OF UNIT	NUMBER	PARKING
3 bedroom	55	83
2 bedroom	109	109
1 bedroom	45	45
Visitor		35
<b>Total</b>	<b>209</b>	<b>272</b>

The visitor parking equates to 35 car parking spaces. **Therefore, the total for the proposed development is 237 spaces.**

### 3. SUMMARY OF OVERALL PARKING WHEN PROJECT COMPLETED

Development Consent No. 397/01 and its Section 96 approvals approved parking as requiring 553 with 205 public car parking spaces. Total Floor Space of approved development: 18,916.9 square metres under the definition of the Burwood Planning Scheme Ordinance.

Council's required parking rate for development within the Burwood Town Centre is 1 space per 50 square metres or 378 parking spaces. The commercial component of the development as constructed to date is equal to 11,518.93 square metres or 230 parking spaces.

Therefore, the new component of the development being the residential component is the only element being assessed for the purposes of parking and requires 237 spaces with no visitor parking.

The commercial component is not changing and the rate for this parking was already previously considered by Council as requiring 230 spaces.

Therefore, the basement car parking levels will provide in total the following:

Residential: 237 spaces

Commercial: 230 spaces

Public Parking: 205 spaces

**Total: 672 spaces**

The design includes parking for a total of 672 spaces.