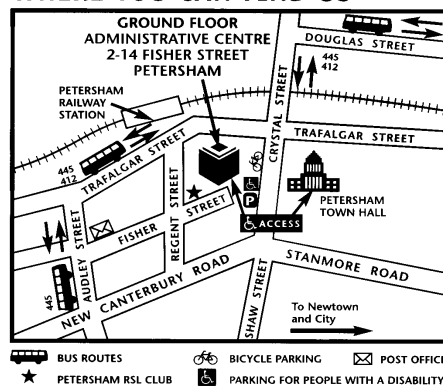


## **BUSINESS PAPER**

### **PEDESTRIAN, CYCLIST & TRAFFIC CALMING ADVISORY COMMITTEE**

**THURSDAY, 10<sup>TH</sup> MARCH 2016**

#### **WHERE YOU CAN FIND US**



**Meeting commences 10.00 am**

**Function Room  
Level 3, 2-14 Fisher Street  
Petersham**

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## MARRICKVILLE COUNCIL

7<sup>th</sup> March 2016.

Notice is given that a meeting of the Marrickville Pedestrian, Cyclist and Traffic Calming Advisory Committee will be held on Thursday 10<sup>th</sup> March, 2016, commencing at 10.00am in the Function Room, Level 3, Administration Centre, 2-14 Fisher Street, Petersham.

A handwritten signature in black ink, appearing to read 'Neil Strickland', with a large, stylized loop at the end.

Neil Strickland  
**Director, Infrastructure Services**

## **Function of the Pedestrian, Cyclist and Traffic Calming Advisory Committee**

### **Background**

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Marrickville Pedestrian, Cyclist and Traffic Calming Advisory Committee (Local Traffic Committee) has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

### **Role of the Committee**

The Pedestrian, Cyclist and Traffic Calming Advisory Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

### **Committee Delegations**

The Pedestrian, Cyclist and Traffic Calming Advisory Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

### **Committee Membership & Voting**

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown and Marrickville LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown and Heffron or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

### **Committee Chair**

Committee Chairperson:	Councillor Chris Woods
Alternate Chairperson:	Councillor Morris Hanna

In the absence of nominated Councillors, Council's Manager Infrastructure Design & Investigation or nominee performs the role of Council's representative and Committee Chairperson.

### **Public Participation**

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson.



**PEDESTRIAN, CYCLIST & TRAFFIC CALMING ADVISORY COMMITTEE**  
**THURSDAY, 10 MARCH 2016, AT 10.00AM**

**AGENDA**

1. Apologies

2. Disclosures of Interest

3. Matters arising from Council's resolution on the Pedestrian, Cyclist & Traffic Calming Advisory Committee minutes of 11 February 2016

**4. PART A: ITEMS WHERE COUNCIL MAY EXERCISE ITS DELEGATED FUNCTIONS**

**SECTION 1 - TRAFFIC MATTERS**

<u>Item No.</u>	<u>Particulars</u>	<u>Page No</u>
A1.1	Gannon Street, Tempe (South Ward/Heffron) Pedestrian safety at existing zebra pedestrian crossing	7
A1.2	Marrickville Road, Marrickville (Central Ward/Summer Hill) Proposed pedestrian crossing near Despointes Street – Design plans	13
A1.3	Hillcrest Street, Tempe (South Ward/Heffron) Proposed angled parking – Design plans & consultation results	17
A1.4	Livingstone Road, Marrickville (Central Ward/Summer Hill) Temporary road closures for the Orthodox Easter processions on 29 & 30 April 2016	24

**SECTION 2 – PARKING MATTERS**

<u>Item No.</u>	<u>Particulars</u>	<u>Page No</u>
A2.1	Mobility Parking applications	
A2.1.1	62 Lincoln Street, Stanmore (North Ward/Newtown)	26
A2.1.2	74 Alice Street, Newtown (North Ward/Newtown)	32
A2.1.3	74 Park Road, Marrickville (Central Ward/Summer Hill)	38
A2.2	Convent Lane, Marrickville (Central Ward/Summer Hill) Request for 'No Parking' restrictions	44
A2.3	Keith Lane, Dulwich Hill (West Ward/Summer Hill) Request for 'No Parking' restrictions	52
A2.4	Trafalgar Street, Stanmore (North Ward/Newtown) Request for a Works Zone adjacent to construction site at No. 61	56

### **SECTION 3 – LATE ITEMS**

No Items in this Section.

#### **5. PART B: ITEMS FOR INFORMATION ONLY**

<u>Item No.</u>	<u>Particulars</u>	<u>Page No</u>
B1	Livingstone Road, Marrickville (Central Ward/Summer Hill) Temporary road closures for 'Good Friday' processions on 25 March 2016	60

#### **6. PART C: ITEMS FOR GENERAL TRAFFIC ADVICE**

<u>Item No.</u>	<u>Particulars</u>	<u>Page No</u>
C1	4-12 McGill Street, Lewisham (Central Ward/Summer Hill) Pedestrian mixed use development DA201500682	62
C2	75 Mary Street, St Peters (North Ward/Heffron) Proposed weekend markets at 'Precinct 75' DA201500743	72

7. General Business

8. Close of Meeting

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**PART 'A' - SECTION 1 - TRAFFIC MATTERS**

**Item No:** A1.1  
**Subject:** GANNON STREET, TEMPE (SOUTH WARD/HEFFRON)  
PEDESTRIAN SAFETY AT EXISTING ZEBRA PEDESTRIAN  
CROSSING  
**File Ref:** S1910-02  
**Author:** Jenny Adams – Traffic and Road Safety Officer

**SUMMARY**

Concerns have been raised regarding the incidences of motorists failing to observe the zebra pedestrian crossing on Gannon Street, Tempe adjacent to Edwin Street. It is proposed that 'zig-zag' lines be installed on both approaches to the crossing in an effort to provide additional warning to approaching motorists and that a Stop control be installed on Edwin Street at Gannon Street to deter motorists exiting the street at speed and compromising pedestrian safety at the crossing. Also minor changes to existing signage will be undertaken to further enhance pedestrian safety at the existing raised zebra pedestrian crossing.

---

**OFFICER'S RECOMMENDATION****THAT:**

1. In order to enhance pedestrian safety, "zig-zag" lines be installed on both approaches to the raised zebra pedestrian crossing situated on Gannon Street, Tempe immediately south of its junction with Edwin Street;
  2. A STOP control be installed on Edwin Street, Tempe at its intersection with Gannon Street, to reduce the incidence of motorists exiting Edwin Street at speed;
  3. The Police be requested to monitor the crossing for motorists disobeying the Road Rules by failing to stop and/or give way to pedestrians at the crossing on Gannon Street, Tempe;
  4. The 'DO NOT QUEUE ACROSS INTERSECTION' sign on the western (eastbound) approach to the crossing be removed and replaced it with a 'DO NOT QUEUE ACROSS PEDESTRIAN CROSSING' sign; and
  5. The citizen be advised of the decision.
- 

**BACKGROUND**

Concerns have been raised regarding the incidences of motorists failing to observe the zebra pedestrian crossing on Gannon Street, Tempe adjacent to Edwin Street. It has been reported that motorists fail to give way to pedestrians on the crossing, especially in peak commuter periods. The concerns raised relate to lack of visibility for both pedestrians and motorists and

with motorists disobeying the Road Rules by failing to give way to pedestrians on the crossing on Gannon Street, Tempe.

There is a raised zebra pedestrian crossing on Gannon Street, Tempe, south of its junction with Edwin Street. The pedestrian crossing complies with Australian Standards including signs and markings and advance warning signs. In 2012 the previous 'at road level' marked pedestrian crossing was placed on the raised platform to enhance the crossing. The height of the platform was limited by the need for buses to traverse Gannon Street.

It should be noted that Council did consider the use of kerb blisters and a central refuge for the site to reduce the crossing distance and provide a central storage area. However, driveways and other site constraints prevented the implementation of these features.

Recently Gannon Street from Princes Highway to the roundabout at the intersection of Griffiths Street / Gannon Street / Unwins Bridge Road was resealed and line marking reinstated. (Refer to attached locality diagram.)

## **DISCUSSION**

Gannon Street is a local road which functions as a regional road. It has an average daily traffic volume of around 13,000 vehicles per day. Light thoroughfare restrictions apply in the street. Two speed humps are present in the street in addition to the pedestrian crossing which slows vehicle speeds and the 85<sup>th</sup> percentile speed averages around 44 km/h.

Although Gannon Street, between Princes Highway and Unwins Bridge Road, carries in excess of 10,000 vehicles per day, the incidence of crashes occurring in the vicinity of the subject crossing are very low. In the last five years of RMS recorded crash data one eastbound rear end crash occurred at the intersection of Gannon Street and Edwin Street and there are no recorded pedestrian related crashes at all in Gannon Street. However, Council has often been approached regarding pedestrian safety at the crossing. Reports of near misses and requests for speed humps have been regular.

In 2015 Council engaged a consultancy to conduct safety audits at numerous pedestrian crossings in the Marrickville LGA. An audit of the pedestrian crossing on Gannon Street at Edwin Street, Tempe highlighted a number of signage and line marking improvements that could be made to improve the safety of the crossing.

A site inspection revealed that zig-zag lines on both approaches would enhance the presence of the crossing. It is noted that it is difficult to achieve zig-zag lines as per RMS guidelines (ie. 30m + 49m minimum zig-zag) as distance to the east is 50m, restricted by an existing raised speed hump. Distance to the west is achievable, 85m to intersection with the zig-zag starting 6m from the roundabout exit at Unwins Bridge Road and Gannon Street..

The introduction of a STOP control on Edwin Street, Tempe at its intersection with Gannon Street will help in reducing the incidence of motorists exiting Edwin Street at speed. (Refer to Figure 1). On site it was observed that turning motorists tended to focus their vision/attention to the west in order to judge gaps in the westbound traffic flow on Gannon Street and by doing so, they may fail to notice pedestrians on or entering the crossing. This crash conflict between left-turning vehicles from Edwin Street verses pedestrians on the subject crossing was also similarly elaborated upon by the road safety auditor.

The introduction of zig-zag marking on both approaches to the subject crossing will alert motorists to expect to encounter pedestrians and aid in reducing motorists' speeds as they approach the crossing. It is noted that NSW Police are responsible for enforcing most of the Road Rules (with the exception of parking infringements), which includes motorists not giving way to pedestrians at zebra crossings. It is recommended also that NSW Police be requested to monitor the crossing and locality at regular intervals for any motorists disobeying the Road Rules.

It was also noted by the road safety auditor that the presence of a 'DO NOT QUEUE ACROSS INTERSECTION' sign located on the western (eastbound) approach to the crossing on Gannon Street is superfluous at this location because queuing across the intersection is inevitable. This is because as soon as an eastbound driver stops in response to a crossing pedestrian, they will be left standing in the control area of the Gannon Street/Edwin Street intersection. (Refer to Figure 2). Therefore, it is proposed that the 'DO NOT QUEUE ACROSS INTERSECTION' sign be removed and replaced it with a 'DO NOT QUEUE ACROSS PEDESTRIAN CROSSING' sign instead.

### **PUBLIC CONSULTATION**

No public consultation is required.

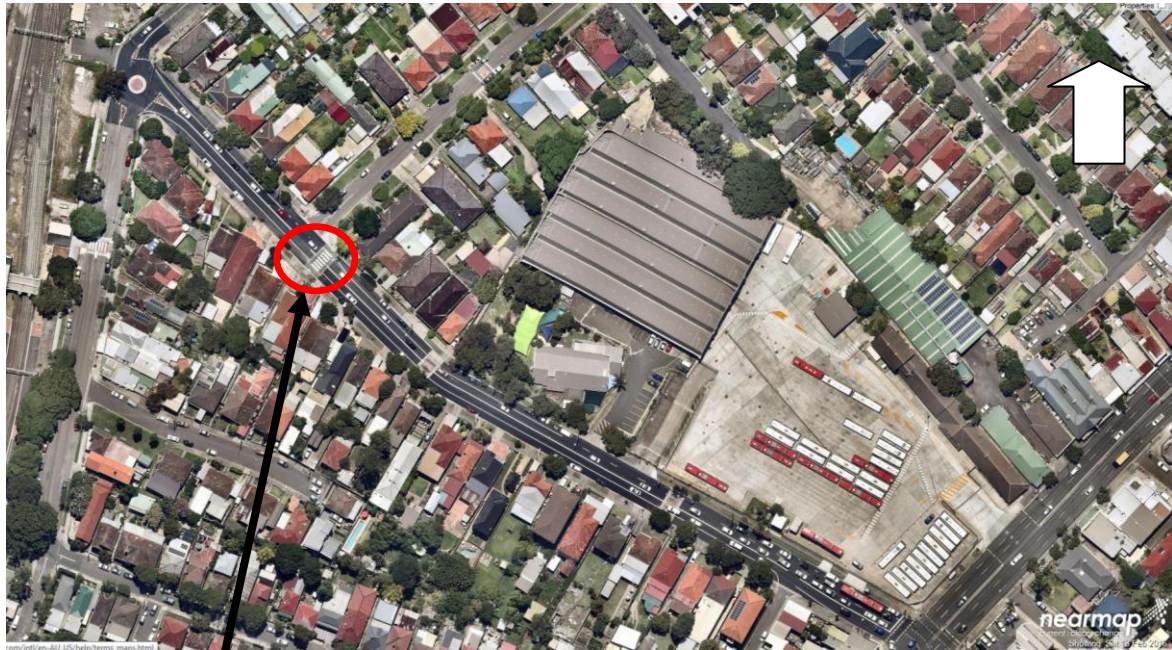
### **FINANCIAL IMPLICATIONS**

The costs of the installation of 'zig zag' line marking and removal and replacement of signage is to be funded from Council's signs and line marking budget.

### **CONCLUSION**

Whilst all essential signage is in position, it is considered that sections of 'zig zag' warning lines should be installed on both approaches to the existing zebra pedestrian crossing on Gannon Street, Tempe near Edwin Street in order to enhance pedestrian safety at the subject crossing. In addition, a Stop control introduced on Edwin Street at Gannon Street would deter motorists exiting the street at speed compromising pedestrian safety at the subject crossing. Minor changes to existing signage are also proposed to be undertaken to further enhance pedestrian safety at the existing raised zebra pedestrian crossing.

### Locality Map – Gannon Street, Tempe



## Pedestrian crossing in Gannon Street, Tempe

### **Proposed ‘zig-zag’ advance pavement markings**

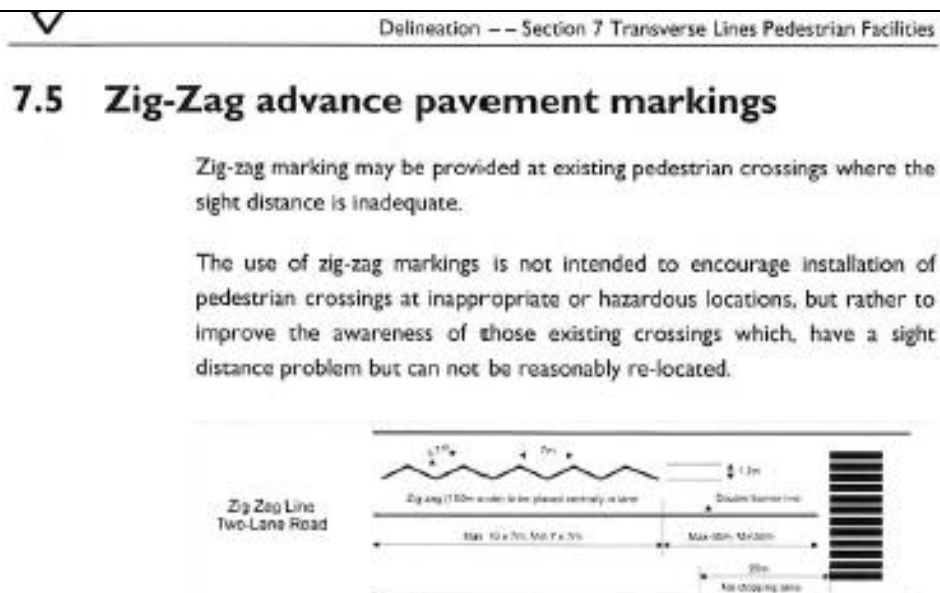


Figure 7.4: Zig Zag Markings  
(Dimensions are in mm unless otherwise stated)



**Pedestrian crossing in Gannon Street, Tempe**



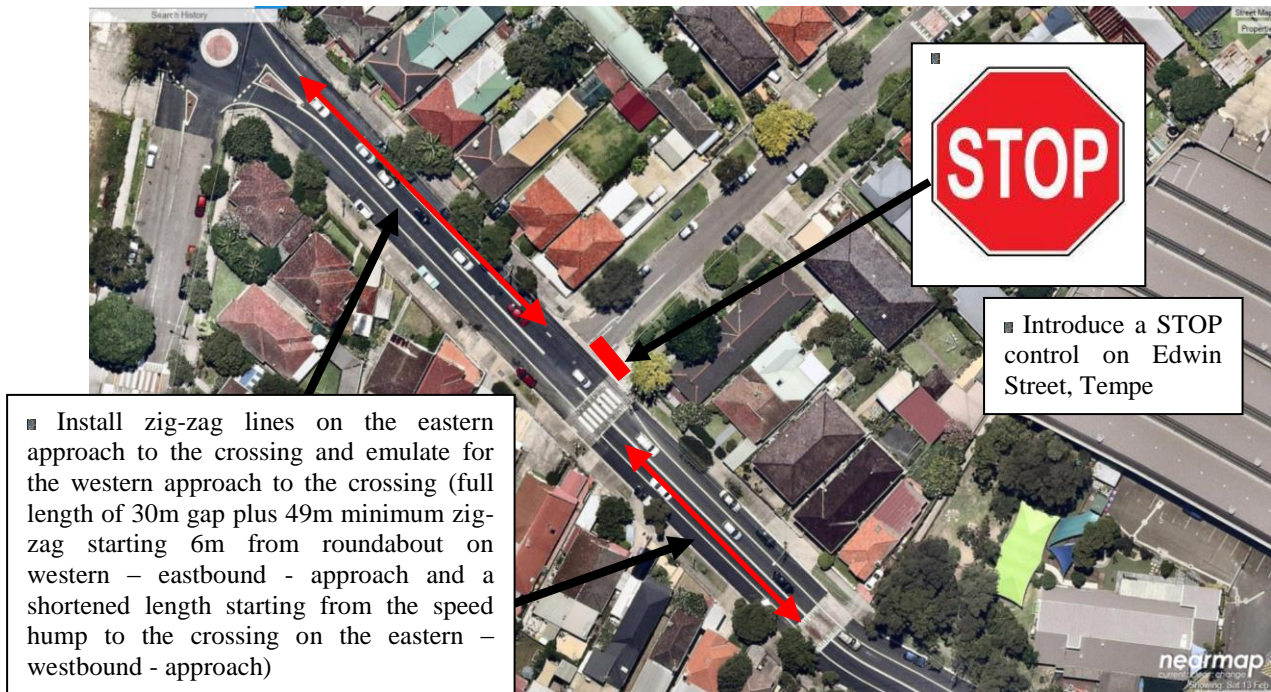
Looking eastward along Gannon Street, Tempe



