

City of Ryde

TRAFFIC COMMITTEE

AGENDA

THURSDAY, 18 March 2010

LATE ITEMS



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LATE ITEM

**LDA 2009/0580, PROPOSED ORTHODOX CHRISTIAN CHURCH
72 Belmore Street, Ryde**

File No: LDA 2009/0580

Council's Senior Traffic Engineer – Access reports 15 March 2010.

Report

Council has received an application to construct an Orthodox Christian Church at 72 Belmore Street, Ryde with a seating capacity of 72 persons adjoining the priest's dwelling house (existing).

Consideration

The proposed church development will have a useable floor area of 60m² with a seating capacity for 72 people. A total off-street parking provision of eight (8) car parking spaces is envisaged with access driveways located at Belmore Street (Priest dwelling only) and general access proposed via Junction Street.

Car Parking

Section 9.3 of Ryde City Council's DCP 2006 (effective from 26th July 2006) states the following parking rate under 'Special Uses (part (v) – Places of public worship and places' (as detailed in the table below):

	Place of Public Worship & Place of Assembly (GREATER OF)	
<i>DCP 2006 Parking Rate</i>	<i>1 Space per 10m² of nett usable floor area, OR</i>	<i>1 Space per / 10 fixed seats</i>
DCP 2006 Parking Provision Requirements	6	7
Total No of Parking Spaces Required by DCP 2006	7	
Parking Provisions Proposed by the Applicant	8	

Note(s):

1. Church nett usable floor area of 60m² and 72 fixed seats;

The car park requirements onsite complies with Council's DCP requirements.

The applicant traffic consultant (Varga Traffic Planning Pty Ltd) has undertaken parking demand surveys (refer to Traffic Report – **SEPARATE ATTACHMENT**) to ascertain the quantum of parking demand generated by such uses, due to concerns raised by the public in the consultation process.

Sunday Church Service (10am to 12pm):

The results of the survey highlighted a parking demand in the order of 14 cars (including priest) with an occupancy rate of 3.5 persons per vehicle.

Extrapolating based on FULL attendance (72 persons) a parking demand potential of 21 cars could be realised.

This would indicate an overflow of parking demand (peak) in the order of 12 car parking spaces which could be adequately absorbed by the local road network if distributed throughout the adjoining road areas.

Vespers (6pm to 8pm):

The results of the survey highlighted a parking demand in the order of 10 cars (including priest) with an occupancy rate of 1.8 persons per vehicle.

Extrapolating based on FULL attendance (72 persons) a parking demand potential of 40 cars could be realised.

This would indicate an overflow of parking demand (peak) in the order of 31 car parking spaces which could have an impact of residential amenity if not adequately dispersed within the area.

To mitigate the impact of parking overflow into adjoining streets the Church should actively encourage greater participation in car pooling, during 'Vespers'.

Disabled Parking

Council's DCP 9.2 "Access for People with Disabilities" stipulates that disabled parking spaces in an off-street environment shall have a minimum width of 3.66 metres. It is unclear from the parking plan, if the proposed disabled parking space meets the minimum width requirements.

Access

The prime vehicular access location to/from the development site will be via Junction Street. A review of the proposed internal parking plan identifies minimal circulation area for manoeuvring. Therefore to maintain adequate access conditions, it is recommended that the width of the access driveway at both the boundary line and kerb line shall be maintained at 6 metres (to allow two-way movement simultaneously).

The proposed access driveway along Belmore Street shall be referred to the RTA's Development Assessment unit for comment, as it lies within 20 metres of a signalised intersection.

Turning path templates cast over parking spaces 1 and 2 respectively shows little or no buffer clearances when exiting from the car parking space. It is recommended that the

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car parking spaces nominated for parking locations 1 and 2 respectively be nominated for "small cars only" and should be stencilled on the pavement.

Traffic Generation

The RTA Guide to Traffic Generation Developments does not have indicative rates of traffic movements to / from a church.

The applicant traffic consultant has projected traffic flows to / from the church in the order of 14 vph and 10 vph during the morning service and vespers which will not have a detrimental impact on the surrounding road network.

RECOMMENDATION:

That Council approves the development application for an Orthodox Christian Church at 72 Belmore Street, Ryde (in respect of traffic related matters), subject to the following:

- (a) Disabled Parking Space (No.8) shall comply with DCP 9.2 (Section 16.1);
- (b) Proposed Access Driveway along Junction Street shall be a clear six (6) metres wide at both the kerb line and property line;
- (c) Parking Spaces (No's 1 & 2) be designated for "Small Cars Only" and shall be appropriately stencilled along the front edge of the car parking space.

Submitted for the consideration of the Committee

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