

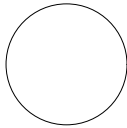
ITEM 4.1 (b)

Issue/ Objection:
Car Parking

Description:
Given the location of the site within the CBD and close proximity to a variety of public transport nodes, consideration should be given to further rationalisation of the proposed number of residential car parking spaces.

ADG Objective:

Response
Refer to drawings and report provided by the traffic consultant.



- GENERAL NOTES
- ALL DIMENSIONS AND EXISTING CONDITIONS SHALL BE CHECKED AND VERIFIED BY THE CONTRACTOR BEFORE PROCEEDING WITH THE WORK
 - ALL LEVELS RELATIVE TO 'AUSTRALIAN HEIGHT DATUM'
 - DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY

LEGEND



Traffic Generation of Proposed Development with LEP parking provision:

The traffic generation of the proposed development is set out in the RMS Guide for each aspect of the proposed development as follows:

Residential Development

- 0.15 vehicle trips per car space during the AM peak hour; and
- 0.12 vehicle trips per car space during the PM peak hour

Commercial:

- 1.6 trips vehicle trips per 100m² GFA during the AM peak hour; and
- 1.2 vehicle trips per 100m² GFA during the PM peak hour

Retail Development:

- 4.6 vehicle trips per 100m² GFA during the PM peak hour

Application of the above rates results in the following trip generation during the AM and PM peak period with the parking requirements of the LEP, SEPP65 and the parking provision for the proposed development, respectively.

Table 2: Traffic Generation with LEP & RMS Parking Provision

Type	Yield	Period	Trips
Sydney City LEP parking provision (maximum)			
Residential	40 parking spaces	AM	6 vehicle trips (5 out; 1 in)
		PM	5 vehicle trips (1 out; 4 in)
Commercial	1,130 m ²	AM	15 vehicle trips (3 out; 12 in)
		PM	13 vehicle trips (11 out; 2 in)
Retail	938 m ²	PM	43 vehicle trips (22 out; 21 in)
AM Total:			21 vehicle trips (8 out; 5 in)
PM Total:			61 vehicle trips (34 out. 27 in)
SEPP65 / RMS Parking Provision (minimum)			
Residential	54 parking spaces	AM	8 vehicle trips (7 out; 1 in)
		PM	7 vehicle trips (1 out; 6 in)
Commercial	1,130 m ²	AM	15 vehicle trips (3 out; 12 in)
		PM	13 vehicle trips (11 out; 2 in)
Retail	938 m ²	PM	43 vehicle trips (22 out; 21 in)
AM Total:			23 vehicle trips (10 out; 13 in)
PM Total:			63 vehicle trips (34 out; 29 in)

As can be seen from Table 2 the trip generation of the proposed development with the maximum parking provision of the City of Sydney LEP and the minimum requirement of SEPP65 is

- 21 & 23 vehicle trips during the AM peak period, respectively; and
- 61 & 63 vehicle trips during the PM peak period, respectively.

The trip generation of the proposed development under both planning controls is essentially the same. Notwithstanding, the retail trip rate provided in the RMS Guide to Traffic Generating Developments is considered to be an onerous rate for a retail development with a CBD location in close proximity to public transport. Furthermore, this trip rate is derived from sites that are provided with parking.

The subject development proposes to promote the use of public transport with no provision of retail or commercial parking. As can be seen above the trip generation for retail and commercial developments is significantly higher than the trip generation for high density residential developments. Therefore the proposal seeks to reduce traffic congestion for the local road network by providing no allocation for parking for the retail or commercial use.

The proposed development includes the provision of 63 off-street parking spaces for residential use only. When the same methodology and trip rates are applied to the proposed parking provision the traffic generation of the proposed site is as provided in Table 3 below.

Table 3: Traffic Generation of proposed development

Type	Yield	Period	Trips
Sydney City LEP parking provision (maximum)			
Residential	40 parking spaces	AM	6 vehicle trips (5 out; 1 in)
		PM	5 vehicle trips (1 out; 4 in)
SEPP65 / RMS Parking Provision (minimum)			
Residential	54 parking spaces	AM	8 vehicle trips (7 out; 1 in)
		PM	7 vehicle trips (1 out; 6 in)
Proposed Development			
Residential	63 parking spaces	AM	10 vehicle trips (8 out; 2 in)
		PM	8 vehicle trips (1 out; 7 in)

As can be seen in Table 3 above the proposed trip generation of the proposed development is in the same order of permissible trips under the LEP maximum and SEPP65 minimum and in all cases in negligible. Nominally, it is a maximum of an additional 4 vehicle trips in the AM peak hour which is equivalent to one (1) vehicle movement every 15 minutes.

Notwithstanding the nominal increase of four (4) vehicle trips per hour it is important to note that this increase in any event is more than offset by the decision of the applicant to provide no parking

REVISION	DATE	DESCRIPTION	BY
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PROJECT

85 Harrington Street
The Rocks
GOLDEN AGE & HANNAS THE ROCKS

TITLE

RESPONSE TO DoPE
ITEM 4.1 (b)

SCALE	1:200 @ A2	PROJECT CODE
DATE	18/10/2017	GA85H
SHEET NO.	034	REVISION

For Review