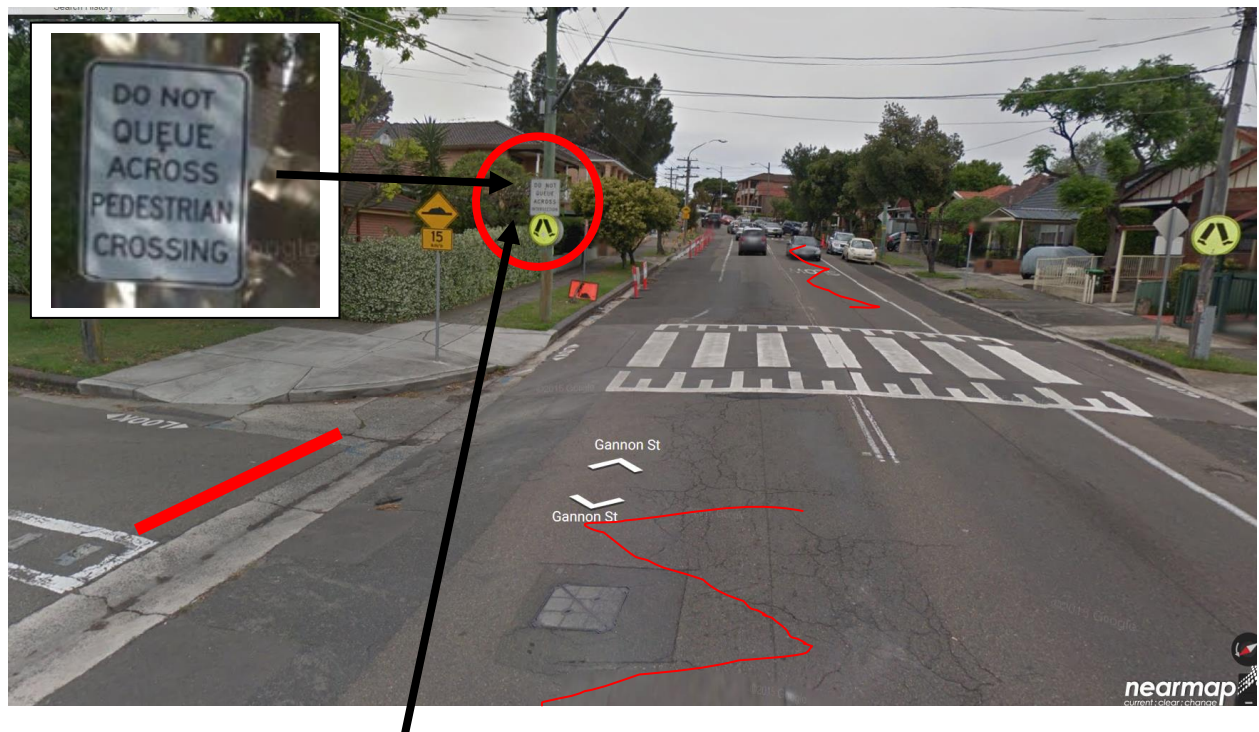
Looking westward along Gannon Street, Tempe



**Figure 1 - Gannon Street, Tempe at Edwin Street**



**Figure 2 – Gannon Street, Tempe**



Replace current DO NOT QUEUE ACROSS INTERSECTION sign with a DO NOT QUEUE ACROSS PEDESTRIAN CROSSING sign.



**Item No:** A1.2  
**Subject:** MARRICKVILLE ROAD, MARRICKVILLE  
(CENTRAL WARD/SUMMER HILL)  
PROPOSED PEDESTRIAN CROSSING NEAR DESPOINTES STREET –  
DESIGN PLANS  
**File Ref:** S3210-04  
**Author:** Emilio Andari – Engineer, Traffic Services

## SUMMARY

Design plans have been finalised for the proposed pedestrian crossing on Marrickville Road, Marrickville near its intersection with Despointes Street, to provide a safe crossing facility for pedestrians and business customers in the Marrickville Road shopping centre. It is recommended that the design of the proposed pedestrian crossing and associated signs and line markings be approved.

---

## OFFICER'S RECOMMENDATION

**THAT** the design of the pedestrian crossing and associated signs and line markings on Marrickville Road near its intersection with Despointes Street, Marrickville (as per the attached design plan No. 6094) be APPROVED.

---

## BACKGROUND

In 2013, the Roads and Maritime Services (RMS) agreed to fund a study to develop a traffic and pedestrian management plan for the Marrickville town centre to resolve a cluster of crashes which included pedestrians. The RMS proposed the implementation of a 40km/h High Pedestrian Activity Area (HPAA) speed limit in Marrickville Road between Petersham Road and Victoria Road and Illawarra Road between Tuohy Lane and Marrickville Road.

Council undertook a study to identify locations that required the implementation of new traffic calming measures to create a 40km/hr speed limit and improve the safety of pedestrians. The study report recommended a proposed concept plan for a 40km/h speed limit, list of works and cost estimates to calm traffic and improve pedestrian access and safety. The list of works to calm traffic and improve pedestrian access and safety are as follows;

- a. *Marrickville Road – Remove the raised threshold to the east of Petersham Road and install “40” pavement numerals;*
- b. *Marrickville Road – Remove the raised threshold to the west of Victoria Road and install “40” pavement numerals;*
- c. *Marrickville Road – install bicycle logos in the centre of the traffic lane of Marrickville Road between Petersham Road and Victoria Road and in Illawarra Road between Petersham Road and Marrickville Road;*
- d. *Marrickville Road – install a new at-grade new pedestrian crossing to the east of Frampton Avenue as per previously approved design plan 5781;*
- e. *Marrickville Road – install a new pedestrian crossing to the west of Despointes Street;*

- f. *Marrickville Road – install a footpath continuation treatment across Gladstone Street subject to RMS approval; and*
- g. *Illawarra Road – upgrade the existing pedestrian crossing across Calvert Street to a raised pedestrian threshold.*

Design plans have been finalised for the proposed pedestrian crossing and are presented in this report for consideration. The project has been listed on the 2016/17 Capital Works Program.

## DISCUSSION

This report deals with point ‘e’ (*Marrickville Road – install a new pedestrian crossing to the west of Despointes Street*) of the previously adopted report by Council in December 2015 which discusses the 40km/h HPAA and associated works.

Marrickville Road is a two-way Regional Road with a carriageway width of 12.8 metres running east-west between Marrickville and Dulwich Hill. The subject location is within the Marrickville Town Centre shopping strip on Marrickville Road near its intersection with Despointes Street.

At present, ‘1P 8.30am-6pm’ time restricted parking (parallel to kerb parking) is permitted on both sides of Marrickville Road between Petersham Road and Illawarra Road. There is a central median island on Marrickville Road with gaps at intersecting local streets. The intersections of Marrickville Road with Petersham Road and Illawarra Road are controlled by traffic signals with pedestrian crossing facilities. The subject location near Despointes Street is approximately half way between these two sets of traffic signals.

Design plans for the provision of a pedestrian crossing at the subject location on Marrickville Road, indicating the proposed signs and line markings (ATTACHMENT - design plan No. 6094) are submitted for consideration.

The proposed scope of work includes the following:

- Provide at-grade pedestrian line markings to RMS standards;
- Install pedestrian crossing signs and advance warning signs on both sides of Marrickville Road; and
- Remove existing street light and replace with upgraded lights in accordance with *Australian Standards AS1158.4:2009 – Part 4: Lighting of Pedestrian Crossings*.

The proposed pedestrian crossing will not result in the loss of any legal on-street parking spaces in Marrickville Road. Vehicular access to adjoining properties will be retained.

## PUBLIC CONSULTATION

A notification letter was sent on 19 February 2016 to owners and occupiers of Marrickville Road regarding the proposed pedestrian crossing on Marrickville Road, Marrickville near its intersection with Despointes Street. The closing date for submissions ended on 4 March 2016.

### Resident Survey findings

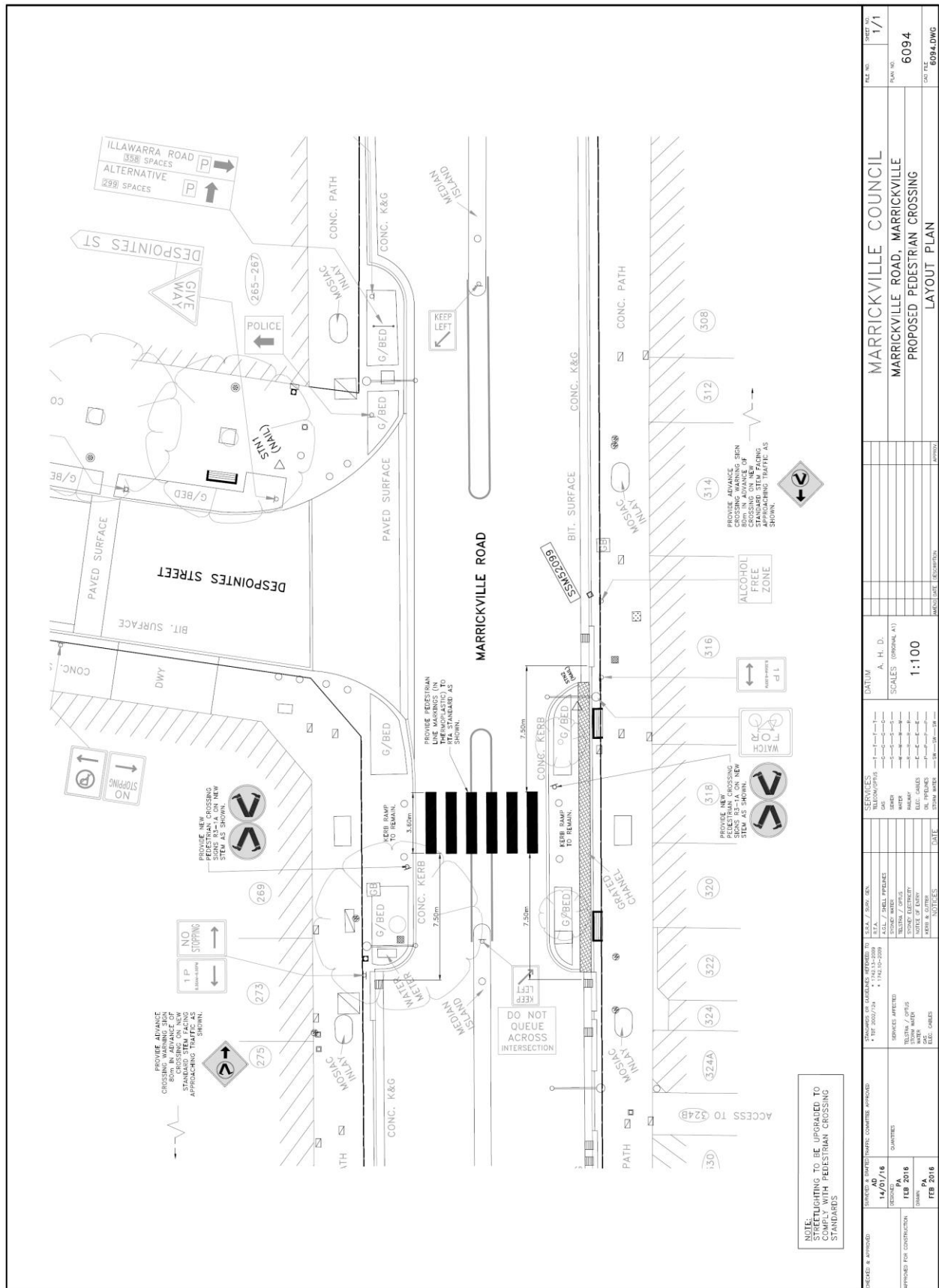
A total of sixty-one (61) letters were sent out to the affected residential properties and no comments were received.

## **CONCLUSION**

It is recommended that the design of the proposed pedestrian crossing and associated signs and line markings be approved.

## **FINANCIAL IMPLICATIONS**

Funding of \$80,000 has been allocated by Council for these works under the 2016/17 Capital Works Program subject to RMS 50/50 funding assistance.



**Item No:** A1.3  
**Subject** HILLCREST STREET, TEMPE (SOUTH WARD/HEFFRON)  
**PROPOSED ANGLE PARKING – DESIGN PLANS & CONSULTATION RESULTS**  
**File Ref:** S2400-02  
**Author:** Emilio Andari – Engineer, Traffic Services

## SUMMARY

Council Officers investigated a proposal to provide angle parking spaces on the south side of Hillcrest Street, Tempe. The proposed 90 degrees angle parking will provide additional on-street parking opportunities. Community consultation was undertaken with affected residents as part of the proposal. It is recommended that the kerb blister, signs and line markings associated with the proposed angle parking be approved.

---

## OFFICER'S RECOMMENDATION

**THAT** the design of the proposed 90 degrees angle parking with a kerb blister and associated signs and line markings in Hillcrest Street, Tempe (as per the attached design plan No. 6108) be APPROVED.

---

## BACKGROUND

A request has been received from residents of Hillcrest Street, Tempe for the proposal to provide angle parking spaces within their street. This request came via a petition to Council and residents stated that there is a shortage of parking in Hillcrest Street, Tempe.

The proposed design includes 90 degrees angle parking which will provide additional on-street parking opportunities. The design plan has been finalised for the proposal together with the consultation from affected residents and are presented in this report for consideration.

## DISCUSSION

### Road network and existing conditions

Hillcrest Street is a two-way local residential street, approximately 12.8 metres wide running east-west between Unwins Bridge Road and to an end. At present, unrestricted parking is permitted on both sides of the street (parallel to kerb parking).

Due to the limited parking for properties along Unwins Bridge Road, there is a demand for parking in the area and the majority of on-street parking spaces in Hillcrest Street are occupied at most times. There are currently 30 residential properties in total located on both sides of the street (refer to the attached locality map and photographs).

### Design plans

Design plans for the provision of 90 degrees angle parking with a kerb blister, indicating the proposed signs and line markings (ATTACHMENT - design plan No. 6108) are submitted for consideration.

The proposed scope of work includes the following:

- Install associated signage and line markings as per design plan to reflect 90 degrees angle, rear-to-kerb parking along the south side of Hillcrest Street between Unwins Bridge Road and Hillcrest Lane.
- Install a landscaped kerb blister island on the southern side of Hillcrest Street near its intersection with Hillcrest Lane.

The proposal for angle parking will provide forty-four (44) legal 90 degrees angle, rear-to-kerb parking along the south side of Hillcrest Street between Unwins Bridge Road and Hillcrest Lane (refer to the attached design plan). Currently, there are twenty-one (21) legal parallel to kerb parking spaces along the subject section of Hillcrest Street. The proposal of angle parking will result in a gain of twenty-three (23) legal on-street parking spaces in Hillcrest Street. All current vehicular access to adjoining properties will be retained.

### Parking utilisation surveys

In 2012-2013, Council undertook the Sydenham Parking Study which included Hillcrest Street, Tempe. According to the Sydenham Parking study parking occupancy survey results, it appears that parking utilisation within Hillcrest Street were at an average of 70-85% during weekdays with peak utilisation rates above 85% particularly during the early morning hours of 5am-8am. Weekend utilisation rates for Hillcrest Street were decreasing but with some concerns with an average of 70-85% utilisation rate along the southern side of Hillcrest Street (refer to the Figure 1 & 2 below).



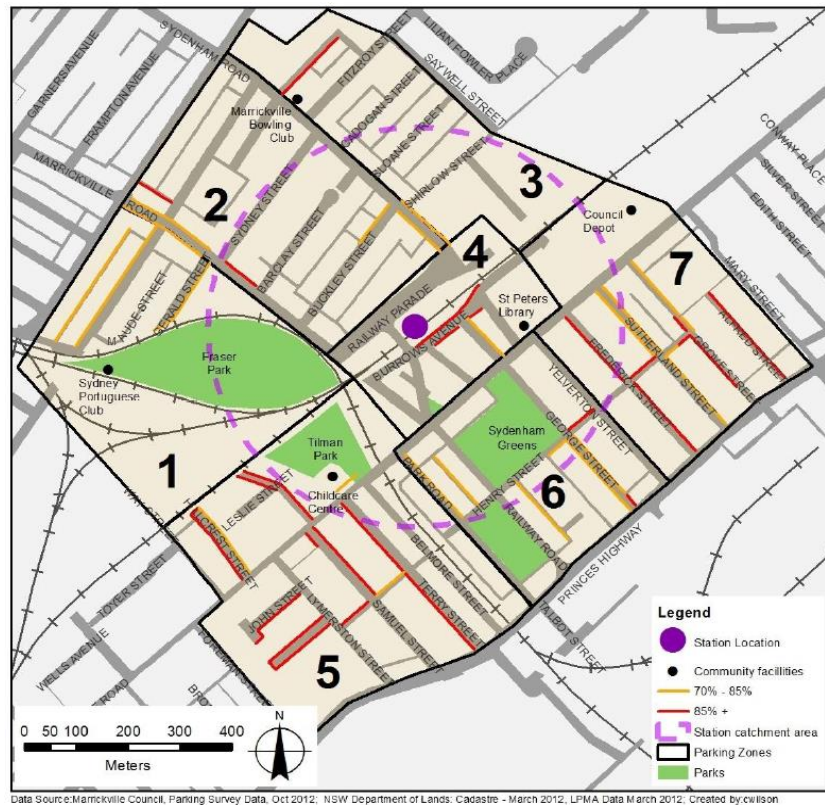


Figure 1: Weekday 5am Parking Occupancy

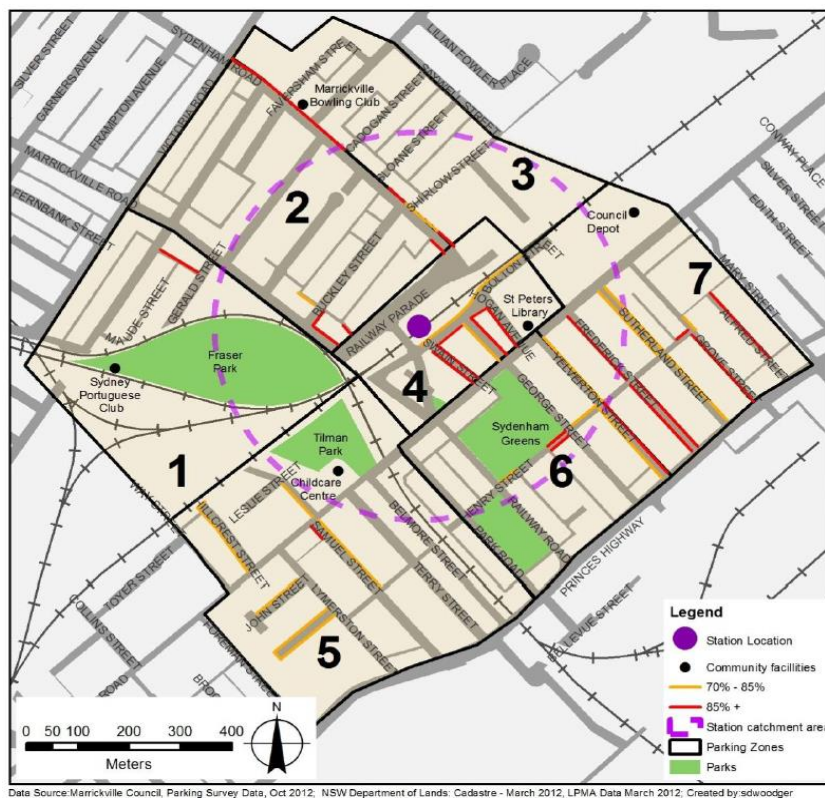


Figure 2: Sunday Parking Occupancy (Average)

### Council Policy/Guidelines

Council's adopted Policy for the introduction of angle parking in residential streets states that *"following the receipt by Council of the questionnaire responses, there must be at least 65% of the total number of households in the street in favour prior to Council agreeing to implement an angle parking scheme"*.

