

### ***On Site Car Parking Requirements In The West Ryde Urban Village***

<b>Land Use</b>	<b>Car Parking Requirement</b>
Restaurants, cafes, etc. <i>that front onto public road, footway, or the like, at ground level</i>	1 space/25m <sup>2</sup> floor area accessible to the public. Nil for outdoor area on or abutting public roads/footways
Other restaurants, cafes, etc.	1 space/5m <sup>2</sup> dining area
Squash courts, tennis courts	1 space/court
Gymnasias	1 space/20m <sup>2</sup> floor area accessible to the public
Educational establishments	1 space/3 employees + 1 space/10 students
Places of worship and meeting rooms up to 200m <sup>2</sup> floor area*.	1 space/30m <sup>2</sup> floor area
Residential dwellings (new development)	0.75 space/1 bedroom dwelling 1 space/2 bedroom dwelling 1.25 space/3 bedroom dwelling 1 space/4 dwellings for visitors
Residential dwellings (involving adaptive re-use of existing floor space only)	Nil
* Car parking requirements for use of floor space in excess of 200m <sup>2</sup> will be assessed in accordance with Part 9.3 Car Parking of this Plan	

**Table 5 Urban Village Parking Policy**

#### 3.3 Proposed Mode Split and Parking Review

The Central Sydney Housing Division group (CSHD) are forecasting a shift in market demand towards social housing, affordable housing and aged housing with reduced car use. This is evidenced in developments such where less than 10% of the provided bays are regularly used.

Few, if any, social housing clients drive to existing offices of Housing NSW, where offices such as Sussex Street in Sydney provide no parking at all. Existing offices in Ryde and Gladesville have no formal client parking.

Housing NSW staff use pool cars – an estimated 8 pool cars out of 40 staff suggests a low mode split of 23% less cars to work (17 cars – 8 pool cars / 40 staff).

A preliminary project parking provision is shown in Table 6. It should be possible to further reduce this rate of car parking provision due to the proximity and ease of access to trains, buses and taxis, the lower car ownership rates of social housing tenants as derived from other areas such as Riverwood, easy walking to shopping and dining, and NSW Government and Ryde Council policies to encourage sustainable development. Final parking numbers will be determined and submitted as part of the design development leading to the project application.

In regards to low parking provision, introduction of car sharing scheme (e.g. Go Get) in West Parade in the vicinity of the site could be investigated.

It is noted that the concept plan drawings show a basement over the whole site. The final basement layout will be determined as part of the design development leading to the project application.

Where the whole basement to be retained and utilised for parking the capacity of the site would increase to approximately 117 parking spaces. Therefore, for example, if the retail component requires any parking in the future, there is the opportunity to provide a number of parking spaces for this component.

