

Our Ref: 25242

TSA Riley
Level 15
207 Kent Street
SYDNEY NSW 2000

Attention: Sarah Santamaria

Dear Sarah,

**RE: 195-213 FITZGERALD AVENUE & 40-64 YORKTOWN PARADE, MAROUBRA
S4.55 TRAFFIC STATEMENT – BICYCLE PARKING**

Background

Homes NSW have obtained SSDA approval for the demolition of 33 social housing units and construction of 144 units social / affordable housing units at 195-213 Fitzgerald Avenue and 40-64 Yorktown Parade, Maroubra.

Homes NSW have entered a project delivery agreement with Bridge Housing for the remaining design works, delivery, and operation/maintenance of the project. Architectural design of the proposed development has been refined which involves a reduction of on-site bicycle parking provision from the approved 159 spaces to 112 spaces.

TTPP have prepared this S4.55 Modification traffic statement to provide justification for the proposed bicycle parking reduction in this development.

Approved Bicycle Parking Provision

The approved SSDA parking provision is aligned with the following parking rates:

- Homes NSW set a target for providing one bicycle parking space per unit.
- Randwick Development Control Plan 2013 (DCP) stipulates new developments are to provide facilities for parking or storing bicycles. The DCP stipulates a bicycle parking rate of one space per two units for residents and one space per 10 units for visitors. However, it is noted that DCP does not apply for SSDA proposals.

The approved SSDA provides 144 bicycle parking spaces for residents to meet the Homes NSW target, and 15 bicycle parking spaces for visitors to meet the DCP requirement. This is a total of 159 bicycle parking spaces.

Proposed Reduction in Bicycle Parking Provision

Bridge Housing are proposing to reduce their target parking rate from one space per unit to 0.5 space per unit for affordable housing, while the parking rates for social housing and visitor parking remain unchanged in this S4.55 Modification.

An overview of the proposed changes is shown in Table 1 which results in a reduction from 159 to 112 bicycle parking spaces, equating to a reduction from 1 space per household to 0.67 spaces per household (excluding visitor parking).

Table 1: Proposed Changes in Bicycle Parking

Housing Type	Approved SSSA Design	Proposed S4.55 Modification
Social Housing	1:1 (50 spaces)	1:1 (50 spaces)
Affordable Housing	1:1 (94 spaces)	0.5:1 (47 spaces)
Visitor Parking	1:10 (15 spaces)	1:10 (15 spaces)
Total	159 spaces	112 spaces
Number of Bicycles per Household (excluding visitor parking)	1 space / household	0.67 spaces / household

Comparison with DCP Parking Rate

Although there is no statutory requirement for residential bicycle parking in affordable and social housing developments, a comparison has been made with the DCP requirement for households in Randwick LGA.

Table 2: Comparison with DCP Bicycle Parking Rate

Housing Type	Yield (Number of Units)	DCP Parking Rate	DCP Parking Requirement	Parking Provision	Meets or Exceeds DCP Parking Requirement?
Social Housing	50	0.5 spaces per unit	25	25	Yes
Affordable Housing	94	0.5 spaces per unit	47	47	Yes
Total	144	144	72	97	Yes

Based on a total of 144 social and affordable units, the DCP requires a minimum of 72 bicycle parking spaces. The provision of 97 resident bicycle parking spaces exceeds the DCP requirement for households in Randwick LGA.

Homes NSW's Bicycle Parking Provision Target

As there is no statutory bicycle parking rates for social and affordable housing developments, Homes NSW had set a target for providing one space per unit in the SSSA which has been

approved. The proposed reduction to 0.5 spaces per unit for affordable housing units, whilst retaining the original target for social housing units and visitor parking, is a reflection of lowering its target to be consistent with the DCP parking rate to avoid an oversupply of parking spaces and hence construction costs.

The combined bicycle parking rate is 0.67 spaces per unit for social and affordable housing units, which is still higher than the DCP parking rate of 0.5 spaces per unit. This indicates the proposed bicycle parking is very likely to be sufficient to accommodate the parking demand, and therefore the proposed parking reduction is considered acceptable.

Furthermore, many tenants prefer to store their bicycles in their apartments. This is supported by Homes NSW SSDA Design Brief which indicates bicycle parking is to be provided in accordance with the target yield schedule, and can be stored in storage cages, in their apartments, or in their private open space such as balconies.

Summary and Conclusion

Bridge Housing are proposing to reduce bicycle parking provision from 159 spaces to 112 spaces, which is equivalent to a reduction from one space per household to 0.67 spaces per household.

This S4.55 modification traffic statement is in support of the proposed bicycle parking reduction based on the following reasons:

- There is no statutory bicycle parking rates for social and affordable housing developments. Bridge Housing are proposing to reduce the target parking rate from one per household to 0.5 per household for affordable housing units, which is consistent with DCP parking rate (0.5 per household).
- The proposed combined bicycle parking rate is 0.67 per household (social and affordable combined) is higher than the DCP parking rate (0.5 per household). This proposed reduction is considered acceptable.
- Residents have the option to park their bicycles in storage cages, in their apartments, or in their private open space such as balconies.

It is concluded that the proposed bicycle parking reduction for affordable housing units is acceptable as it would not impose a parking shortfall in the subject development.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



Ken Hollyoak
Director