### **PUBLIC CONSULTATION**

A total of 38 consultation letters regarding the proposed parking changes were distributed in December 2015 to all owners and residents of properties in Hillcrest Street, Tempe between Unwins Bridge Road and to its end.

### Resident Survey findings

At the end of the survey period provided for comments, a total of six (6) responses were received, representing a 15.8% response rate. The level of response overall is lower than Council's adopted Policy. The lack of response could mean that the residents do not have strong feelings in relation to the proposal. The summary of the responses received is shown below:

<b>Street name</b>	<b>No. of responses received</b>	<b>Yes (support rate)</b>	<b>No (objection rate)</b>
Hillcrest Street, Tempe	<b>6</b> (15.8% response rate)	<b>5</b> (83.3% from responses)	<b>1</b> (16.7% from responses)

### Comments from residents in support of the proposal

- This is an excellent idea. Please implement.
- This proposal offers increased parking to an area with high density residential car parking needs. It is in the best interests of residents, local workers (e.g. school/childcare staff) and people commuting from both Tempe and Sydenham stations. I hope this proposal is accepted as parking is often very difficult in the area and recently our DA application which included off street parking was rejected. Finally the redevelopment at the end of the street has brought many new residents to the street, many of these require additional car parking than that allocated in the complex.
- We fully support the request to increase parking in Hillcrest Street, Tempe. There are many children who live in Hillcrest Street and we are concerned that due to double parking and other residence not parking correctly that this could result in an accident or at worse a serious fatality. We are very hopeful that this increased parking will be approved, so that everybody can have parking and not be at risk.
- I fully support the proposal.
- Although not a resident of Hillcrest Street, living on Unwins Bridge Rd I am forced to park there. I fully support this proposal and believe that it will be a success.



Comments from residents in objection to the proposal

Comments from respondent	Officer's comments
<p>We oppose angle parking due to likelihood of increased congestion in our street, currently there is adequate parking per household for Hillcrest street residents. Other reasons for objection;</p> <p>1) Non-residents going to work will park and walk to Sydenham Station;</p> <p>2) Increase traffic in our street;</p> <p>3) Encourage residence in surrounding streets to park in Hillcrest Street;</p> <p>4) Delays in exiting Hillcrest Street in morning and afternoon peak period; and</p> <p>5) Increased danger for students crossing Hillcrest Street going to/from school.</p>	<p>This proposal arose from a resident petition and has been signed by the majority of residents in Hillcrest Street for the provision of angled parking spaces and the proposal has received majority support. Street-parking may be used by any registered vehicle as long as they comply with posted signage and the Australian Road Rules. After an investigation was conducted, it was found that the benefits to residents outweigh any disadvantages.</p>

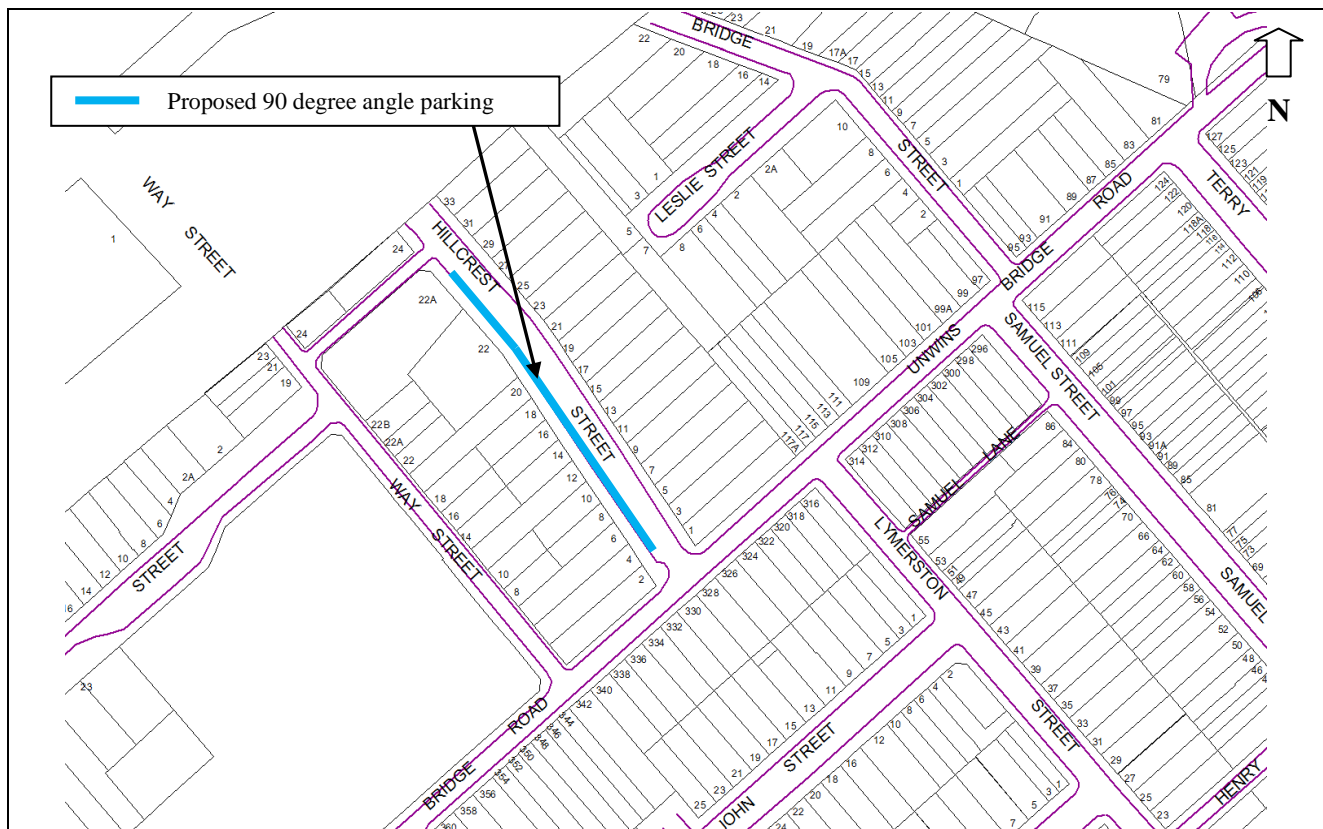
## CONCLUSION

It is recommended that the design of the proposed 90 degrees angle parking pedestrian refuge island and a kerb blister island along with the associated signs and line markings be approved, to provide additional on-street parking opportunities.

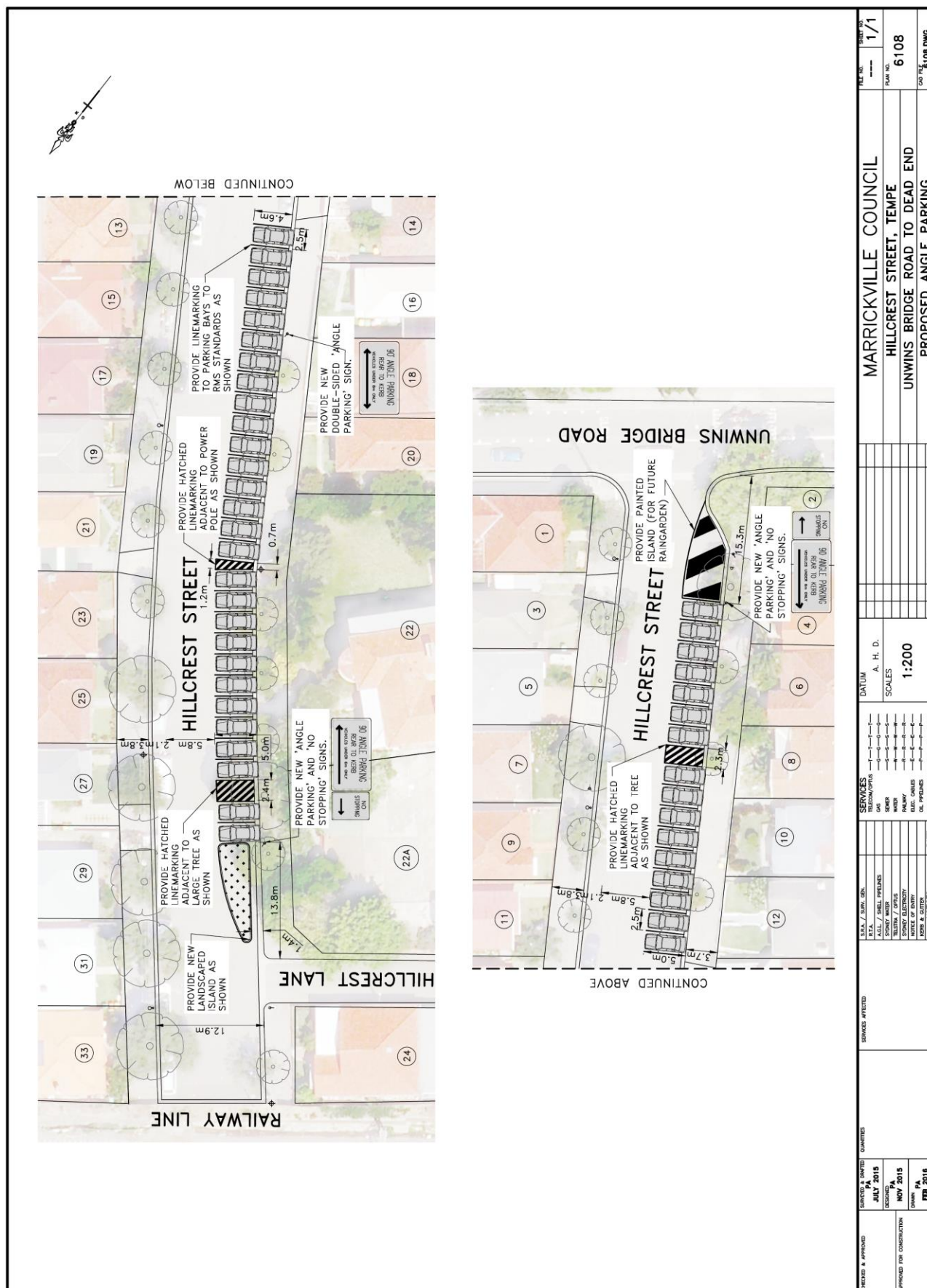
## FINANCIAL IMPLICATIONS

The costs of the supply and installation of the parking signage along with the associated line markings can be funded from Council's operating budget and the installation of the kerb blister and possible future rain garden will be listed for funding in a future Capital Works Program.

**Locality Map – Hillcrest Street, Tempe**



Proposed 90 degree angle parking (44 spaces) along the south side of Hillcrest Street, Tempe



**Item No:** A1.4  
**Subject:** LIVINGSTONE ROAD, MARRICKVILLE  
(CENTRAL WARD/SUMMER HILL)  
TEMPORARY ROAD CLOSURES FOR THE ORTHODOX EASTER  
PROCESSIONS ON 29 & 30 APRIL 2016  
**File Ref:** S2960-03  
**Author:** Emilio Andari – Engineer, Traffic Services

## **SUMMARY**

Council has been advised by the NSW Police that there will be a street procession taking place on Orthodox Easter Good Friday 29 April 2016, between 8.30pm and 10.00pm and Orthodox Easter Saturday 30 April 2016, between 10.00pm and 12.30am for St Nicholas Greek Orthodox Church in Marrickville. This procession will require some temporary road closures which will be undertaken by the NSW Police. Council has been requested to provide barricades to assist the Police in implementing the proposed road closures.

It is recommended that this report be received and noted. It is also recommended that Council provide barricades at no cost to assist the Police in implementing the proposed temporary road closures as in previous years.

---

## **OFFICER'S RECOMMENDATION**

### **THAT;**

1. The report be received and noted; and
  2. Council provide barricades at no cost to assist the Police implementing the proposed temporary road closures as in previous years.
- 

## **BACKGROUND**

Council has been advised that there will be a street procession taking place on Orthodox Easter Good Friday 29 April 2016, between 8.30pm and 10.00pm and Orthodox Easter Saturday 30 April 2016, between 10.00pm and 12.30am for St Nicholas Greek Orthodox Church in Marrickville.

This procession will require some temporary road closures which will be undertaken by the NSW Police and Council has been requested to provide barricades to assist the Police in implementing the proposed road closures as in previous years.

## DISCUSSION

### Greek Orthodox Parish of 'Saint Nicholas'

This procession is organised by the Greek Orthodox community of Marrickville and has been an annual event since 1961. It attracts approximately between 1,500 and 2,000 people and incorporates the following streets, dates and times;

- Orthodox Good Friday - 29 April 2016 (7.00pm to 9.30pm) from St Nicholas Church located at 203 Livingstone Road, left onto Robert Street, left onto Dot Street, left onto South Street, left onto Pine Street, onto Hollands Avenue and left onto Livingstone Road, Marrickville and back to the church.
- Orthodox Easter Saturday - 30 April 2016 (9.30pm to 12.30am) from St Nicholas Church located at 203 Livingstone Road, involving the closure of a section of Livingstone Road in front of the church for congregation of people.

All road closures will be under the control of the NSW Police and the assistance of the SES. Last year Council provided barricades to assist the Police implementing the proposed road closures at Council's cost.

Police/SES will direct traffic at the following intersections;

- a) Livingstone Road and Francis Street (Police/traffic cones)
- b) Livingstone Road and Arthur Street/Robert Street (Police/SES)
- c) Robert Street and Robert Lane (SES)
- d) Robert Street and David Street (SES/traffic cones)
- e) Robert Street and Dot Street (Police/traffic cones)
- f) Dot Street and South Street (Police/traffic cones)
- g) South Street/Pine Street and Hollands Avenue (SES/barricades)
- h) Livingstone Road and Jersey Street (Police/traffic cones)

## CONCLUSION

It is recommended that this report be received and noted. It is also recommended that Council provide barricades to assist the Police in implementing the proposed temporary road closures at no cost.

## FINANCIAL IMPLICATIONS

There will be a small cost to Council involving the delivery and pick up of the barricades and it is proposed to waive this cost as in previous years.

**PART 'A' - SECTION 2 - PARKING MATTERS**

**Item No:** A2.1.1  
**Subject:** LINCOLN STREET, STANMORE (NORTH WARD/NEWTOWN)  
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY No. 62  
**File Ref:** S2920-02  
**Author:** Emilio Andari – Engineer, Traffic Services

**SUMMARY**

A request has been received from a resident of Lincoln Street, Stanmore for the provision of a dedicated mobility parking space outside their residence. It is recommended that a 'Mobility Parking' space be approved as the applicant's property has an off-street parking facility which is not adequate for use and the applicant's condition warrants the provision of this space.

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**OFFICER'S RECOMMENDATION****THAT;**

Signposting for a 'Mobility Parking' space be approved on the western side of Lincoln Street, Stanmore in front of property No. 62, subject to:

1. The operation of the dedicated parking space be valid for twelve (12) months from the date of installation;
  2. The applicant advising Council of any changes in circumstances affecting the need for the special parking space; and
  3. The applicant be requested to furnish a medical certificate and current mobility permit justifying the need for the mobility parking space for its continuation after each 12 months period.
- 

**BACKGROUND**

A copy of the RMS disability parking permit and a medical certificate in support of the application were submitted to Council.

**DISCUSSION**

The applicant's property is located on the western side of Lincoln Street, Stanmore on the corner of its intersection with Railway Avenue. The applicant's property does have an off-street parking facility (to the side of the property in Railway Avenue) with the access point of the garage to be measured 2.5 metres in width with boundary walls either side (refer to the attached locality map and photographs).

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At present, parking is unrestricted on both sides of Lincoln Street and Railway Avenue. There is no existing mobility parking space located in close proximity to the applicant's property. It has been observed during a site inspection undertaken in the morning period that on-street parking spaces in Lincoln Street and Railway Avenue were moderately utilised.

The applicant's condition does not allow him to walk and the use of wheelchair is required as the applicant has limited mobility. The applicant stated that he does not drive a vehicle however he is driven frequently from a day-to-day basis. Due to his current condition he requires parking availability close to his property.

Council's Officer informed the applicant that mobility parking spaces are a shared facility that can be used by all authorised persons having an RMS mobility permit.