**Table 6: Proposed Parking Provision**

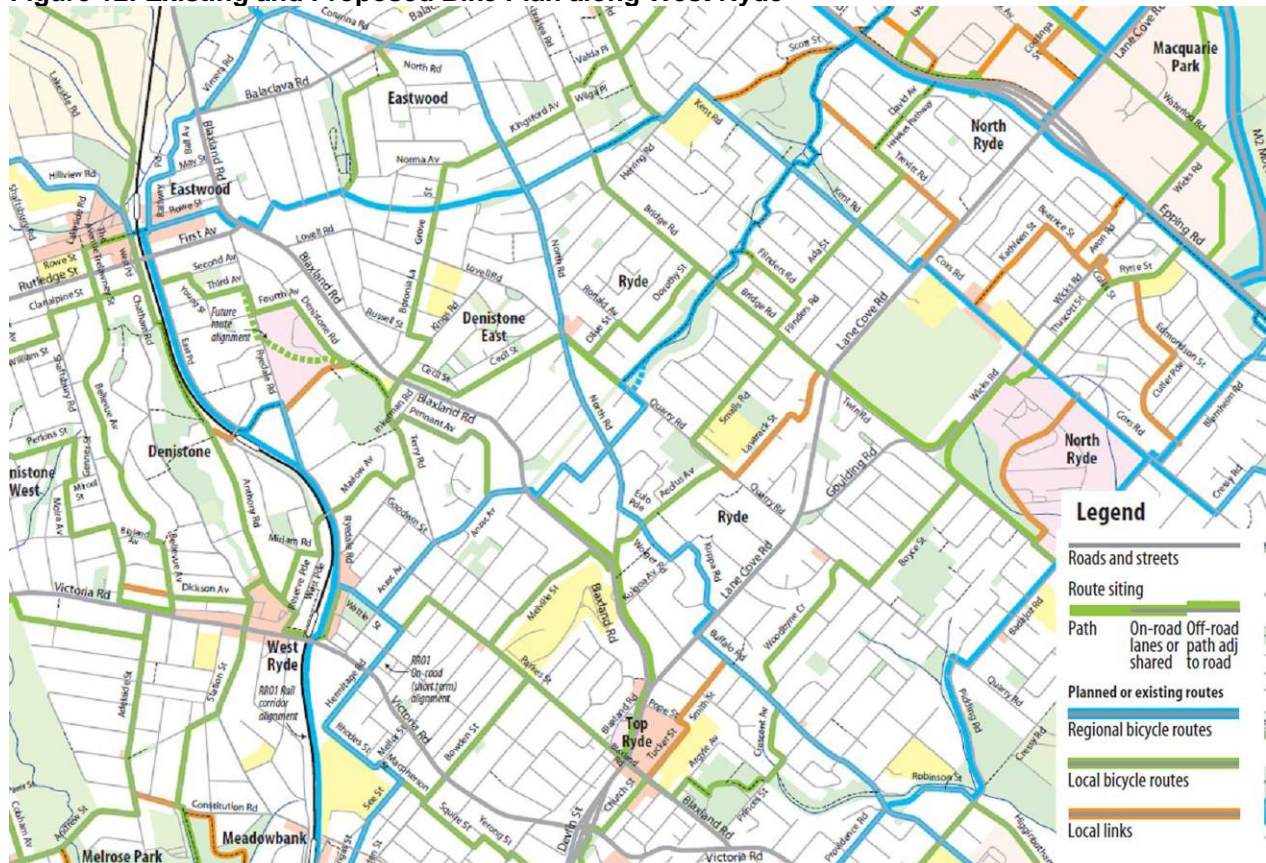
Land Use	GFA/ Units	Reduced parking rate due to good transport access*	Number of space proposed
Social Housing	63 units	1 space/ 10 units	6
Affordable Housing	24 units	1 space/ 5 units	5
Private Housing	55 units	0.8 space/ unit	44
Private Visitor	55 units	1 space/ 4 units	14
HNSW office	640 m <sup>2</sup> GFA	1 space/ 38 GFA	17
Retail	400 m <sup>2</sup> GFA	-	-
<b>Total</b>			<b>86</b>

\*subject to discussion

### 3.4 Existing and Bicycle Routes at the Vicinity of the Site

On road cycle route is provided on Ryedale Road to the east of the railway line. This cycle route continues to Meadowbank via Hermitage Road, Meadowbank TAFE and Bowden Road to the south.

'City of Ryde Integrated Transport and Land Use Strategy' for West Ryde states that RTA Action for Bikes 2010 sets out a 10 year plan for a series of arterial bicycle networks across NSW. One of the proposed routes outlined in the RTA plan links Macquarie Park and Meadowbank via West Ryde. The proposed route follows Marlow Avenue, West Parade and Bank Street. The existing and proposed bike networks via West Ryde are shown in Figure 12.

