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Tom Hutchison
Meriton Apartments
Level 11, 528 Kent Street
SYDNEY NSW 2000

5 September 2011

Dear Tom,

Re: 132-138 Killeaton Street, St Ives – Car Parking Provision

Halcrow has reviewed the proposed modification to the visitor parking provision for the approved residential development at 132-138 Killeaton Street, St Ives. This letter sets out our findings. The site is located within the Ku-ring-gai Council LGA, and the development has been assessed as a Major Project under Part 3A.

Proposed Parking

Car parking on the site is proposed to be amended to provide 48 car parking spaces for visitors to the 297 apartments proposed on the site in three to five storey buildings with basement car parking. The provision of 321 car parking spaces for residents would remain unchanged.

Parking Requirements

Ku-ring-gai Council's DCP 43 Car Parking sets out requirements for the provision of car parking for development within the Ku-ring-gai LGA. The DCP 43 definitions of medium and high density residential developments are consistent with those of the RTA's *Guide to Traffic Generating Developments* (RTA Guide). For both medium density and high density residential developments, DCP 43 requires that visitor parking be provided at a rate of one space for each four apartments.

The RTA Guide is based on surveys of parking demand at various locations. In contrast to DCP 43, it distinguishes between the visitor parking requirements for medium and high density residential developments, acknowledging that these development types would have different parking demands. The RTA Guide recommends that the minimum number of off-street visitor parking spaces for high density residential flat buildings is one space for every five to seven apartments, and one for every five apartments for medium density residential flat buildings. It notes that Councils may wish to further reduce this requirement in close proximity to public transport or where short term apartment leasing is expected.

Council's LEP 194 also recognises that accessibility to public transport can reduce parking demand, as it allows for a reduction in resident parking for certain sites within close proximity to a railway station. It does not however extend this discount to visitor parking rates. The subject site is located outside the area to which LEP 194 applies, however it is noted that the land to which LEP 194 applies around the St Ives Centre is somewhat fragmented, with no apparent direct relationship between the distance from the Centre or Mona Vale Road and application of LEP 194.

Public Transport Accessibility

The site is within comfortable walking distance of several bus stops. There is a bus shelter on Mona Vale southbound outside Corpus Christi College, approximately 150m walking distance from the site. There is a northbound bus stop on Mona Vale Road north of the Link Road intersection, approximately 300m walking distance from the site. There is a bus stop on Link Road near Newbury Place, some 500m walking distance from the site.

These stops are serviced by buses operated by Forest Coach Lines and TransdevTSL-Shoreline Buses. These services link the site to the City, Hornsby, North Turramurra, Macquarie, Gordon, as well as intermediate suburbs. Transfers are available to other transport services, such as trains at Gordon, Macquarie and Hornsby, and other bus routes at East Roseville and Mona Vale. The routes and services are summarised in the following table.

Table 1 – Bus Services Near Development Site

Service Start and End Locations	Route Number	Services per Weekday	Services per Weekend Day
Northbound			
City to St Ives Chase	Route 194	15	-
Gordon Station to St Ives Chase	Route 195	27	11
Gordon Station to Mona Vale	Route 196	4	4
Gordon Station to Austlink	Route 195/6	10	7
Gordon Station to St Ives Showground	Route 195/6	-	1
Macquarie to Mona Vale	Route 197	13	4
Macquarie to Austlink/Terrey Hills	Route 197	17	-
City to Hornsby Station	Route 594H	8	-
City to North Turramurra	Route 594	2	-
Southbound			
St Ives Chase to City	Route 194	16	-
St Ives Chase to Gordon Station	Route 195	28	11
Mona Vale to Gordon Station	Route 196	-	4
Austlink to Gordon Station	Route 195/6	9	7
St Ives Showground to Gordon Station	Route 195/6	2	1
Mona Vale to Macquarie	Route 197	17	4
Austlink/Terrey Hills to Macquarie	Route 197	16	-
Hornsby Station to City	Route 594H	8	-
North Turramurra to City	Route 594	2	-

With nearly 200 bus services each weekday and over 50 services on Saturdays and Sundays within comfortable walking distance of the development, it is considered that the site has good access to public transport services.

The RTA Guide indicates that authorities may reduce the visitor parking provision below their recommended range for sites within close proximity to public transport.

The proposed provision of 48 visitor spaces is equivalent to one space for each 6.2 apartments. It is thus consistent with the range recommended by the RTA for high density residential apartment buildings. Considering the site's proximity to public transport services, it is therefore expected that this provision would meet the typical demand for visitor parking for this development.

Peak Visitor Parking Times

At times of peak visitations, such as Christmas, visitor parking demand may increase above that of most other times during the year. At such times, residents often make any of their unused parking spaces available to their visitors.

The following table summarises the results of information from the 1996 Census regarding parked motor vehicles for flats, units and apartments (one to four or more storeys) in the Ku-ring-gai Local Government Area.

Table 2 – Comparison of Residential Car Parking Rates

	2006 Census Ku-ring-gai LGA Apartments		Proposed Killeaton St Development	
	Rate*	Spaces	Rate*	Spaces
1 x Studio	0.38	0.4	1.0	1
30 x 1 bed	0.60	18.0	1.0	30
242 x 2 bed	0.98	237.2	1.0	242
24 x 3 bed	1.30	31.2	2.0	48
Total (rounding)		287		321

* Rate = spaces per apartment

The table shows that based upon typical parking rates throughout the Ku-ring-gai LGA, the subject site is only likely to use 287 of the resident spaces, whereas 321 are being provided. This demonstrates that the proposed provision of resident car parking on the site is likely to exceed the actual demand by some 34 spaces. Therefore on occasions where there is a significant peak in the demand for visitor parking, such as at Christmas, a considerable number of apartments would have a car parking space available for use by a visitor to that apartment.

Conclusions

The proposed provision of 48 visitor car parking spaces is considered to satisfactorily accommodate the demand for visitor parking, considering the site's location with respect to public transport. Additional demand on peak visitation days can be accommodated on-site in unused resident spaces.

I trust that this information is satisfactory. Do not hesitate to contact the undersigned should you wish to discuss any aspect of this submission.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'P Dalton'.

Penny Dalton
Principal Consultant, Transport Planning