## TECHNICAL STANDARDS

Australian Standard AS2890.5-1993 "On-Street Parking" states the following in regards to the provision of parking for people with a disability:

*"Parallel parking spaces shall not be marked as disabled spaces, nor included in the count of spaces available for people with disabilities unless –*

- i. A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and*
- ii. Kerb ramps as shown in Figure 4.2(a) are also provided".*

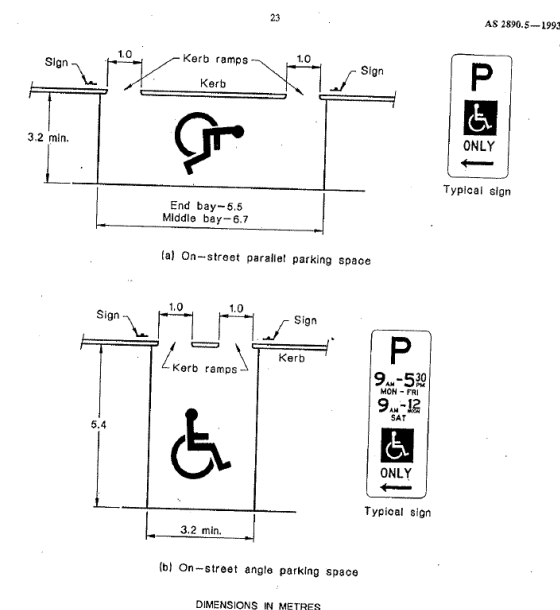


FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

It should be noted that due to the limited width of streets around the Marrickville LGA, it is often difficult to comply with these requirements for the parking space dimensions. This may also result in the loss of some adjacent on-street parking spaces.

Mobility parking spaces are primarily intended for on-street and off-street parking at destinations, such as in commercial/retail areas and public car parks near hospitals, schools and public transport facilities where multiple usages can be expected. They were generally not intended for points of origin such as reserving on-street parking.

A mobility parking space is not intended for the sole use of one applicant, but rather a shared facility that can be used by all authorised persons having an RMS mobility permit.

## **CONCLUSION**

It is recommended that a 'Mobility Parking' space be approved as the applicant's property has an off-street parking facility which is not fit for use and the applicant's condition warrants the provision of this space.

It should be noted that the proposed mobility parking space is not for the sole use of the applicant and may be used by other authorised persons.

## **FINANCIAL IMPLICATIONS**

The costs of the supply and installation of the signposting associated with the recommended mobility parking space is approximately \$350.

It should be noted that Council normally signposts on-street mobility parking spaces and does not line mark these spaces. Should the applicant require the provision of kerb ramps, this can be provided at their cost.



**Locality Map – Lincoln Street, Stanmore**



The applicant's property

**Photographs – Lincoln Street, Stanmore**



The frontage of the applicant's property in Lincoln Street



On-street parking in Lincoln Street in front of the applicant's property





On-street parking in Railway Avenue adjacent to the applicant's property



Off-street parking facility to the side of the property in Railway Avenue

**Item No:** A2.1.2  
**Subject:** ALICE STREET, NEWTOWN (NORTH WARD/NEWTOWN)  
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY No. 74  
**File Ref:** S0150-02  
**Author:** Emilio Andari – Engineer, Traffic Services

## **SUMMARY**

A request has been received from a resident of Alice Street, Newtown for the provision of a dedicated mobility parking space outside their residence. It is recommended that a 'Mobility Parking' space be approved as the applicant's property does not have an off-street parking facility and the applicant's condition warrants the provision of this space.

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## **OFFICER'S RECOMMENDATION**

### **THAT;**

Signposting for a 'Mobility Parking' space be approved on the western side of Pearl Street, Newtown adjacent to property no. 74 Alice Street, Newtown, subject to:

1. The operation of the dedicated parking space be valid for twelve (12) months from the date of installation;
  2. The applicant advising Council of any changes in circumstances affecting the need for the special parking space; and
  3. The applicant be requested to furnish a medical certificate and current mobility permit justifying the need for the mobility parking space for its continuation after each 12 months period.
- 

## **BACKGROUND**

A copy of the RMS disability parking permit and a medical certificate in support of the application were submitted to Council.

## **DISCUSSION**

The applicant's property is located on the southern side of Alice Street, Newtown on the corner of its intersection with Pearl Street. The applicant's property does not have an off-street parking facility. The access point to the home of the applicant is through Pearl Street (refer to the attached locality map and photographs).

At present, parking is unrestricted on both sides of Alice Street and Pearl Street. There is a small section of 'No Parking 7am-6pm Mon-Fri' adjacent to the property along the western side of Pearl Street. It should be noted that this small section of 'No Parking' is no longer required as these timed

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restrictions were to provide clear access for trucks and other heavy vehicles into the industrial warehouse across from this location. These restrictions are to be removed as part of the street works for the development on the opposite side of Pearl Street which is currently under construction for a mixed use development. There is one existing mobility parking space located approximately 60 metres east from the applicant's property. It has been observed during a site inspection undertaken in the morning period that the on-street parking spaces in Alice Street and Pearl Street were highly utilised.

The applicant requires the use of a wheelchair for mobility. The applicant's mother stated that their child does not drive a vehicle however he is driven frequently from a day-to-day basis. Due to the child's condition they require parking availability close to their property.

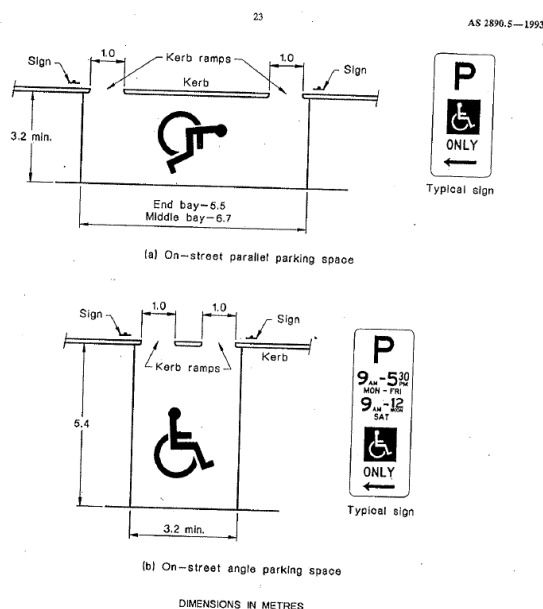
Council's Officer informed the applicant that mobility parking spaces are a shared facility that can be used by all authorised persons having an RMS mobility permit.

## TECHNICAL STANDARDS

Australian Standard AS2890.5-1993 "On-Street Parking" states the following in regards to the provision of parking for people with a disability:

*"Parallel parking spaces shall not be marked as disabled spaces, nor included in the count of spaces available for people with disabilities unless –*

- iii. *A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and*
- iv. *Kerb ramps as shown in Figure 4.2(a) are also provided".*



### NOTES:

- 1 Two 1.0 m kerb ramps as specified in AS 1428.1, should be provided at the locations shown. Two or more adjacent disabled spaces will normally require only one ramp each.
- 2 Parking space may be delineated by yellow broken lines. International access symbol may be painted in yellow within the parking space.

FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

It should be noted that due to the limited width of streets around the Marrickville LGA, it is often difficult to comply with these requirements for the parking space dimensions. This may also result in the loss of some adjacent on-street parking spaces.

Mobility parking spaces are primarily intended for on-street and off-street parking at destinations, such as in commercial/retail areas and public car parks near hospitals, schools and public transport facilities where multiple usages can be expected. They were generally not intended for points of origin such as reserving on-street parking.

A mobility parking space is not intended for the sole use of one applicant, but rather a shared facility that can be used by all authorised persons having an RMS mobility permit.

## **CONCLUSION**

It is recommended that a 'Mobility Parking' space be approved as the applicant's property does not have an off-street parking facility and the applicant's condition warrants the provision of this space.

It should be noted that the proposed mobility parking space is not for the sole use of the applicant and may be used by other authorised persons.

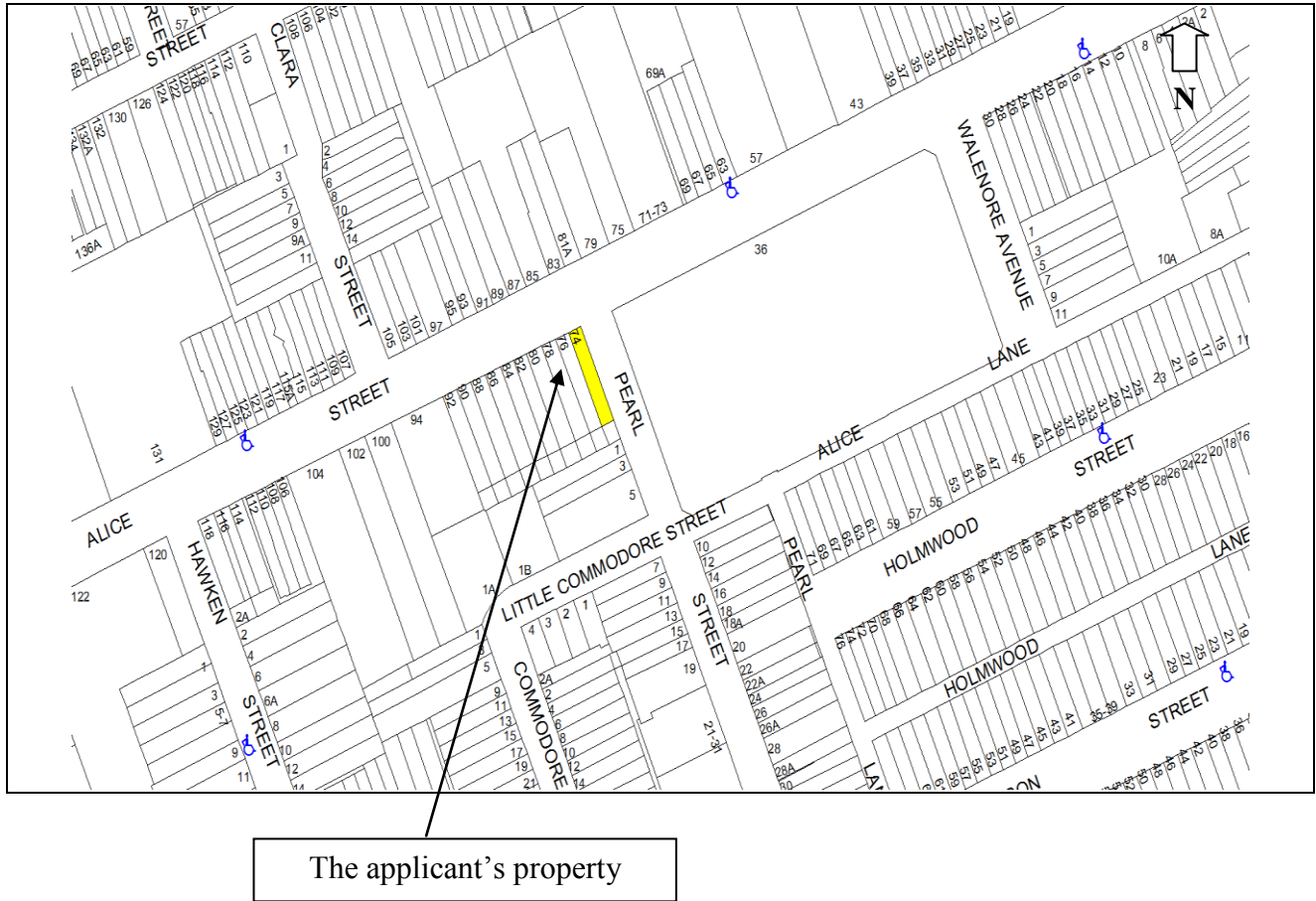
## **FINANCIAL IMPLICATIONS**

The costs of the supply and installation of the signposting associated with the recommended mobility parking space is approximately \$350.

It should be noted that Council normally signposts on-street mobility parking spaces and does not line mark these spaces. Should the applicant require the provision of kerb ramps, this can be provided at their cost.



**Locality Map – Alice Street, Newtown**



**Photographs – Alice Street, Newtown**



The frontage of the applicant's property in Alice Street



On-street parking in Alice Street in front of the applicant's property





On-street parking in Pearl Street adjacent to the applicant's property



Access point to the side of the property in Pearl Street

**Item No:** A2.1.3  
**Subject:** PARK ROAD, MARRICKVILLE (CENTRAL WARD/SUMMER HILL)  
REQUEST FOR MOBILITY PARKING SPACE OUTSIDE PROPERTY No. 74  
**File Ref:** S3621-02  
**Author:** Emilio Andari – Engineer, Traffic Services

## **SUMMARY**

A request has been received from a resident of Park Road, Marrickville for the provision of a dedicated mobility parking space outside their residence. It is recommended that a 'Mobility Parking' space not be approved as the applicant's property has an off-street parking space which can be utilised by the applicant and the applicant's condition does not necessitate the use of a wheel chair for mobility.

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## **OFFICER'S RECOMMENDATION**

**THAT** a dedicated 'Mobility Parking' space NOT be approved outside 74 Park Road, Marrickville as the applicant's property has an off-street parking space which can be utilised by the applicant and the applicant's condition does not necessitate the use of a wheel chair for mobility.

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## **BACKGROUND**

A copy of the RMS disability parking permit and a medical certificate in support of the application were submitted to Council.

## **DISCUSSION**

The applicant's property is located on the eastern side of Park Road, Marrickville. The applicant's property does have an off-street parking facility with the access point of the driveway to be measured at 2.5 metres in width. It should be noted that the off-street parking space within the property is accessible and it is wider than the entry point as the resident is able to drive through to the rear of the property (refer to the attached locality map and photographs).

At present, unrestricted parking is permitted on both sides of Park Road. It has been observed during a site inspection undertaken in the afternoon period that on-street parking spaces in Park Road were moderately utilised. There is one existing mobility parking space located 90 metres north from the applicant's property.

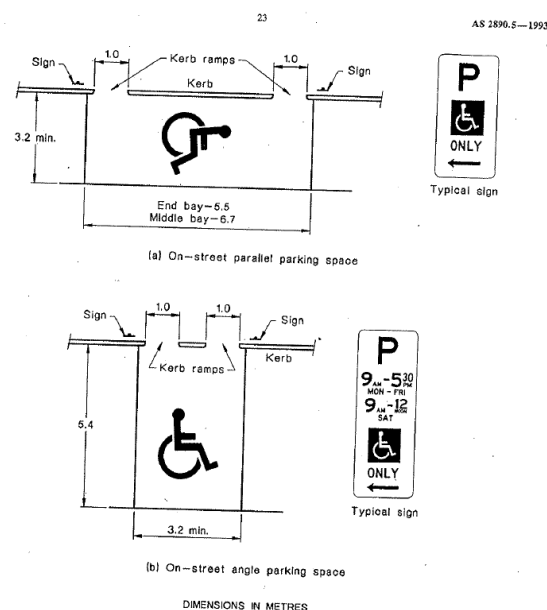
A Council Officer spoke with the applicant who advised that his condition does not necessitate the use of a wheel chair. The applicant explained that he does not drive a vehicle however he advised he is driven by another family member.

## TECHNICAL STANDARDS

Australian Standard AS2890.5-1993 “On-Street Parking” states the following in regards to the provision of parking for people with a disability:

*“Parallel parking spaces shall not be marked as disabled spaces, nor included in the count of spaces available for people with disabilities unless –*

- i. A 3.2m wide space can be provided, e.g. by indenting the space into the footpath area; and*
- ii. Kerb ramps as shown in Figure 4.2(a) are also provided”.*



**NOTES:**

- 1 Two 1.0 m kerb ramps as specified in AS 1428.1, should be provided at the locations shown. Two or more adjacent disabled spaces will normally require only one ramp each.
- 2 Parking space may be delineated by yellow broken lines. International access symbol may be painted in yellow within the parking space.

FIGURE 4.2 PARKING SPACES FOR DISABLED PEOPLE

It should be noted that due to the limited width of streets around the Marrickville LGA, it is often difficult to comply with these requirements for the parking space dimensions. This may also result in the loss of some adjacent on-street parking spaces.

Mobility parking spaces are primarily intended for on-street and off-street parking at destinations, such as in commercial/retail areas and public car parks near hospitals, schools and public transport facilities where multiple usage can be expected. They were generally not intended for points of origin such as reserving on-street parking.

A mobility parking space is not intended for the sole use of one applicant, but rather a shared facility that can be used by all authorised persons having an RMS mobility permit.

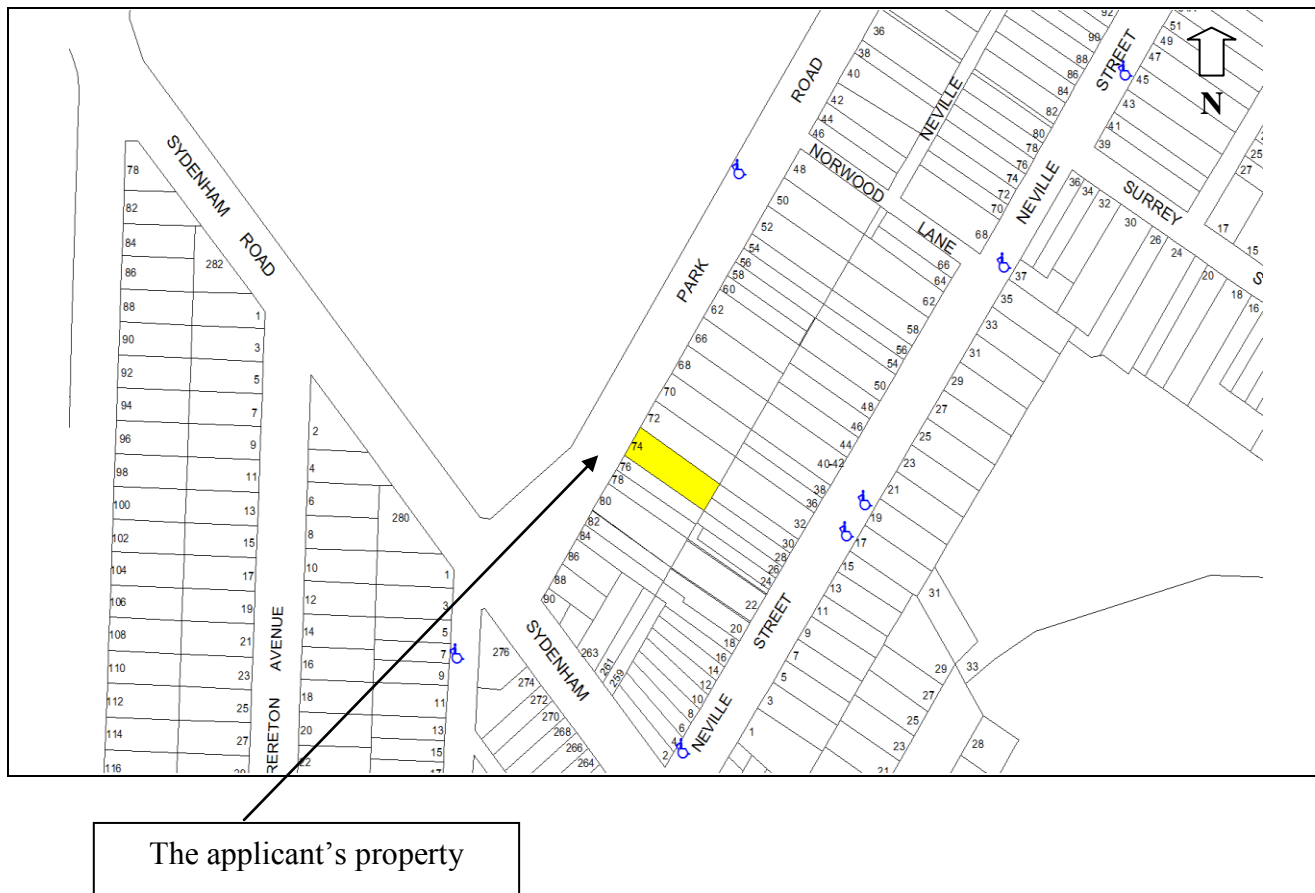
## **CONCLUSION**

It is difficult to support the provision of a 'Mobility Parking' space in this case as the applicant's property has an off-street parking space that can be utilised and the applicant's condition does not necessitate the use of a wheel chair for mobility.