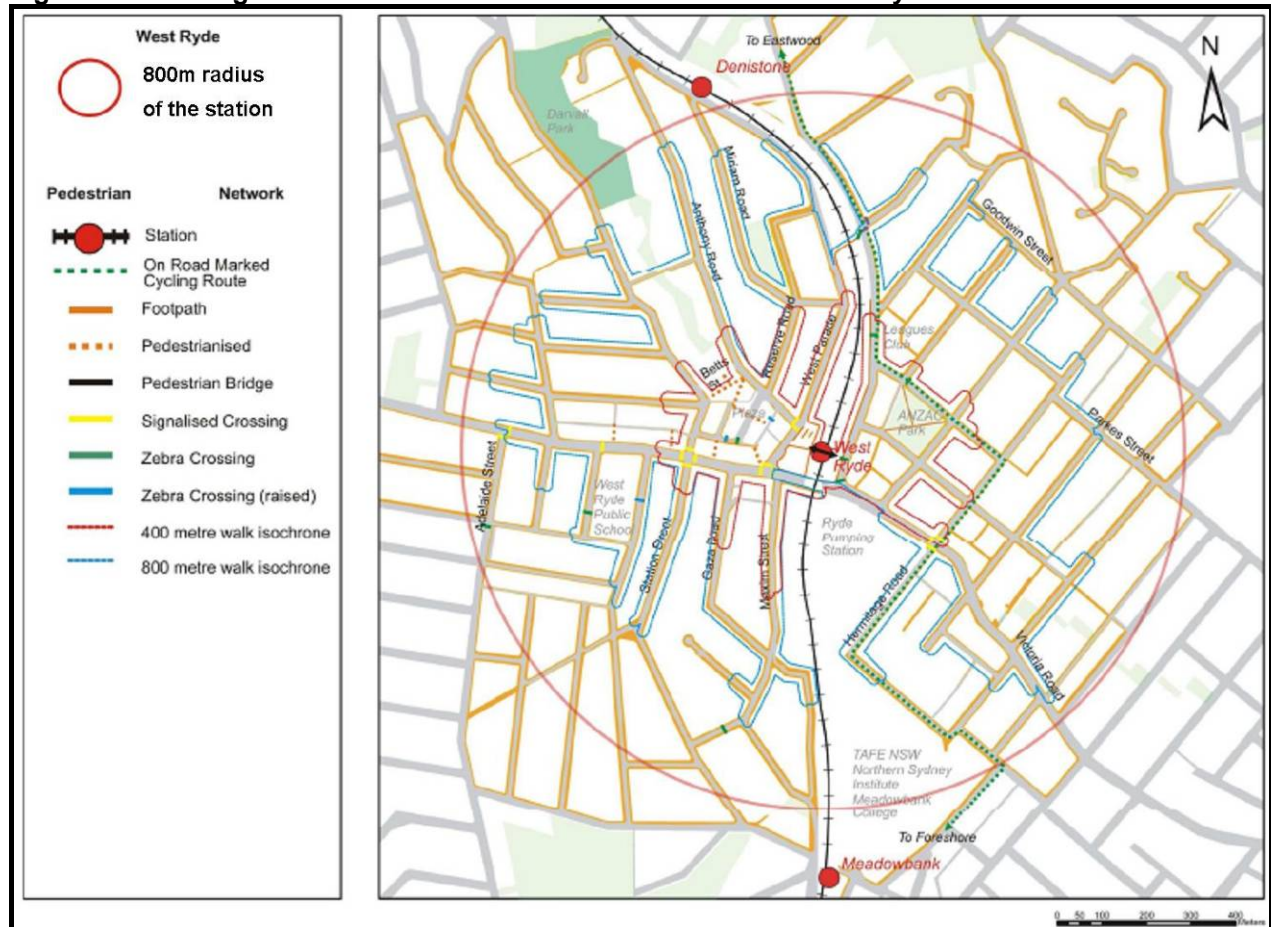
**Figure 12: Existing and Proposed Bike Plan along West Ryde**

Source: Ryde Bicycle Strategy and Masterplan

### 3.5 Pedestrian Networks at the Vicinity of the Site

The existing pedestrian network at the vicinity of the site is shown in Figure 13. City of Ryde 'Integrated Transport and Land Use Strategy' states that the railway line is the major barrier for east – west pedestrian movement. East – west connectivity is provided at the station over bridge and Marlow Avenue/ Ryedale Road intersection which are located approximately 500m apart. Pedestrian footpaths are missing on further north on West Parade between Marlow Avenue and Denistone Station. The documents also shows the recent upgrade of footpaths on West Parade and Victoria Road (refer to Photograph 1).



