

6 Car Parking

6.1 Adequacy of Public Car Parking

Cardno undertook a separate car parking study dated 15 November 2016 (attached in **Appendix E**) to assess the adequacy of public car parking as a result of the proposed LVG scheme which will reinstate the existing public parking in a new two-level basement car park beneath the public open space comprising 81 short-term public spaces and 100 long-term commuter car parking spaces.

Based on the assessment and findings presented in the car parking study report, the following conclusions were made:

- > LVG is conveniently located to take advantage of the connectivity of existing public transport services and encourage the greater use of sustainable modes of transport, therefore reducing reliance on private vehicles.
- > There are approximately 135 short-term public car parking spaces provided in the at-grade Council car park (this excludes some areas with obstructions such as bins, containers, etc.).
- > **The peak car parking demand occurred at 11:00am when there were 112 cars parked in the car park, corresponding to 23 spaces being vacant.**
- > The average car parking demand throughout the entire survey period from 6:00am-5:00pm is 72 parked cars, indicating on average, there are approximately 63 spaces available.
- > Given the Aqualand Development has been approved with a slightly lower off-street car parking provision for the retail component that departs from Council's DCP requirements, it can be accepted that the proposed provision of car parking is adequate to service the development.
- > The approved Lindfield Markets development on the other hand, provides a surplus of 6 off-street retail car parking spaces which considered the potential removal of some car parking spaces in the town centre as part of the LVG project.
- > The café component of the preferred LVG concept has a statutory car parking requirement of 10 car spaces.
- > **The car parking occupancy survey identified there is currently a surplus of 23 spaces in the existing Council car park,** therefore based on current land uses, the actual shortfall in the short-term car parking supply is in the order of 32 car spaces. In addition to that, the 10 parking spaces required to accommodate the demand generated by the new café will increase the car parking shortfall to 42 spaces.
- > Based on the on-street car parking inventory surveys undertaken by *R.O.A.R. DATA* on 13th Sep 2007 as part of the *Ku-ring-gai Town Centre Parking Management Plan (Arup, 2008)*, it was identified there are approximately 186 unrestricted on-street car parking spaces along Havilah Road, Milray Street, Tryon Road, Tryon Lane and Russell Avenue all of which are located within approximately 5 to 10 minutes walking distance to LVG.
- > The actual shortfall of 42 short-term public car parking spaces can be sufficiently compensated by converting a minimum of 42 (or approximately 23%) of the existing unrestricted on-street car parking spaces in the vicinity of LVG.
- > Furthermore, there also exists the potential to provide a total of 8 on-street public car parking spaces along Havilah Lane providing more car parking opportunities.

On the above basis, it is reasonable to conclude that there are ample opportunities to convert some of the existing unrestricted on-street car parking spaces to short-term spaces to compensate for the nett loss of short-term public car parking post implementation of the preferred LVG concept.

6.2 Further Observations

On Tuesday 22 November 2016, when the drone surveys of the Council car park and the on-street parking surveys were undertaken, observations were made of the use of the Council car park. There are 2 substantial mixed-use construction sites in close proximity to the Council car park. These construction sites have a number of construction employees as well as construction traffic management staff.

On the day of the surveys, a number of construction-related light vehicles were parked in the car park and it was observed that construction staff were regularly moving between their vehicles and the construction site. It was also observed on a number of occasions that construction workers moved their vehicles from one part of the car park to the other to avoid overstaying the signposted limits. While this may be legal, these observations suggest that construction activities are impacting on the utilisation of the Council car park, and the recorded utilisation surveys may be conservative. While it was not possible to quantify the exact number of construction vehicles in the car park, the observations indicate up to 10 vehicles (or even more) in the car park could be directly attributable to the construction site. Once construction work is completed, it is expected that the car park occupancies would drop by around 10% at the peak times.

6.3 On-Street Parking Inventory / Potential Changes to Time Restrictions

In view of **Section 6.1** and **6.2** potential locations for short term parking are identified in **Figure 6-1** and **Figure 6-2**. The potential short term parking locations are located around the LVG site and within easy walking distance of Lindfield train station.

The pedestrian link identified in Ku-ring-gai Council's DCP connecting Lindfield Avenue to Milray Street will assist in promoting use of short term parking to the north along Milray Street as pedestrian connectivity to the west of Milray Street will be improved.

Figure 6-2 identifies an increase of 70 short term parking spaces within close proximity to the LVG site, along Milray Street and Tryon Road.