## **FINANCIAL IMPLICATIONS**

There are no financial implications for Council.

**Locality Map – Park Road, Marrickville**





**Photographs – Park Road, Marrickville**



The frontage of the applicant's property in Park Road



On-street parking in Park Road near the applicant's property



Entrance to off-street parking at the applicant's property in Park Road

**Item No:** A2.2  
**Subject:** CONVENT LANE, MARRICKVILLE  
(CENTRAL WARD/SUMMER HILL)  
REQUEST FOR 'NO PARKING' RESTRICTIONS  
**File Ref:** 16/6494  
**Author:** Emilio Andari – Engineer, Traffic Services

## SUMMARY

A request has been received from a resident for the installation of full time 'No Parking' restrictions in Convent Lane, Marrickville directly opposite to their off-street car parking spaces, as vehicular access is often blocked by parked vehicles on the opposite side of the laneway. Residents have been notified of the proposal to install 'No Parking' signs on the western side of Convent Lane. It is recommended that the proposal be approved.

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## OFFICER'S RECOMMENDATION

**THAT** the installation of full-time 'No Parking' restrictions on the western side of Convent Lane, Marrickville between the rear of property 112 Malakoff Street, Marrickville and to the rear of property 102 Malakoff Street, Marrickville be APPROVED, in order to provide unobstructed vehicular access to the off-street car parking spaces and deter illegal parking across vehicular crossings.

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## DISCUSSION

The subject section of Convent Lane, Marrickville is approximately 4.9 metres in width and runs north-south between Broadleys Lane and to an end. This section of the laneway provides rear access to the properties fronting Despointes Street and Malakoff Street (refer to the attached locality map and photographs).

A site inspection undertaken by a Council Officer revealed there are six (6) vehicular crossings located along the western side of Convent Lane and there are three (3) vehicular crossings located along the eastern side of Convent Lane. At present, there is 'No Parking' restrictions along the eastern side of Convent Lane within the subject section of the lane. It was observed that when vehicles are parked opposite to the 3 off-street parking spaces that are located on the eastern the south side of the lane it does not leave sufficient space for residents to enter into or exit from their garages/off-street parking spaces due to the narrow carriageway. The proposed 'No Parking' restrictions will not result in the loss of any legal on-street parking spaces in the subject section of Convent Lane. The subject location consists of several vehicular crossings with short kerb lengths (less than a standard car length) and therefore no legal space is available within this section of the laneway. This proposal will provide unobstructed vehicular access to adjoining properties.

It should be noted that laneways were generally built to provide service access for commercial/residential properties and access into their off-street parking facilities. Prohibiting parking in this laneway will help achieve this goal.

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## **PUBLIC CONSULTATION**

A notification letter was sent on 18 February 2016 to owners and occupiers of Malakoff Street and Despointes Street regarding the proposal to install full-time 'No Parking' restrictions along the western side of Convent Lane. The closing date for submissions ended on 4 March 2016.

### Resident Survey findings

A total of fifteen (15) letters were sent out to the affected residential properties. At the end of the survey period provided for comments, a total of seven (7) responses were received, representing a 46.7% response rate. The summary of the responses received is shown below:

Street name	No. of responses received	Yes (support rate)	No (objection rate)
Convent Lane, Marrickville	7 (46.7% response rate)	2 (28.6% from responses)	5 (71.4% from responses)

### Comments from residents in support of the proposal

- I strongly support the Council's proposal to improve access in Convent Lane, Marrickville, by introducing a section of "No Parking" restrictions from the rear of 102 to 112 Malakoff Street. My property is particularly affected by vehicles parked directly opposite. If a car is parked in the lane and we don't know who owns it, if you have a vehicle beyond that car in the lane, you pretty much have to sit tight until they return, or in some situations ask the Police (thankfully nearby) to identify/contact owner of the vehicle.
- We fully support your proposal. The lane is simply not wide enough to accommodate permanently parked vehicles. The access problem is also exacerbated on bin collection day when you have all the bins out and the cars parked in the lane.

### Comments from residents in objection to the proposal

Comments from respondent	Officer's comments
This lane in my opinion should not be at any time zoned for 'No Parking' on the western side of Convent Lane. What council need to do is redo the lane and take the footpaths away and add a rolling gutter this will widen the lane for and make it fair for all residents with garages who think they have private access to the lane.	The request to widen the roadway and redesign the streetscape of Convent Lane is not feasible as this requires major construction work which involves road and stormwater design. Under the Roads Act 1993, the owner has a right to access their property from the roadway.
This proposal will not improve residents access it will hamper all access except the people who have the big driveway, the lane goes to no-where there is no public thoroughfare except for drunks who appear from time to time to drink their alcohol they purchased from the bottle shop on Marrickville Road. We the residents of this lane have far more problems than parking problems.	Laneways were generally built to provide service access for commercial/residential properties and access into their off-street parking facilities. Prohibiting parking in this laneway will help achieve this goal.

<p>I found this to be quite disturbing. I sometimes park my car to the rear to clean it and vacuum it, I also park so I can give my grandmother easy access to the property it gives me options. There is no reason why these signs need to be put up, out of all our neighbours on our side there has never been an issue with parking.</p>	<p>There is currently no legal car parking space along the western side of Convent Lane as majority of the lane consists of vehicular crossings. Under the Roads Rules 2014, it states that a driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land.</p>
<p>As you can appreciate if this proposal would severely affect my properties in the most disadvantageous way in that my tenants will lose the ability to park in front of their driveway. This could have serious adverse effects such as losing my tenants due to this proposed change and making it difficult to find new tenants as parking especially in Marrickville is very limited and it is a very important criteria for tenants. I fail to see why this proposed 'No Parking' restrictions cannot be applied across the street where it will only affect 2 properties instead of 6, or at least it will have lesser detrimental affect than what would be caused to me should this proposal go ahead.</p>	<p>There is currently no legal car parking space along the western side of Convent Lane as majority of the lane consists of vehicular crossings. Under the Roads Rules 2014, it states that a driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land.</p>
<p>I for one have never had an issue with anyone parking in Convent Lane. The lane goes no-where and is really a private lane all residents should be able to use it harmoniously.</p>	<p>There is currently no legal car parking space along the western side of Convent Lane as majority of the lane consists of vehicular crossings. Laneways were generally built to provide service access for commercial/residential properties and access into their off-street parking facilities. Prohibiting parking in this laneway will help achieve this goal.</p>

Council has recently adopted the Laneway Parking Guidelines which outline the measures to consider whether the use of the laneway can prohibit on-street parking. The effective use of narrow streets and laneways alleviates parking pressure. Effectively managed laneways allow for adequate access while providing the maximum amount of on-street parking. The Laneway Parking Guidelines outline the priorities for using narrow laneways and the actions and processes that Council will use to manage access and parking. These guidelines have been developed to provide consistency for evaluating the need for parking controls and manage the use of narrow streets and laneways to maintain access and maximise parking. The need for parking controls is based on the width of the laneway shown below in Table 1.

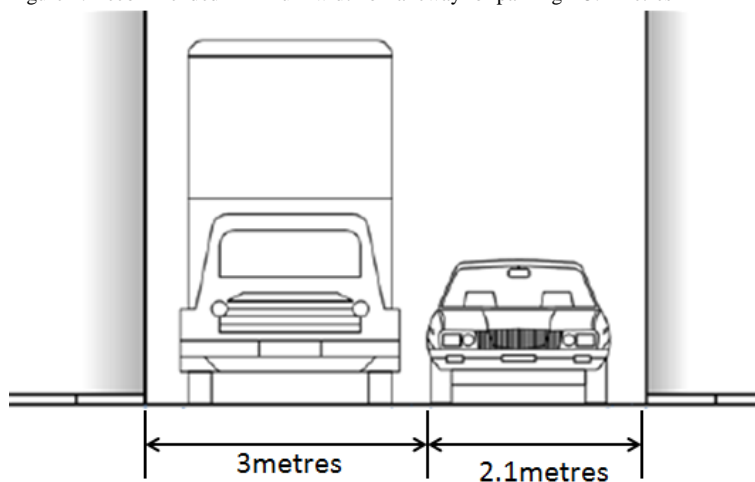


Table 1: Laneway Parking Guideline

Laneway Width (between property boundaries or kerbs/driveways)	Parking and Access Arrangements
5.1 metres or more wide	<ul style="list-style-type: none"> <li>• Parking allowed on at least one side of the laneway</li> <li>• Allows access for emergency, delivery and waste collection trucks at all times</li> <li>• Complies with Australian Standards and Road Rule 208(7)</li> </ul>
Less than 5.1 metres	<ul style="list-style-type: none"> <li>• Parking <u>NOT</u> permitted in the laneway</li> <li>• Allows vehicle access at all times and complies with Australian Standards and Road Rule 208(7)</li> </ul>

For parking to be allowed in a narrow laneway, the Australian Standards require that parallel parking spaces be at least 2.1 metres wide and NSW Road Rules requires that at least 3 metres must be available between a parked car and the kerb or edge of the laneway to allow moving vehicles to pass safely. Therefore, laneway widths that are less than 5.1 metres wide are too narrow to allow parking as any parked vehicle would prevent traffic from using the laneway (see Table 1 above and Figure 1 below).

Figure 1: Recommended minimum width of laneway for parking – 5.1 metres



When vehicles are parked in narrow laneways, near street intersections, sharp bends, across or opposite from driveways, there needs to be enough space for vehicles to travel along the laneway or turn at intersections or into properties. Laneways are an integral part of a sustainable transport system which provides vehicle access to properties and garages.

Council's preference is for residents to negotiate with each other about parking to avoid implementing parking bans. Where access problems occur, parking restrictions can be considered for individual laneways on a case-by-case basis, according to the laneway width and its particular access requirements.

In accordance with the Laneway Parking Guidelines, the laneway access priorities below have been developed to help Council decide whether parking is permitted in a laneway and determine how much space is required for the most important uses. The priorities for the use of the available space in laneways are listed in Table 1 below in order of priority.

Table 1: Laneway Access Priorities

<b>Priority (Highest to Lowest)</b>	<b>Description</b>
Emergency access	Provide access according to Australian Standards.
Deliveries and waste collection service	Maintain access for waste collection and delivery trucks where required.
Access to off-street parking	Ensure adequate access to properties along the laneway to maximise use of existing off-street parking.
Accessible on-street parking	Provide accessible parking spaces for people with a disability where appropriate and in accordance with the standards.
On-street parking	Allow parking in laneways where appropriate access is maintained. Parking signs to be installed to manage access where needed.

NSW legislation includes various requirements to manage access and parking on roads as follows:

#### Acts and Regulations Guiding Parking and Access

1. A member of the public is entitled, as of right, to pass along a public road (whether on foot, in a vehicle or otherwise); and
2. The owner of land adjoining a public road is entitled, as of right, to access (whether on foot, in a vehicle or otherwise) across the boundary between the land and the public road.

#### Road Rules

1. A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land. Note a driver stops on or across a driveway or way of access if any part of the vehicle is on or across the driveway or way of access; and
2. If the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass.

Although, Council Officers did receive a negative response through community engagement process, the removal of parking is technically justified and required in order to comply with the relevant Act and Road Rules.

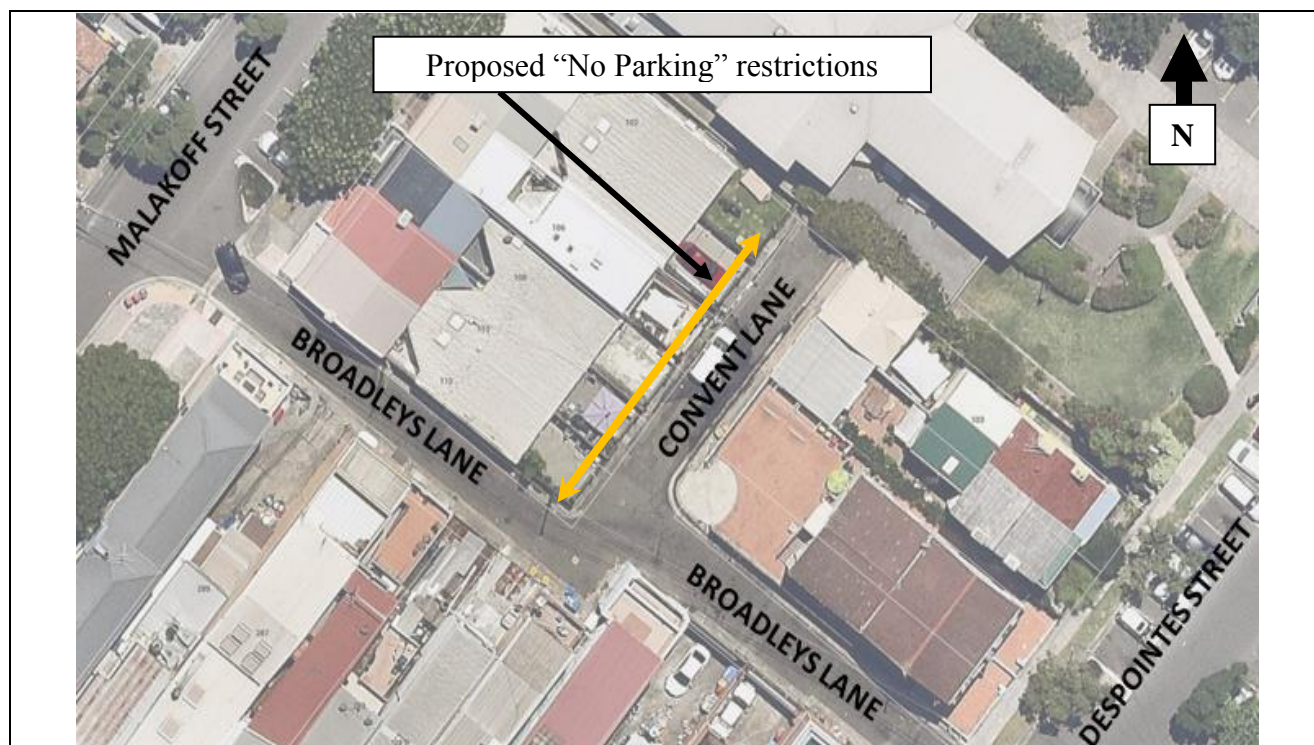
## **CONCLUSION**

In order to provide unobstructed vehicular access to the residents' off-street car parking spaces, it is recommended that full-time 'No Parking' restrictions be installed on the western side of Convent Lane, Marrickville between the rear of property 112 Malakoff Street, Marrickville and to the rear of property 102 Malakoff Street, Marrickville.

## **FINANCIAL IMPLICATIONS**

The costs of the supply and installation of the signposting associated with the recommended 'No Parking' restrictions are approximately \$500 and can be met from Council's operating budget.

Locality Map – Convent Lane, Marrickville





**Photographs – Convent Lane, Marrickville**



Vehicles parked along the western side of Convent Lane facing north



Off-street car parking facilities located along both sides of Convent Lane facing south



**Item No:** A2.3  
**Subject:** KEITH LANE, DULWICH HILL (WEST WARD/SUMMER HILL)  
REQUEST FOR 'NO PARKING' RESTRICTIONS  
**File Ref:** 15/6494  
**Author:** Emilio Andari – Engineer, Traffic Services

## SUMMARY

A request has been received from Council's Waste Services Operations for the installation of 'No Parking 5am-10am Wednesday' restrictions in Keith Lane, Dulwich Hill to deter vehicles from parking along the curve in the roadway, thereby making it difficult for Council's garbage trucks to pass through during collection days.

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## OFFICER'S RECOMMENDATION

**THAT** the installation of the 'No Parking 5am-10am Wednesday' restrictions on the outside of the curve on Keith Lane, Dulwich Hill for a distance of 34 metres adjacent to the railway, be **APPROVED** in order to improve through access for motorists.

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## DISCUSSION

Keith Lane is a one-way local road with northbound traffic flow which connects Wardell Lane to Keith Street. The laneway provides rear access to properties on Keith Street and Bedford Crescent. The pavement width ranges from approximately 5.0-6.0 metres in width.

At present, unrestricted parking is permitted on both sides of the lane with the exception of 'No Parking' restrictions along the inside of the curve of Keith Lane for a distance of 14 metres at the rear of property no. 24-26 Keith Street, Dulwich Hill and Rowe Playground.

During a site inspection, multiple vehicles were observed to be parked along the outside of the curve on Keith Lane (refer attached photographs). The width of the pavement of the curve section is approximately 5.5 metres. Permitting vehicles to park along the western side of the laneway where it curves results in limited clear road space available for through traffic to pass, particularly for Council's garbage trucks.

Installing the proposed 'No Parking 5am-10am Wednesday' restrictions will result in a loss of four (4) legal parking spaces during Wednesday mornings for a period of 5 hours; however it will provide clear service access for Council's garbage trucks during collection days.

## **CONCLUSION**

In order to improve through access for Council's garbage truck drivers and motorists, it is recommended that 'No Parking 5am-10am Wednesdays' restrictions be installed on the outside of the curve on Keith Lane, Dulwich Hill for a distance of 34 metres adjacent to the railway.

