

PROJECT: GUNGAHLIN SECTION 249 BLOCK 7

DA 202038102 – Gungahlin Sec 249 BI 7

TRANSPORT IMPACT ASSESSMENT

SUPPLEMENTARY STATEMENT ON PARKING

1.0 PURPOSE AND BACKGROUND

This statement has been prepared in support of a proposed amendment to the approved development on Gungahlin Section 249 Block 7 [refer to Notice of Decision dated 5 July 2021 for the approval of 99 dwellings on the Site (70 townhouses and 29 units) and 190 car parking spaces in a single level basement]. The proposed amendment is for an additional 10 units [total development 109 dwellings and 189 car parking spaces – 70 garages for townhouses and 119 additional car spaces on basement level 1].

This amendment is considered to have a minimal impact on trip generation from the development (3.37 vph / 33.7 vpd for 10 dwellings) and traffic / transport impacts (note proximity to Flemington Road and light rail and bus transport interchanges) and this statement will not further consider transport or traffic impacts of the additional dwellings. Rather this statement will focus exclusively on the impacts of additional dwellings on parking requirements and the impacts of short stay visitor parking being dependent on off-site public car parking facilities within 200 metres of the Site.

2.0 DETAILS OF PROPOSED DEVELOPMENT

The proposed development is for 109 dwellings and 189 car spaces (in 70 garages and 119 additional car spaces on basement level 1). This represents an amendment to the scale of development approved (subject to conditions) in the Notice of Decision dated 5 July 2021.

3.0 PARKING REQUIREMENTS AND SUPPLY

3.1 PARKING REQUIREMENTS

Parking requirements for the proposed development are set out in the Parking and Vehicular Access General Code (PVAGC) and the Gungahlin Precinct Map and Code (GPM&C) and consideration is given to the matters presented in Draft Variation to the Territory Plan No 364 (DV364).

PVAGC states in Section 3.3 for CZ5 Mixed Use Zone that for Residential Use the parking provision requirements are as for the Residential LAND USE ZONE, however the provisions of Sub-Clause 3.3.4 Locational requirements for a town centre development are as follows:

“Visitor Parking is to be on-site or within 200 metres and Residential Parking shall be on-site.”

The proposed development will be amended to include the following dwellings and required car parking is indicated:

46 X 3 bedroom townhouses	@ 2 spaces each	= 92 spaces
24 X 2 bedroom townhouses	@ 1.5 spaces ave.	= 36 spaces
36 X 2 bedroom units	@ 1.5 spaces ave.	= 54 spaces
3 X 1 bedroom units	@ 1 space each	= 3 spaces
109 dwellings TOTAL Resident Spaces Required		= 185 spaces

Visitor Parking requirements 109 @ 0.25 each = 27.25 spaces

The resident parking requirements for the proposed 109 dwellings will be 185 car parking spaces and these spaces will be provided wholly within the site (70 garages and 115 car spaces in the basement). The on-site car parking supply will be 189 spaces and this leaves a surplus of 4 spaces in the secure basement (for potential allocation to 2 bedroom dwellings).

The visitor parking requirements will be for 28 car spaces to be identified for visitors (to be either on-site or within 200 metres).

3.2 PARKING SUPPLY AND MANAGEMENT

The car parking for residents will be provided in the secure basement (189 spaces – 185 spaces required for residents) and it is recommended that the secure basement is not opened for casual visitors or general public. It is suggested that the 4 surplus spaces can be allocated to 2 bedroom dwellings with only one space.

The car parking for visitors can be identified off-site in the public car parking spaces identified along the streets adjoining Section 249, being Kate Crace Street (6 spaces), The Valley Avenue (>30 spaces along service road) and Cammilleri Way (34 spaces plus additional 18 spaces adjacent to Section 235 within 200 metres of the site).

The temporal demand for visitor car parking is characterised by minimal visitor car parking demand (say 10 to 15 spaces) during business hours and peak parking demand is observed during evenings on weekdays and at weekends when parking demand of commercial businesses within the town centre is reduced significantly.

The peak demand for visitor car parking spaces (28 spaces required) can easily be satisfied within 200 metres of the site through the supply of 88 on-street spaces adjacent and within 200 metres of the site. There are additional public car parking spaces required under the provisions of the Gungahlin Precinct Map and Code to be provided on various sites (refer to Figure 9 Location of sites for public car parking) and although Section 226 is located at a walking distance greater than 300 metres, it is considered that this mandated public car parking supply may take some pressure off the demand for the on-street spaces from commercial businesses located to the west of Hinder Street.

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It is further noted that DV 364 contemplates a relocation of mandated public car parking requirements and it is likely that one of the preferred sites will be located closer to Section 249 and the subject site. Consideration should also be given to the location of light rail terminal facilities (Flemington Road / Gungahlin Place) and to Bus Interchange facilities along northern side of The Valley Avenue immediately opposite the site between Kate Crace Street and Manning Clark Crescent.

These public transport services available within the town centre in close proximity to the site will offer alternative travel opportunities for visitors to residents and it is considered that the available off-site car parking available within 200 metres of the site will be sufficient to accommodate the peak demand for visitor parking.

4.0 RECOMMENDATIONS AND CONCLUSION

I recommend that the proposed addition of 10 residential dwellings and retention of 189 secure car parking spaces on Block 7 Section 249 Gungahlin [as amendment to approved DA 202038102 – NOD dated 5 July 2021] be approved in accordance with this statement.

Graeme Shoobridge

7 December 2021