

Our Ref: 25242

12 September 2025

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 – VISITOR 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 necessitates the following modifications:

- Removal of seven visitor parking spaces from the basement car park to enable provision of complying accessible parking spaces in accordance with AS2890.6:2022.
- Retention of the existing driveway for maintenance vehicle access to the relocated substation kiosk.

TTPP have prepared this S4.55 Modification traffic statement to provide justification in support of the removal of visitor parking spaces from the basement car park, and to assess the parking impact on the surrounding roads.

Approved Parking Provision

The SSDA has approved the development to provide a minimum of 77 parking spaces including seven accessible parking spaces in the basement car park. A breakdown of the approved SSDA parking provision is shown as follows:

- 70 resident parking spaces including five (5) accessible parking spaces.
- Seven (7) visitor parking spaces including two (2) visitor parking spaces.

State Environmental Planning Policy (Housing) 2021 (Housing SEPP) was adopted to determine the resident parking spaces. However, there is no statutory parking rate for visitor parking in affordable housing developments, given there is no visitor parking requirement under the Housing SEPP, and council's Development Control Plan (DCP) does not apply to SSDA developments.

In the approved SSDA, Homes NSW provided seven visitor parking spaces in the residual spaces in the car park as its own discretion to facilitate client service visits and building maintenance workers etc.

The approved SSDA involves a total of seven accessible parking spaces (i.e., five resident parking spaces and two visitor parking spaces) which are 3.2m wide. While they can meet the intent of the HSEPP, it is a departure from AS2890.6 design which require a 2.4m wide accessible parking space with an adjacent 2.4m shared area.

Proposed Removal of Visitor Parking Spaces

Considering there are no requirements for visitor parking within the Housing SEPP nor is it a refusable standard, Bridge Housing are proposing to remove seven visitor parking spaces to enable provision of complying accessible parking spaces for residents in accordance with AS2890.6:2022, in lieu of the approved 3.2m wide accessible parking spaces.

This means the previous residual spaces would no longer be available to accommodate visitor parking because the complying accessible parking spaces with adjacent shared areas will require additional widths.

Substation Kiosk

Bridge Housing are also proposing to reposition the proposed substation kiosk to the east of the Fitzgerald Avenue driveway.

This will require retention of the first existing driveway to the east of the proposed Fitzgerald Avenue driveway to allow maintenance vehicle access to the substation kiosk which is an infrequent occurrence.

Reinstatement of Redundant Driveways

Considering the retention of one existing driveway for vehicle access to the substation, the proposed development provides an opportunity to remove five existing driveways on Fitzgerald Avenue and seven existing driveways on Yorktown Parade, which can create about 12 additional on-street parking spaces on these frontage roads.

Impact on On-Street Parking

Removal of seven visitor parking spaces will result in visitors parking occurring on the surrounding streets. However, the 12 additional parking spaces to be created by reinstating redundant driveways can accommodate visitor parking on the frontage roads.

Visitors may involve client service visits and building maintenance workers which predominantly occur during the business hours.

It is acknowledged that the nearby Coral Sea Park would generate parking demand especially when sport is being played in the winter season. There are approximately 150 on-street parking spaces along the frontage of Coral Sea Park in Yorktown Parade, Chester Avenue and Midway Drive to accommodate the existing parking demand associated with Coral Sea Park.

The proposed addition of 12 on-street parking spaces as a result of reinstating existing driveways can help to accommodate visitor parking and to reduce the parking pressure associated with the sports activities in Coral Sea Park. As residential and visitor parking demands do not necessarily overlap with the time of games, it is anticipated that parking impact is minimal on the surrounding roads.

Justifications for Removing Visitor Parking

The following justifications are provided in support of the removal of visitor parking in this development:

- Compliance to Housing SEPP and AS2890.6
 - There is a condition of consent requiring compliance with the Access report, which requires Bridge Housing to deliver the accessible parking as per AS2890.6 as opposed to what was proposed in the SSDA which did not comply with this requirement. To ensure Bridge Housing can provide residents with appropriate accessible parking spaces, particularly given 10 units are to be delivered as wheelchair accessible, the car park layout has been reconfigured to accommodate the additional width of the accessible car parking spaces. As a result, the basement car park no longer has any residual space to accommodate visitor parking.

- There is no visitor parking requirement under the Housing SEPP, nor is it a refusable standard under the Housing SEPP.
- Reduction of security risks to residents
 - Bridge Housing prefer developments without visitor parking to minimise security risks to residents. For this particular development, if a visitor drives into the basement car park, they will need to enter one of the four buildings via the basement. As the internal stairs are open stairs (from the ground floor up) at the very least this will enable visitors access to the private lobby and all internal corridors within that building. This is an unnecessary security risk and from Bridge Housing's experience can cause conflict between visitors and residents, and ongoing management costs. While these stairs cannot be closed off if residents let visitors in other ways, the proposed modification to exclude visitor parking is a way to reduce the potential conflicts and security risks.
- Minimal impacts on on-street parking
 - The 12 new on-street parking spaces to be created by reinstating the redundant driveways can accommodate visitor parking on the frontage roads including Fitzgerlad Avenue and Yorktown Parade. Predominantly, visitor parking demand would not overlap with the parking demand associated with the sports activities in Coral Sea Park, and therefore the parking impacts are minimal on the surrounding roads.

It is concluded that the proposed modification for visitor parking continues to comply with Housing SEPP.

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