## **FINANCIAL IMPLICATIONS**

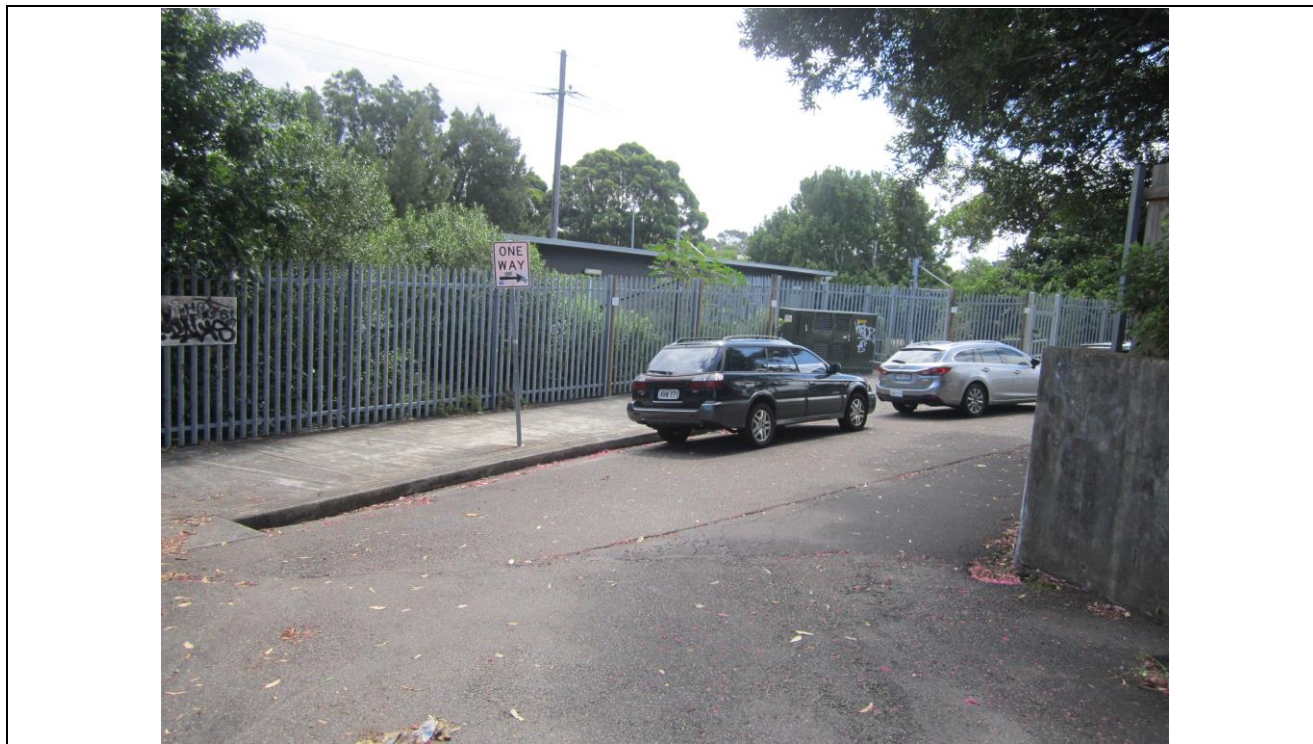
The costs of the supply and installation of the signposting associated with the recommended 'No Parking 5am-10am Wednesdays' restrictions are approximately \$500 and can be met from Council's operating budget.

**Locality Map – Keith Lane, Dulwich Hill**

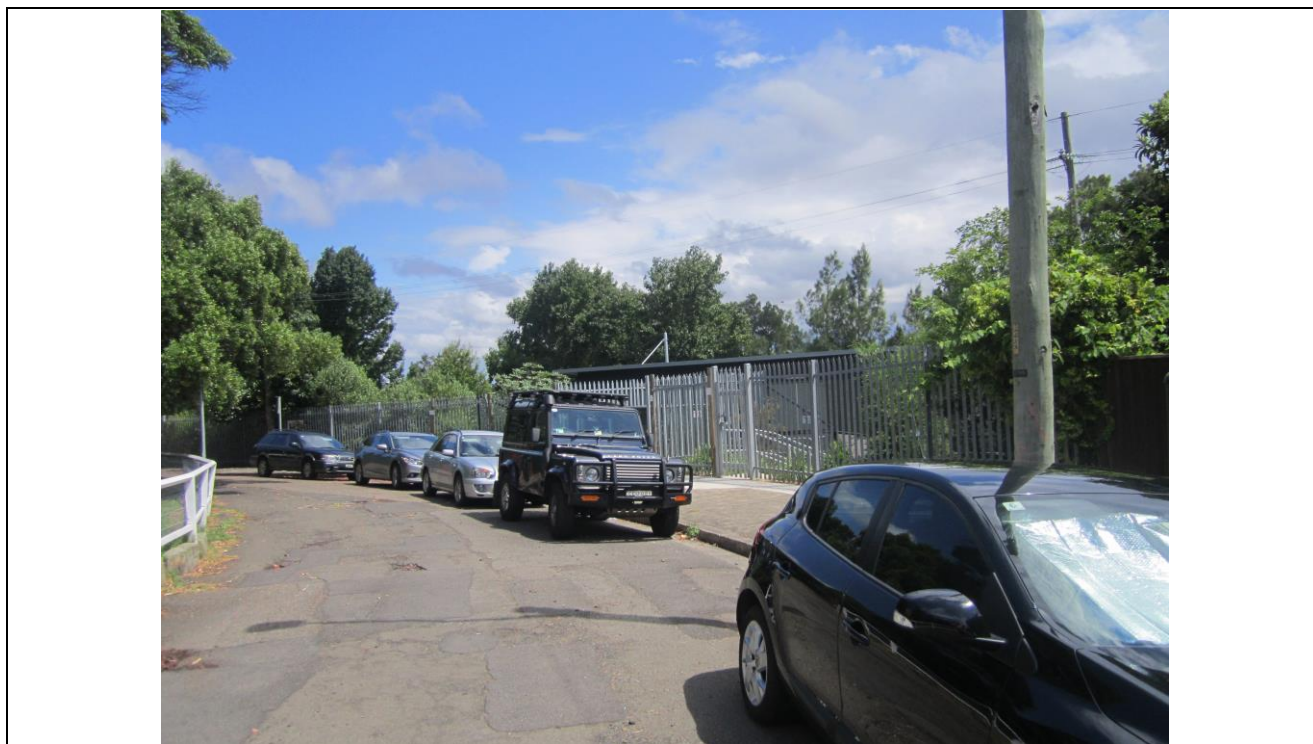




**Photographs – Keith Lane, Dulwich Hill**



Vehicles parked along the outside (western side) of the curve of Keith Lane facing north-west



Vehicles parked along the outside (western side) of the curve of Keith Lane facing south

**Item No:** A2.4  
**Subject:** TRAFALGAR STREET, STANMORE (NORTH WARD/NEWTOWN)  
REQUEST FOR A 'WORKS ZONE' ADJACENT TO CONSTRUCTION  
SITE AT No. 61  
**File Ref:** S4870-03  
**Author:** Emilio Andari – Engineer, Traffic Services

## SUMMARY

A request has been received from the builder of the property at 61 Trafalgar Street, Stanmore, for the provision of 'Works Zone' restrictions to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.

It is recommended that a 'Works Zone' (total of 12 metres in length) be approved adjacent to property 61 Trafalgar Street, Stanmore for the construction works subject to Council fees and charges applying.

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## OFFICER'S RECOMMENDATION

**THAT** the installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 12 metres in length) on the southern side of Trafalgar Street, adjacent to property 61 Trafalgar Street, Stanmore be **APPROVED** for a period of six (6) months, for the proposed construction works subject to the applicant meeting the cost of supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's Fees and Charges.

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## DISCUSSION

The subject property is located on the southern side of Trafalgar Street, Stanmore. The proposed 'Works Zone' will be 12 metres in length and located adjacent to property 61 Trafalgar Street, Stanmore. It will be required for a period of approximately six (6) months, to be utilised by construction vehicles during deliveries and loading and unloading activities (refer to the attached locality map and photographs).

Trafalgar Street is a two-way local residential street that runs east-west between Gordon Street and Liberty Street and has a carriageway of 7.7 metres in width between Liberty Street and Crystal Street. At present, parking is unrestricted on both sides of Trafalgar Street. However, the northern side of Trafalgar Street is located against boundary fence of the railway corridor and has no footpath. Therefore, motorists do not park on the northern side. The parking spaces in the subject section of Trafalgar Street are highly utilised due to its close proximity to Stanmore Railway Station therefore the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.



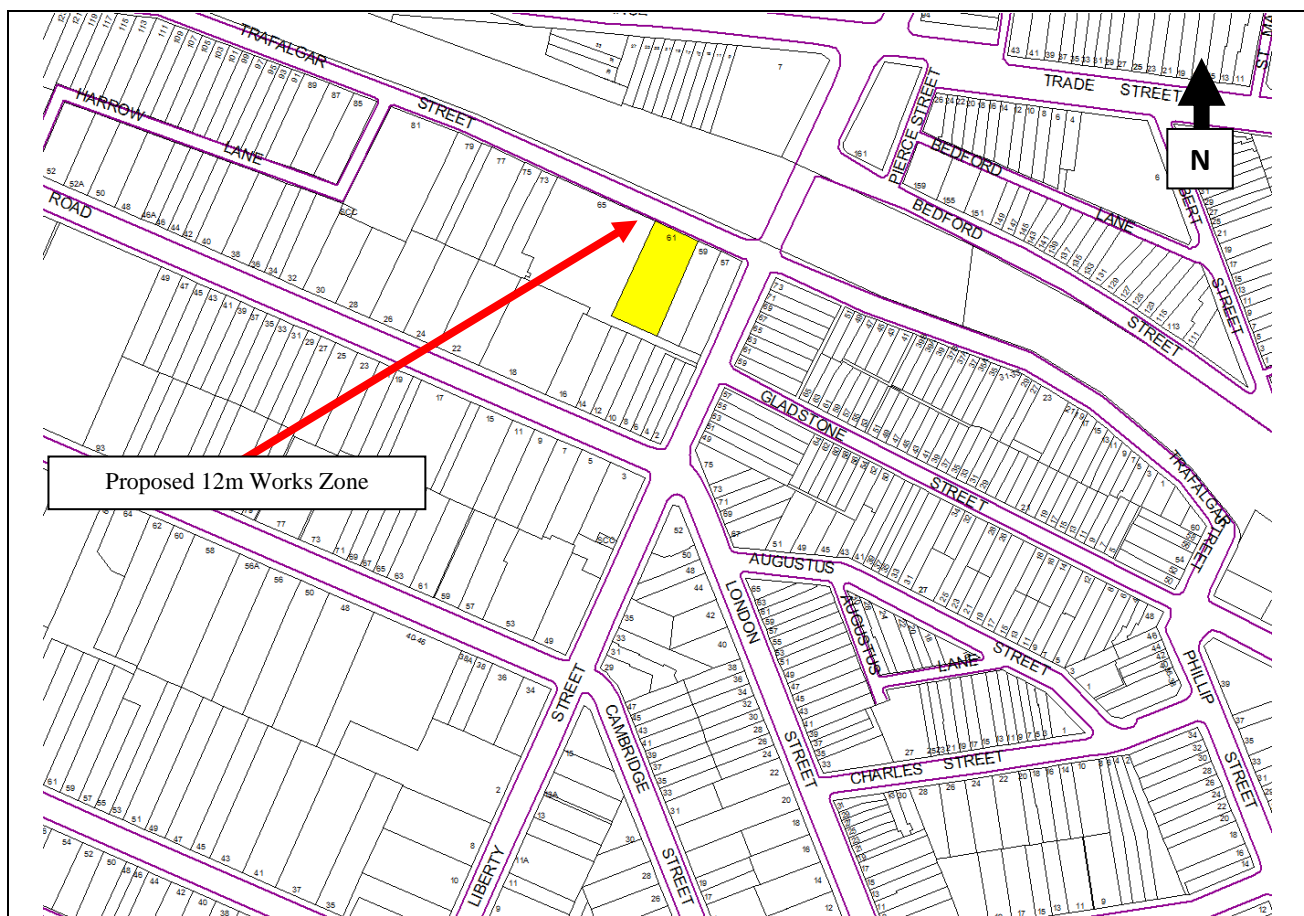
## **CONCLUSION**

To better facilitate construction deliveries and allow the parking of construction vehicles during loading and unloading activities the installation of a 'Works Zone' (total of 12 metres in length) on the southern side of Trafalgar Street (adjacent to property 61 Trafalgar Street, Stanmore) is proposed.

## **FINANCIAL IMPLICATIONS**

The cost of the supply, installation and removal of the signs and 'Works Zone' fees are to be borne by the applicant in accordance with Council's Fees and Charges.

**Locality Map – 61 Trafalgar Street, Stanmore**



**Photographs – 61 Trafalgar Street, Stanmore**



The proposed location of the 'Works Zone' in Trafalgar Street



On-street parking in Trafalgar Street in front of the construction site

**PART 'B' - ITEMS FOR INFORMATION ONLY**

**Item No:** B1  
**Subject:** LIVINGSTONE ROAD, MARRICKVILLE  
(CENTRAL WARD/SUMMER HILL)  
TEMPORARY ROAD CLOSURES FOR 'GOOD FRIDAY' PROCESSIONS  
ON 25 MARCH 2016  
**File Ref:** S2960-03  
**Author:** Emilio Andari – Engineer, Traffic Services

**SUMMARY**

Council has been advised by the NSW Police that there will be a street procession taking place on Easter Good Friday 25 March 2016, between 7.15pm and 8.30pm for St Brigid's Catholic Church in Marrickville. This procession will require some temporary road closures which will be undertaken by the NSW Police. Council has been requested to provide barricades to assist the Police in implementing the proposed road closures.

It is recommended that this report be received and noted. It is also recommended that Council provide barricades at no cost to assist the Police in implementing the proposed temporary road closures as in previous years.

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**OFFICER'S RECOMMENDATION****THAT;**

1. The report be received and noted; and
2. Council provide barricades at no cost to assist the Police implementing the proposed temporary road closures as in previous years.

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**BACKGROUND**

Council has been advised that there will be a street procession taking place on Easter Good Friday 25 March 2016, between 7.15pm and 8.30pm for St Brigid's Catholic Church in Marrickville.

This procession will require some temporary road closures which will be undertaken by the NSW Police and Council has been requested to provide barricades to assist the Police in implementing the proposed road closures as in previous years.



## DISCUSSION

### St Brigid's Parish

This procession is organised by the Italian Catholic community of Marrickville and has been an annual event since 1967. It attracts several thousand people and incorporates the following streets and times;

- Good Friday, 25 March 2016, the procession will exit the St Brigid's Monastery grounds at approximately 7.15pm onto Marrickville Road, turn right into Petersham Road, turn right into Francis Street, turn right into Livingstone Road and finally turn right into the church driveway on Livingstone Road.

All road closures will be under the control of the NSW Police and the assistance of the SES. Last year Council provided barricades to assist the Police implementing the proposed road closures at Council's cost.

Police/SES will direct traffic at the following intersections;

- Marrickville Road and Livingstone Road, Marrickville (Police/SES) **12 barricades required.**
- Marrickville Road and Lilydale Street (SES)
- Marrickville Road and Fletcher Street (SES)
- Marrickville Road and Petersham Road (Police) **10 barricades required.**
- Petersham Road and Tuohy Lane (SES)
- Petersham Road and Albion Street (SES)
- Petersham Road and Francis Street (SES)
- Petersham Road and Illawarra Road (Police)
- Francis Street and Ann Street (SES)
- Livingstone Road and Francis Street (Police)

## CONCLUSION

It is recommended that this report be received and noted. It is also recommended that Council provide barricades to assist the Police in implementing the proposed temporary road closures at no cost.

## FINANCIAL IMPLICATIONS

There will be a small cost to Council involving the delivery and pick up of the barricades and it is proposed to waive this cost as in previous years.



**PART 'C' - ITEMS FOR GENERAL TRAFFIC ADVICE**

**Item No:** C1  
**Subject:** 4-12 MCGILL STREET, LEWISHAM  
(CENTRAL WARD/SUMMER HILL)  
PROPOSED MIXED USE DEVELOPMENT  
**File Ref:** DA201500682  
**Author:** Emilio Andari – Engineer, Traffic Services

**SUMMARY**

A Development Application has been received to construct a mixed use development consisting of a 6 storey residential flat building (Building A) fronting McGill Street and 5 storey residential flat building (Building B) fronting the light rail line containing a total of 80 dwellings and 1 commercial tenancy within Building B for use as art education and café space with 2 basement car parking levels and associated landscape works.

It is recommended that the comments of the Pedestrian, Cyclist and Traffic Calming Advisory Committee be referred to Council's Development Assessment Section for consideration in determining the Development Application.

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**OFFICER'S RECOMMENDATION**

**THAT** the applicant be requested to review the proposed on-site parking layout to meet the requirements of AS2890.1:2004.

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**BACKGROUND**

A Development Application has been received to construct a mixed use development consisting of a 6 storey residential flat building (Building A) fronting McGill Street and a 5 storey residential flat building (Building B) fronting the light rail line containing a total of 80 dwellings and 1 commercial tenancy within Building B for use as art education and café space with 2 basement car parking levels and associated landscape works.

The application is required to be referred to the Pedestrian, Cyclist and Traffic Calming Advisory Committee for consideration under State Environmental Planning Policy (Infrastructure) 2007.

**DISCUSSION****Site location & road network**

The proposed mixed use development site was previously occupied of a mixture of older style semi-detached type dwellings for industrial uses facility. The site is bounded on the eastern side

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by McGill Street and is bounded on the western side by the Inner West Light Rail Line (refer to the attached locality map on the next page).

Surrounding land uses comprise a mixture of older style semi-detached type dwellings, some remnant industrial uses and new mixed use developments comprising multi-storey buildings (under construction) that are located to the north end of McGill Street, at Hudson Street and to the southern end of McGill Street its intersection with Old Canterbury Road.

The proposed mixed use development is located on the western side of McGill Street, Lewisham and is approximately 60 metres north from its intersection with Old Canterbury Road. The subject site has vehicular access to the site via a driveway crossing located on the western side of McGill Street.



Locality map of the subject site

#### Proposed development

The proposed development application is for the construction of a mixed use development comprising a 6 storey residential flat building and a 5 storey residential flat building containing a total of 80 dwellings and 1 commercial tenancy within one of the buildings. Off-street car parking is proposed for a total of 84 car parking spaces in two levels of basement car parking. Of these 84 car parking spaces, 16 spaces are allocated for accessible parking spaces and 10

spaces are allocated for visitor parking spaces. Vehicular and pedestrian access will be via McGill Street. The rear of the subject site is completely bounded by the Inner West Light Rail Line (refer to the attached development plans provided by the applicant).

### Traffic & Parking

The local road network (McGill Street and Hudson Street) in the vicinity of the site is subject to low volumes of traffic. McGill Street is a two-way local road with a roadway width of 5.5 metres and Hudson Street is a one-way local road with a roadway width of 5.0 metres. At present, McGill Street consists of unrestricted parking along the western side of the road and '2P 8.30-6pm Mon-Sat, Permit Holders Excepted Area M10' along the eastern side of the road. Hudson Street consists of unrestricted parking along the northern side of the road and sections of 'No Parking' restrictions are located along the southern side of the road. Old Canterbury Road is a State Road with a roadway width of 12.8 metres, carrying approximately 21,500 vehicles per day and is located approximately 60 metres south of the subject site. It should be noted that McGill Street can either be accessed through Old Canterbury Road or Hudson Street. Hudson Street is to be made two-way under the Meriton development site as its currently one-way westbound traffic flow.