**Figure 13: Existing Pedestrian Facilities within 800m radius of West Ryde Station**

Source: City of Ryde Integrated Transport and Land Use Strategy

**Photograph 1: Footpath Upgrade on West Parade and Victoria Road**

Source: City of Ryde Integrated Transport and Land Use Strategy

### 3.6 Other Plans

#### 3.6.1 CRI Site

The Mixed Used Development Adjoining West Ryde Station (MP 05\_0130) by CRI West Ryde Pty Ltd is a mixed use development consisting of 4 buildings (7 to 12 storeys) containing 195 dwellings, associated retail and commercial premises, child care centre,

private and commuter parking, landscape works, and consolidation/subdivision of lots  
Location: 2, 2F, 1/2F and 2/2F Ryedale Road, West Ryde (Lots 100, 101, 102, 103 DP 1067460 and Lots 1 & 2 and common property of SP 7370) (eastern side of West Ryde Railway Station- refer to Figure 4)

The Varga traffic report describes 195 apartments with 301 parking spaces with 2 driveways, 90 commuter parking spaces. The forecast total traffic generation is 144vtp, and probably lower due to proximity to the railway station.

### 3.6.2 West Ryde Urban Village

Council is currently considering major redevelopment of the West Ryde Urban Village Development within close proximity, just south of the study site. This does not apply to the subject site.. The West Ryde Urban Village Development is subject to controls under 4.3 of the City of Ryde Development Control Plan 2006.



**Figure 14 West Ryde Urban Village Area**

The City of Ryde Development Control Plan – 4.3 West Ryde Urban Village has objectives to provide a reasonable amount of safe and convenient car parking within the centre.

## 4 Impact of Proposed Development

### 4.1 Traffic generation during design periods

#### 4.1.1 Daily and seasonal factors

63 social housing dwelling @ 0.2 vehicle trips/dwelling/hr (RTA) = 13

79 private housing dwelling @ 0.24 vehicle trips/dwelling/hr (RTA) = 19

40 office staff @ 2/100m<sup>2</sup> x 640m<sup>2</sup> (RTA) = 13

Total peak hour vehicular traffic generated – vehicle trips = 45

Based on the arrival and departure times for staff, residents and visitors to the site described above, the peak hour traffic generation is anticipated to be:

- AM Peak (8.00 – 9.00am) – 45 veh
- PM Peak (5.00 – 6.00pm) – 45 veh

The existing site which currently accommodates approximately 6 dwellings can generate up to 6 vehicular trips in the peak hours, resulting a net increase of approximately 39 trips in the peak hours for the proposed development.

#### 4.1.2 Pedestrian generation and movements

Pedestrian generation from the development will be able to circulate via the public pathways that exist to the site.

### 4.2 Integrated Transport Impact Assessment

The vehicular trips generated by the development during the peak hours will distribute across the access network. Residential trips out in the morning will be offset by office staff arriving and vice versa in the afternoon.

The peak hour levels of traffic generated, and the interpeak arrival and departure of vehicles to the site will be well provided for by the and its connections to the main road access system, supplemented by good walking cycling and public transport facilities.

It should be noted that the other two significant developments are proposed near the subject development (discussed in section 3.6). The significance of the three proposed development is compared in Table 7.

**Table 7: Comparison of the large scale developments at West Ryde**

West Ryde Urban Village	CRI Site	Subject Development
Parking Provision – 533 and Approximate Traffic Generation – am peak on network – 205 veh/h and pm peak – 600 veh/h	Parking Provision – 301 and Traffic Generation in the peak hours – 144 veh/h	Parking Provision – 86 and Traffic Generation in the peak hours 45 veh/h

Based on the comparison in the above table, it is evident that the other two developments at the vicinity are significantly higher compared to the subject development. Due to the proposed development the traffic generation will be minor and will not be noticeable most of the times. Due to the West Ryde Urban Village development, the following road improvements are proposed:

- The length of the right turn bay from Victoria Road to Chatham Road to be extended to 130m to accommodate more right turning vehicles.
- One designated left only and one through lane on Chatham Road at Victoria Road intersection to improve the traffic flow.