



8 November 2010

Ref 10121

Mr Tom Hutchison  
Development Planner  
Meriton Apartments Pty Ltd  
Level 11, 528 Kent Street  
SYDNEY 2000

(Email: tomh@meriton.com.au)

Dear Tom

## **Proposed Residential Development 132-138 Killeaton Street, St Ives**

---

---

I have considered the issues raised in the Department of Planning letter dated 5<sup>th</sup> November 2010 in relation to Traffic and Parking Accessibility and respond in the following:

### Visitor Parking

The only authoritative data available in relation to visitor parking for high density residential apartment developments is provided in the RTA document '*Traffic Generation – Surveys and Analysis – High Density Residential*'. I in fact undertook this assessment for the RTA and was closely involved in the detailed survey process.

It was apparent in the undertaking of these surveys that there was a significant variance in the trend for utilisation of the visitor parking spaces due to the non-bonafide use in some cases by residents (2<sup>nd</sup> cars and others). The trend for non-bonafide use was found at the Brighton-Le-Sands sites (Sunday visitors to the beach due to high level of on-street parking) and Strathfield (retail/railway station demands are very limited on street supply).

## Transport and Traffic Planning Associates

Of the 16 sites involved in the study 6 (see attached) were not surveyed for visitor parking and 4 were subject to assessed non-bonafide demands. The 6 sites which were deemed to have normal visitor parking demands recorded the peak demand on Sunday afternoon and the results are summarised in the following:

<b>Site</b>	<b>No of Apartments</b>	<b>Peak Visitor Parking</b>
Artarmon	71	6
Bankstown	54	5
Chatswood	39	2
Chatswood	39	3
Miranda	39	4
Sutherland	56	5
Total	298	25

Average 1 space per 11.92 apartments

It is evident from the data extracted from this study published by the RTA that a provision for normal visitor parking at 1 space per 10 apartments is quite realistic. There are infrequent seasonal occasions (eg Xmas day) when this would be exceeded to some extent, however in this case it would be unreasonable to expect the costly construction and maintenance of additional basement spaces (which would only be used on a few occasions a year) when there are a substantial number of on-street spaces available along the site frontage.

In relation to improving the provision for pedestrians it is apparent that the provision of a paved footway along the site frontage to Mona Vale Road would be an appropriate treatment.

Yours faithfully



Ross Nettle

Director

Transport and Traffic Planning Associates

TABLE 2 HIGH DENSITY RESIDENTIAL - ANALYSIS DATA

ITEM	Symbol	Sydney	Sydney	Sydney	Sydney	North Sydney	Artarmon	Artarmon	Bankstown	Brighton-Le-Sands	Brighton-Le-Sands	Burwood	Burwood	Chatswood	Chatswood	Chatswood	Chatswood	Cronulla	Cronulla	Miranda	North Sydney	Strathfield	Sutherland
- Regional	Reg	29	30	13	20		12	12	8	8	7	8	8	8	9	8	14	8	8	8	14	8	8
- Sub-Regional	SubR	47	120	68	80		71	63	54	44	27	40	44	39	44	39	39	24	39	39	39	32	56
Number of Levels	LS																						
Number of Units	U																						
Number of 1 Bedroom Units	1br						1																
Number of 2 Bedroom Units	2br	30	100	68	40	70	70	50	54	14	14	45	18	13	18	13	13	16	30	9	25	8	
Number of 3 Bedroom Units	3br	17	20		40			13		16	13	10	18	18	18	18	18	8			14	16	
Other Uses	OU	REST	OFF.	OFF.	OFF.															OFF			RET/OFF
Floorarea m2 GLFA	FA	184	1800	1406	200															250			350
Total On-Site Parking	OSP	61	169	86	148		89	105	63			64	57	57	47	47	47	32	59	59	61	32	68
- Resident	RP	56	120	61	120		71	96	52	42	27	54	42	42	42	42	42	32	39	39	53	32	58
- Visitor	VP	4	17	7	17		18	9	11	8	8	10	5	9	5	5	5		9	9	8		4
- Tenant	TP		27	7	11														11	11			6
- Service	SP	1	5	1																			
Public Transport		PT	PT	PT	PT		PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT	PT
- Excellent		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
- Good																							
- Poor																							
Peak Person Trips	PPT	42	185	98	36		51	48	82	29	19	51	27	40	27	27	27	19	41	41	26	23	55
Time (PPT)		1700-1800	1700-1800	1730-1830	1600-1700		1115-1215*	1730-1830	1100-1200*	0800-0930	1015-1115*	1800-1900	1745-1845	1045-1145*	1745-1845	1745-1845	1045-1145*	0800-0900	1730-1830	1730-1830	1000-1100*	1715-1815	1730-1830
Peak Vehicle Trips	PVT	11	41	23	27		23	25	22	11	7	16	12	12	12	12	12	13	18	18	18	10	19
Time (PVT)		0700-0800	1700-1800	1730-1830	0800-0900		1745-1845	0815-0915	0800-0900*	1200-1300*	1800-1900	1745-1845	0815-0915	1100-1200	0815-0915	0815-0915	1100-1200	0945-1045*	1730-1830	1730-1830	1030-1130*	1730-1830	1645-1745
Peak Vehicle Trips Evening	PVT(E)	8	41	23	26		23	18	16	9	6	16	9	10	9	9	10	8	18	18	12	10	19
Time (PVT(E))		1800	1800	1800	1830		1845	1815	1815	1745	1900	1845	1830	1700	1830	1830	1700	1715	1830	1830	1830	1830	1745
Peak Parking Accum Resident	PPA(R)	27	81	38	85		60	61	40	41	32	51	33	42	33	33	33	30	37	37	50	28	46
Peak Parking Accum Visitor	PPA(V)				12		6	6	5	9	6		6	3	6	6	6	3	4	4	5	7*	5
Time PPA(V)					1700**		1400**	1400**	1400**	1500**	1600**		1230**	1530**	1230**	1230**	1530**	1400**	1400**	1400**	1345**	1345**	1600**

\* Saturday \*\* Sunday

indiv-000  
comfret