### Public Transport

The subject site has access to public transport services with Summer Hill and Lewisham Stations being located approximately 400 metres north-west and north-east from the site, and bus routes (Route 413) operating along Old Canterbury Road located approximately 150 metres south-east and 250 metres south-west from the site.

The Lewisham West light rail stop is immediately west to the site with pedestrian and cycle access to the light rail provided via Hudson Street.

### Parking Provision

Council's DCP 2011 (incorporating Amendment No.1) requires provision of off-street parking as follows for Parking Area 2:

- Residential flat building (64 non-adaptable units)
  - 0.5 parking space per 1-bedroom apartments (22 one bedroom units)
  - 1.0 parking space per 2-bedroom apartments (32 two bedroom units)
  - 1.2 parking space per 3-bedroom apartments (10 two bedroom units)
  - 0.1 visitor parking space per apartment (64 units)
- Residential flat building (16 adaptable units)
  - 0.5 accessible parking space per studio apartments (1 studio unit)
  - 1.0 accessible parking space per 1-bedroom apartments (10 two bedroom units)
  - 1.2 accessible parking space per 2-bedroom apartments (5 two bedroom units)
  - 0.25 visitor mobility parking space per accessible space (16 units)
- Tertiary education establishments (1 commercial tenancy)
  - 0.25 parking space per staff (4 staff)
  - 0.04 parking space per full-time student (50 students)

To comply with Council's current DCP the proposed development should provide a total of 84 car parking spaces as follows:

- 61 parking spaces for residents' and visitor parking (for the 64 non-adaptable units);
- 20 accessible parking spaces (for the 16 adaptable units); and
- 3 parking spaces (for the 1 commercial tenancy).

The proposal provides for a total of only 84 off-street car parking spaces:

- 61 parking spaces for residents' and visitor parking (64 non-adaptable units);
- 20 accessible parking spaces (16 adaptable units); and
- 3 parking spaces (1 commercial tenancy).

It should be further noted that residents of the proposed development, if approved, will not be eligible to participate in any existing or future Permit Parking Schemes in adjoining streets.

Council's DCP 2011 (incorporating Amendment No.1) requires provision of bicycle parking for a Residential flat building of '1 per 2 units for residents + 1 per 10 units for visitors'. The development would thus require providing bicycle parking of 40 spaces for residents and 8 spaces for visitors, a total of 48 bicycle spaces for the residential flat buildings. The provision of bicycle parking for an Education establishment of '1 per 20 staff for each staff + 1 per 10 students for each student' is also required. The development would thus require providing bicycle parking of 1 space for staff and 5 spaces for students, a total of 6 bicycle spaces for the education establishment. The development proposes 54 bicycle spaces across the two levels of the basement car park.

Council's DCP 2011 (incorporating Amendment No.1) requires motorcycle (and motor scooter) parking to be provided at a rate of 5% of the car parking required for the development. The total car parking requirement for the proposed development is 84 spaces therefore 4 motorcycle spaces are required to be provided. The development proposes 4 motorcycle parking spaces on-site located on the first level of the basement car park.

#### Vehicular Access and Internal traffic circulation

Proposed vehicular access to the off-street parking spaces will be from a proposed driveway via McGill Street, Lewisham. The proposed driveway is to be 6.0m wide and is considered wide enough to allow for two vehicles to pass each other at the same time. The internal layout for manoeuvring allows for vehicles to enter and exit the site in a forward direction and is considered to be satisfactory.

Table 1.1 of AS2890.1:2004 assigns a user class 1a for facilities with residential, domestic and employee parking and therefore the car parking space size and parking aisle combination must be in accordance with Figure 2.2 of AS2890.1:2004. Figure 2.2 provides for user class 3a spaces for 90 degree angle parking with a car parking space width of 2.4m and a car parking space length of 4.8m-5.4m depending whether the parking space is near a wall or high kerb which doesn't allow up to 0.6m for overhang. Figure 2.2 provides for user class 3a spaces for 90 degree angle parking with an aisle width of 5.8m.



The current aisle widths vary from 5.8m-5.9m with proposed car parking space widths of 2.4m however, there are no measurements provided for the car parking spaces in length (i.e. typical car parking space in length is 5.4m).

The current off-street parking layout must be amended to comply with the above requirements for user class 3a. Note this may result in a short fall in parking.

#### Waste Management (Collection) & Service Vehicles

The applicant's traffic consultant's report stated that Council's garbage collection service of residential waste will occur from the kerbside section out front of the proposed development on the western side of McGill Street. On collection days, the building caretaker will transfer full bins from each waste storage room, via the lift, to the garbage holding area located off McGill Street. Council will service the bins via a wheel-out/wheel-in arrangement from the street.

Small service vehicles will be able to manoeuvre on-site to enter and exit the off-street parking facility to use the 'Art Space Loading Zone' parking space.

#### Estimated Traffic Generation:

The applicant's traffic consultant report stated that the estimated traffic generation from the proposed multi-storey residential flat building would be 15 vehicle trips per hour during the AM Peak and 12 vehicle trips per hour during the PM Peak.

As per the *Guide to Traffic Generating Development, Issue 2.2, October 2002*, the RMS peak hour rate for medium density residential flats is 0.4 trips per unit. Therefore, with 80 proposed units, this calculates to be 32 vehicle trips per peak hour. During the morning peak, the estimated traffic generation is expected to be 5 trips in and 27 trips out of the site. During the evening peak the estimated traffic generation is expected to be 27 trips in and 5 trips out of the site. These estimated traffic generation rates are considered to be acceptable and can be accommodated with the surrounding road network.

The applicant's traffic consultant report stated that estimated traffic generation of the art education element would simply reflect the number of parking spaces provided (on-site). Therefore, the projected traffic generation of the proposed art education element would be 3 vehicle trips per hour during both the AM Peak and PM Peak.

### **CONCLUSION**

It is recommended that the proposed development not be supported in its present form, and that the applicant be requested to review the proposed on-site parking layout to meet the requirements of AS2890.1:2004.

### **CONSULTATION**

Consultation/notification would normally be undertaken by Council's Development and Planning Services as part of the development application process.



# ARCHITECTURAL DRAWING SET

ISSUE DATE: NOVEMBER 2015

DRAWING NO - DRAWING TITLE

A000 - Cover Sheet  
A001 - Site Location  
A002 - Site Photos

14100-01 Site Survey 1 (by others)  
14100-01 Site Survey 2 (by others)

A005 - Site Plan  
A006 - Site Analysis  
A007 - Setback Diagram  
A008 - Demolition Plan  
A009 - Streetscape Analysis  
A010 - Art Activation Diagram

## DIAGRAMS & ANALYSIS

A400 - Communal Open Space  
A401 - Deep Soil Calculation  
A402 - Soft Landscapes Calculation  
A410 - Site Coverage Diagram  
A420 - Construction Waste Management  
A421 - Ongoing Waste Management  
A520 - Shadow Diagrams 1  
A521 - Shadow Diagrams 2  
A550 - Solar Analysis 1  
A551 - Solar Analysis 2  
A610 - Natural Ventilation Diagram  
A700 - External Material Finishes  
A800 - FSR Ground Floor  
A801 - FSR Level 1  
A802 - FSR Level 2  
A803 - FSR Level 3  
A804 - FSR Level 4  
A805 - FSR Level 5

## FLOOR PLANS

A090 - Basement 2 Plan  
A091 - Basement 1 Plan  
A100 - Ground Floor Plan  
A101 - Level 1 Floor Plan  
A102 - Level 2 Floor Plan  
A103 - Level 3 Floor Plan  
A104 - Level 4 Floor Plan  
A105 - Level 5 Floor Plan  
A110 - Roof Plan

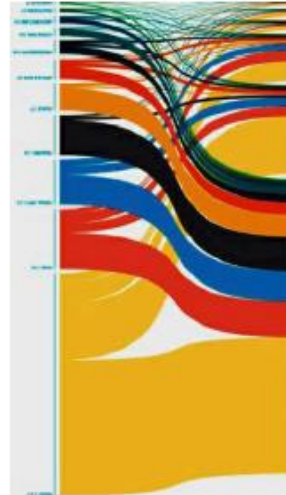
A130 - Adaptable Units 1  
A131 - Adaptable Units 2  
A132 - Adaptable Units 3

## ELEVATIONS

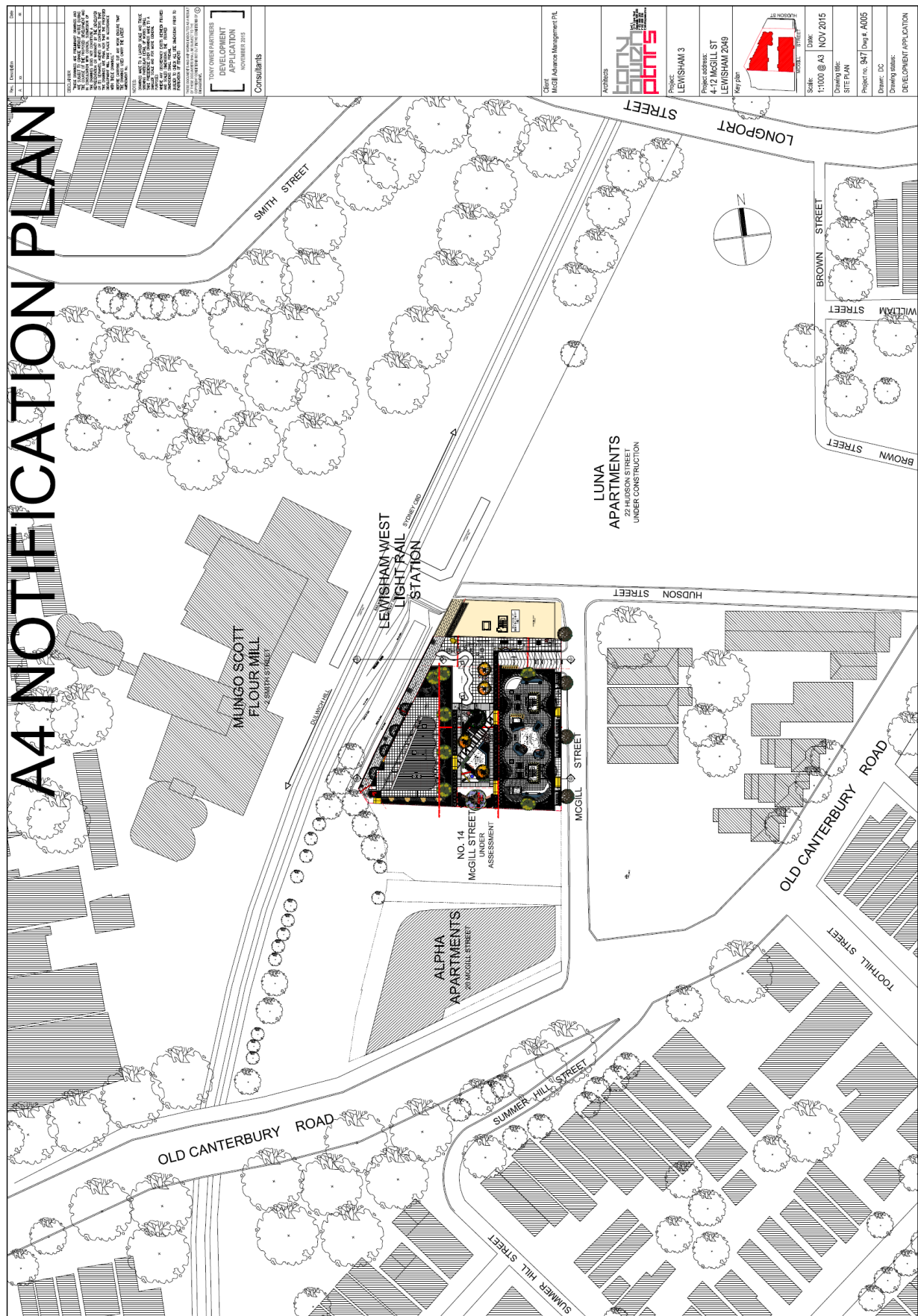
A200 - Building A East Elevation  
A201 - Building A West Elevation  
A202 - Building B East Elevation  
A203 - Building B West Elevation  
A204 - North Elevation  
A205 - South Elevation

## SECTIONS & DETAIL

A300 - Section A  
A301 - Section B  
A350 - Ramp Detail Section 1  
A351 - Ramp Detail Section 2

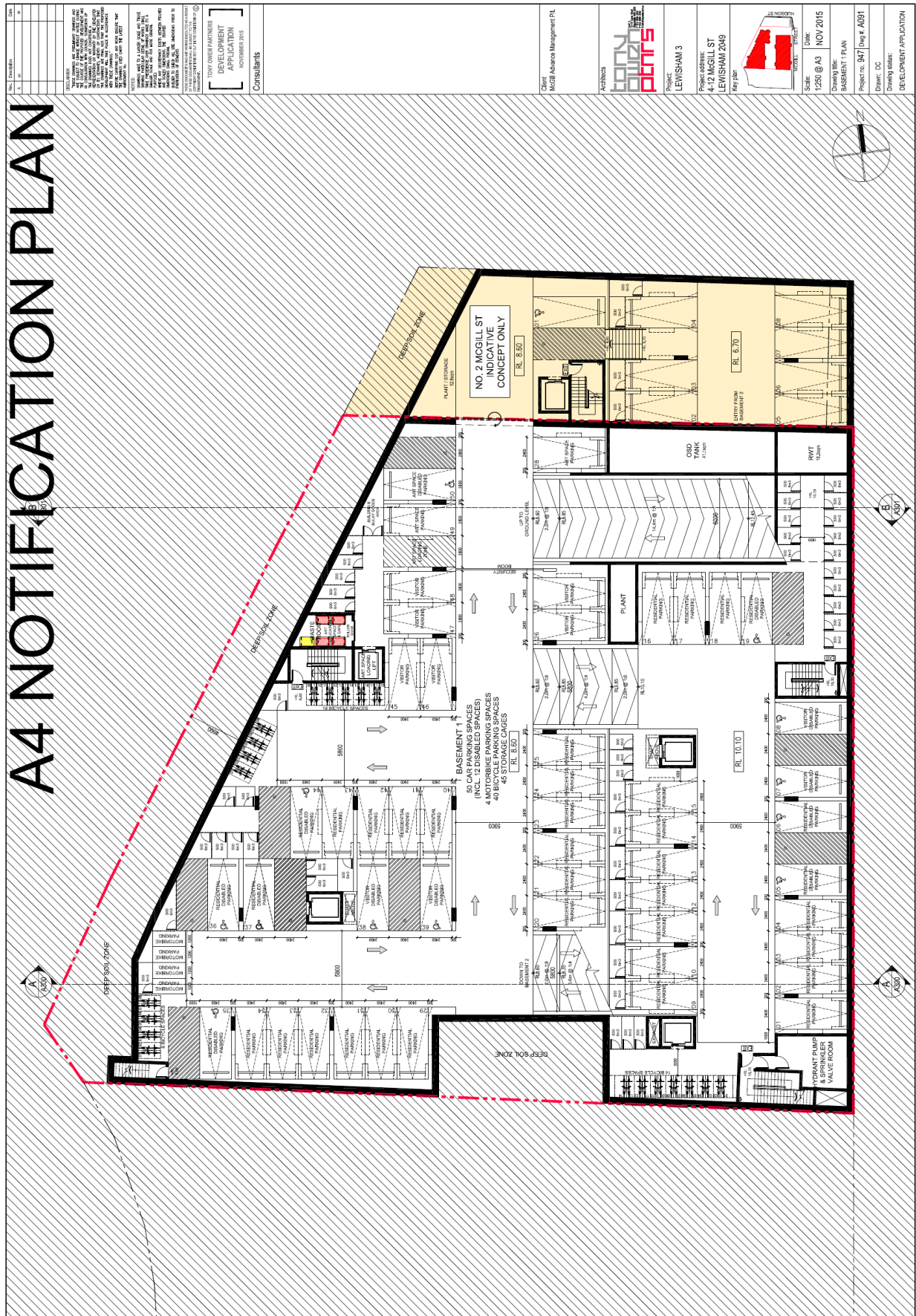


4 - 12 MCGILL ST, LEWISHAM  
DEVELOPMENT APPLICATION  
BOON BUILDING CENTRES



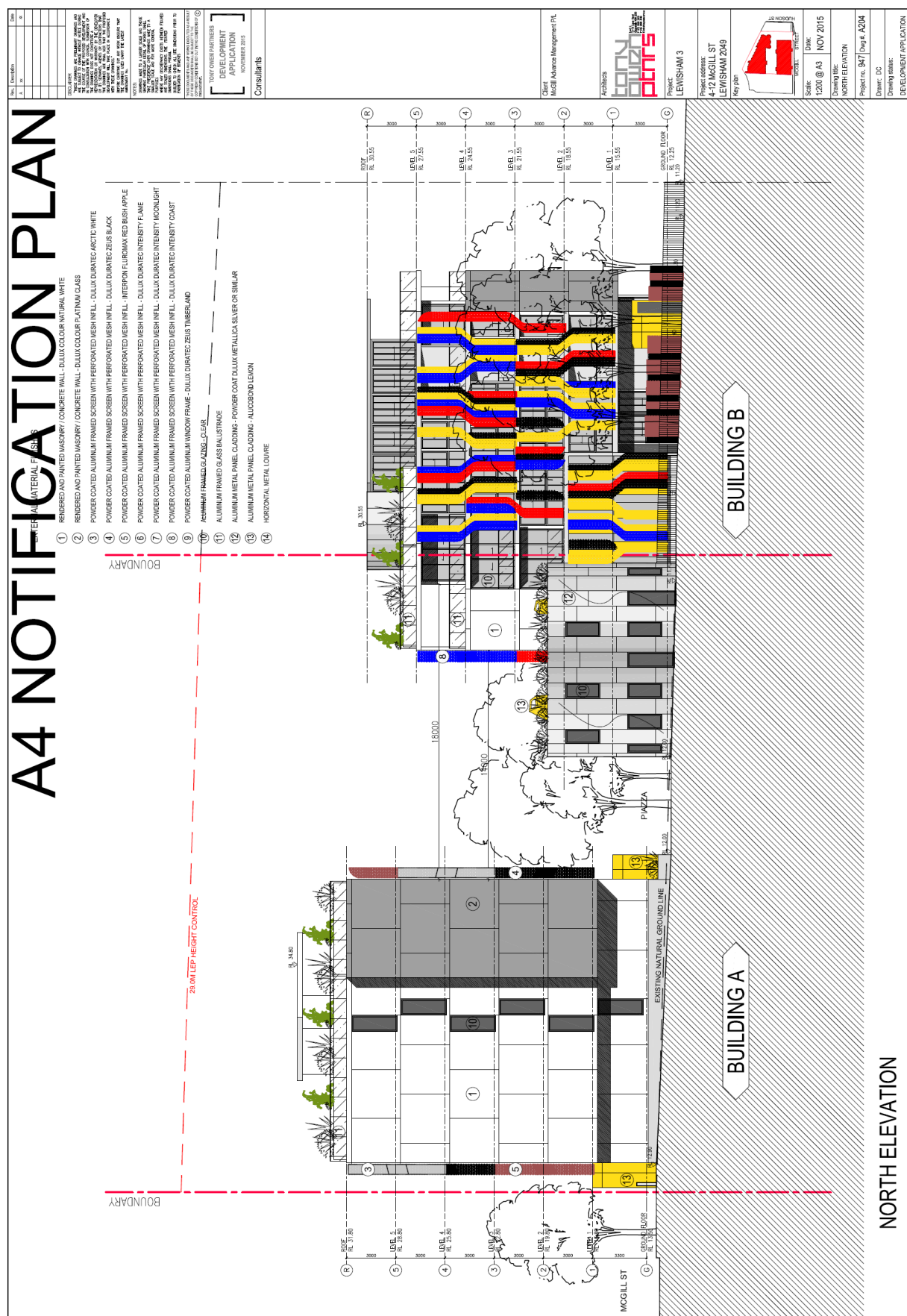








# A4 NOTIFICATION PLAN



**Item No:** C2  
**Subject:** 75 MARY STREET, ST PETERS (NORTH WARD / HEFFRON)  
PROPOSED WEEKEND MARKETS AT 'PRECINCT 75'  
**File Ref:** DA201500743  
**Author:** Jenny Adams – Traffic and Road Safety Officer

## SUMMARY

Council has received a development application (DA201500743) to hold temporary weekend markets at 75 Mary Street, St Peters ('Precinct 75') up to 4 times a month on any given Saturday or Sunday with a capacity for 80 stalls operating between the hours of 8.00am and 5.00pm.

It is recommended that the comments of the Pedestrian, Cyclist and Traffic Calming Advisory Committee be referred to Council's Development Assessment Section for consideration in determining the Development Application.

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## OFFICER'S RECOMMENDATION

**THAT:** The findings of this report be received and noted.

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## BACKGROUND

Council has received a development application (DA201500743 ) to hold temporary weekend markets at 75 Mary Street, St Peters ('Precinct 75') up to 4 times a month on any given Saturday or Sunday. The application is required to be referred to the PCTCAC for consideration under State Environmental Planning Policy (Infrastructure) 2007.

The DA seeks approval for temporary weekend markets and the proposal includes the following components:

- capacity for 80 stalls;
- operating hours from 8.00am to 5.00pm;
- closure of the Mary Street driveway to vehicles on market day for pedestrian access;
- pedestrian access from one existing entry point on Edith Street; and
- vehicle access to the existing car park from Edith Street.

In January 2016 Council's Planning Section requested that the applicant provide additional information relating to the development application. The applicant responded on 3 February 2016 with a statement from a traffic consultancy in regards to traffic and parking concerns however did not submit a 'Traffic and Parking Study' as requested.

The additional information provided did not adequately address the impacts of the proposal on traffic and parking within the vicinity of the site and much of the information supplied was not

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substantiated and could not be used to adequately assess the development proposed in terms of its traffic and parking impact.

The latest information provided is not adequate to assess the development application in terms of its parking and traffic impact. Survey data provided has been unsubstantiated and numbers of interviewed patrons or interviewed stall holders were not given making percentages given meaningless. Provision for bicycle and motorcycle parking was not addressed and parking provision for disabled visitors to the markets was not detailed.

Parking utilisation data supplied for the market day on Saturday 13 February 2016 shows illegal utilisation of Mary Street between Albion Lane and Bakers Lane and oversaturation of the on-site car park. During an on-site visit, Council's Traffic Officer estimated that on-site parking in the currently laid out car park accessed off Edith Street is around 67 spaces (not the allotted 93 spaces as stated in the traffic consultants' report dated 3 February 2016).

There was no diagram available showing the layout and/or configuration of the proposed market stalls to evaluate whether aisle widths are adequate to enable the easy passage of pedestrians, people with prams, people using wheelchairs and emergency vehicles. It also cannot be determined whether a clear unobstructed path of travel of not less than 4 metres wide for emergency vehicle access can be maintained throughout the site, to provide safe egress in case of fire or other emergency during the markets.

Further, suitable market management procedures have not been provided and it has not been demonstrated where stall holders may park their vehicles for the purpose of loading and unloading, or where they can relocate and park these vehicles throughout the day on market days. This is of concern given the restricted availability of on-street car parking and general on-street parking restrictions in the surrounding area. The above issues need to be addressed before a full assessment of the traffic and parking impacts of the DA can be made.

According to the Statement of Environmental Effects dated 21 December 2015 “‘Precinct 75’ is currently used as studios and showrooms for over 70 creative industry businesses including a winery, coffee roasters and a gym. Markets are currently held on site once a month.”

It is noted that the markets – one in November and one in December 2015 and one on 13 February 2016 – have been operating without Council's approval.

It is noted also that the site ('Precinct 75') is currently under a Planning Proposal with Council to rezone.

## **DISCUSSION**

### **Site Location**

The site is located at 74 Mary Street, St Peters and has street frontages on both Mary Street and Edith Street. Vehicles may access the site from a single entrance on Mary Street and two entry points on Edith Street. There is an on-site parking area accessed by Edith Street. There are currently 11 existing buildings on the site of various height ranging from one to three storeys as well as a cottage and three residential dwellings. The surrounding land use is predominately residential, characterised by one and two storey development. (Refer to the attached locality map).

Edith Street is a two-way local residential street running northwest-southeast between Unwins Bridge Road and Princes Highway and carries around 650 vehicles per day. At present, unrestricted parking is permitted on both sides of Edith Street. The carriageway in Edith Street at its western end is 7.9 metres wide and narrows down to 6.4 metres in width at its midpoint. (Refer to the attached photographs).

Mary Street is a narrow (6.4 metres) local street, operating “one-way” in a north-westerly direction from Princes Highway to Unwins Bridge Road. The street has mixed industrial and residential development and presently carries around 7,000 vehicles a day, the majority of which is through traffic from Canal Road. Some traffic calming measures in the form of light traffic (3 tonne) restrictions and three speed humps were installed in 1992 as part of the Sydenham LATM Scheme. (Refer to the attached photographs).

### **Parking Provision**

#### General - Inadequate Parking Provision

As a result of initial investigations and a site inspection, concerns are raised about the number of on-site car parking spaces and how these have been presented in this application. A site investigation by a Council Officer reveals approximately 100 on-site spaces in total for ‘Precinct 75’ – ie. 67 in the off-street car park area adjacent to Edith Street and the remaining (up to) 33 spaces spread throughout the site. Note that the 33 parking spaces scattered throughout the site would not be accessible on market days and this would leave a total of around 67 spaces in the car park area available for patrons of the existing businesses (70 businesses), stall holders and visitors (to the site and to the markets).

Site inspections showed that up to 10 cars parked on-site alone could be easily contributed to a motor repair workshop and they operate all day on Saturdays. It would be fair to assume many of the other businesses would also operate over the weekend and this would also impact on the availability of parking on market days.

The site visit (Wednesday 3 February 2016 2.00-2.30pm) revealed that all on-site parking associated with ‘Precinct 75’ is highly utilised on a regular weekday without any weekend markets operating and it is also noted that subsequent to the Saturday 13 February 2016 market day a resident has expressed concerns regarding the overflow of the associated market generated parking into local surrounding streets on that day. They also reported double parking and illegal parking on footpaths or over resident’s driveways. (Refer to the attached photographs).

The proposed weekend markets plan to operate between the hours of 8.00am – 5.00pm up to 4 times a month on any given Saturday or Sunday. If these markets attract visitors like the Addison Road Sunday markets parking and traffic impacts may easily become unmanageable. The proposed markets have the potential to generate high traffic movements in a mainly residential area and high parking demand in already highly utilised local streets.

Accordingly, any market proposal needs to have a Transport and Traffic Management Plan and a Stall Holder All Day Parking Arrangement Plan. This is essential, especially in the event that the popularity of the markets grow.



### Parking Provision Requirements

Precinct 75 is in Council's Parking Area 3 and parking rates specifically are not detailed in Council's development controls. RMS's Guide to Traffic Generating Developments state a minimum parking provision of 2 spaces per stall or a desirable rate of 2.5 spaces per stall, excluding stall holders. 80 stalls would therefore require a minimum of 160 spaces for visitors and desirable rate of 200 spaces. These rates are based on a mode split for cars of 0.80 and a reasonable availability and convenience of alternative markets in the area.

It is estimated that conservatively at least 280 on-site car spaces need to be available for businesses (50), market stall owners (50) and visitors (180).

The on-site car parking area as currently laid out and landscaped provides 67 parking spaces. As noted the remaining 33 on-site spaces would not be available when stalls are in place. It is noted also that two 'Loading Zones' are marked on-site and one of these near Building 5 would not be available on market days.

No detail has been supplied regarding bicycle, motorcycle and /or accessible parking in relation to this development application. This needs to be addressed.

Note that any car park layout needs to be in accordance with Australian Standards for off-street car parking (AS/NZS 2890.1:2004 and AS 2890.6:2009). Aisle and circulation road widths, size of car parking spaces, including accessible spaces need to be correctly detailed.

### **Traffic Generation**

RMS's Guide to Traffic Generating Developments gives the following rates for markets - 18 trips per stall between 8.00am – 3.00pm (open for 7 hours) and peak hour vehicle trips of 4 trips per stall. 80 stalls thus would generate approximately 1,440 vehicle trips daily and 320 peak hour vehicle trips. Daily trip generation rates depend on hours of operation and the Guide states a market open for 12 hours a day would be expected to have a higher daily generation rate than that suggested.

Some 320 vehicle trips in the peak hour will most likely result in congestion on both Mary Street and Edith Street, St Peters.

It has been stated (Plan of Management) that 3 staff will be on site each market day, not including stall holders (up to 80 stalls) and that each stall is expected to be staffed by 1-2 people. It has not been detailed whether any of the 70 existing business users will be also present on site, though it can be expected that at least half would be operating over the weekend.

Thus, conservatively, 3 staff, up to 100 stall holder personnel and say 50 usual business users (eg. motor mechanics, gym etc) would make a minimum of 153 associated business personnel on site at any one market day. In addition to the business personnel visitor numbers (to the site and to the markets) would have to be considered and many of these will possibly drive to the site and all these drivers would require parking.

The traffic consultant's statement dated 22 February 2016 says that RMS Guide for Traffic Generating Development for markets gives peak hourly traffic generation rates of 4 trips per

stall, however goes on to say that this figure can be reduced by a factor of 0.588 which equates to 1.65 trips per stall because “*the recorded car driver during market days was 33%, or 58.8% less than the RMS’s survey*” based on their interview surveys undertaken during the Saturday 13 February 2016 market day – yet they have not specified the number of ‘interview surveys’ they base this on, nor other relevant information to the survey results.

It should be noted that Council Officers have previously requested that the applicant provide an analysis of the expected traffic and parking generation rates relevant to the St Peters area. The traffic consultant’s statement does not adequately address this requirement.

### **Loading and Unloading**

The applicant has not detailed where stall holders will unload and load their goods. There are currently 67 spaces in the on-site car park. It is not clear whether the car park will be used and/or whether it will be closed to the public during periods of unloading and loading. In the traffic consultant’s statement dated 22 February 2016 it noted “*Of the interviewed stall holders, 21% parked on-street, 59% parked on-site and 20% were dropped off*” – however, the statement did not detail the number of stall holders interviewed, making the percentage meaningless.

Stall holders are likely to require parking for the duration of the markets from set-up to pack-down, that is for up to a possible 12 hours (markets 8.00am-5.00pm and assuming start unloading 6.30-8.00am and loading 5.00-6.30pm). There is very limited long term on-street parking in the area and at minimum there will be a 9 hour impact to on-street parking just from stall holders. As stated at least 60% of stall holders will use on-street parking.

### **Emergency Access**

In addition, to adequate loading and unloading facilities being provided on-site and details of provision for loading and unloading of stalls a clear unobstructed path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency.

At present, location of all unloading and loading associated with stalls has not been fully detailed and as market stalls are to be located throughout the site a clear emergency access path may not be achievable.

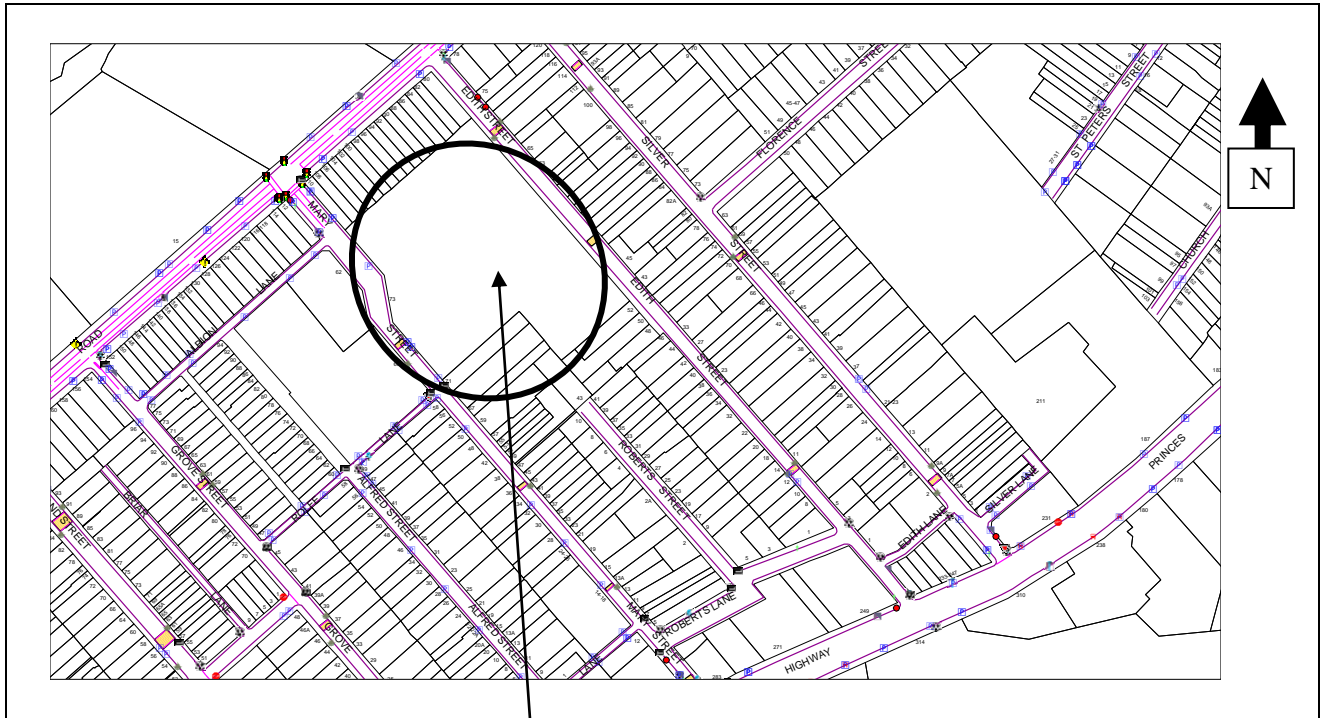
## CONCLUSION

Insufficient information has been provided in relation to traffic and parking management of the proposed temporary weekend markets. Traffic matters are considered particularly important in addressing the resounding resident concerns relating to parking, traffic pedestrian and cyclist safety. Although parking is available on-site it is considered inadequate and the markets will result in additional pressure on the immediate street parking which will impact on local residents. Given the information provided and the degree of impact likely, the application is recommended for refusal based on the information at hand.

Further it is recommended that if this development application is considered for approval, even in a restricted frequency and/or capacity way, that a requirement be made that the applicant supply a Transport and Traffic Management Plan (including a pedestrian management plan) and a Stall Holder All Day Parking Arrangement Plan before final deliberation of the development application.



Locality map – ‘Precinct 75’ Mary Street, St Peters



Location of proposed weekend markets



Mary Street

Edith Street



**Photographs – Mary Street, St Peters**



View of Mary Street facing southeast from Unwins Bridge Road



View of Mary Street facing southeast from driveway of 'Precinct 75'

**Photographs – Edith Street, St Peters**



View of Edith Street facing southeast from of 'Precinct 75' car park driveway



View of Edith Street facing northwest towards Unwins Bridge Road



**Photographs – ‘Precinct 75’ off-street car park**



View of off-street car park at noon on typical weekday in February 2016



View of off-street car park taken by resident during markets on 13 February 2016



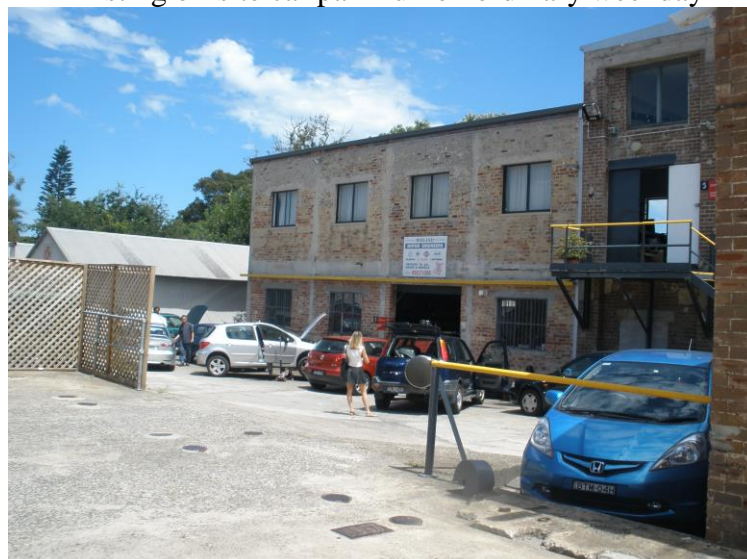
**Photographs – General on-site**



One area where market stalls will be located – present car parking would be lost



Existing on-site car park full on ordinary weekday



Existing busy business on site that operates all day Saturdays