



Alexandria Community Issues

An ARAG discussion with City of Sydney Council

Alexandria Town Hall
Wednesday 6 July 2011





WELCOME AND INTRODUCTION

ARAG Representatives:

Johan Palsson, Jim Patsouris, Ben Aveling, Yvonne Cowell, Marika Herrmann , Kyran Lynch, Malcolm Minter, Dave White, Gary Speechley and Vanessa Knight

City of Sydney Council (CoSC) Representatives:

Marcelle Hoff, Deputy Lord Mayor

Leander Klohs, Executive Manager, Office of the CEO

Richard Campbell, Manager Traffic Management

Kim Yu, Area Design Engineer

Mark Hannan, Parking Project Manager

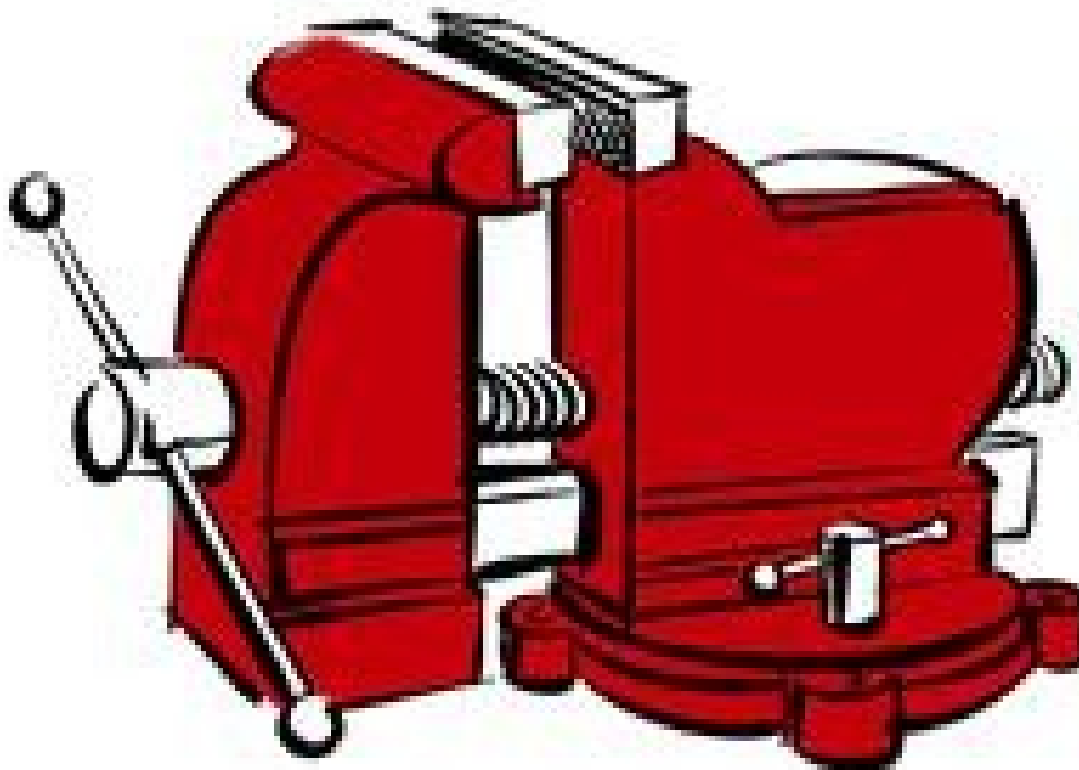


PURPOSE OF MEETING

- To introduce ARAG to the City of Sydney Council (CoSC)
- To inform the CoSC staff of the most pressing issues affecting the Alexandria community
- To produce mutually agreed Action Plans in relation to:
 - Parking and traffic
 - Community consultation
 - Australian Technology Park ('ATP') lighting
 - Public transport
 - Further development issues
 - Capital expenditure

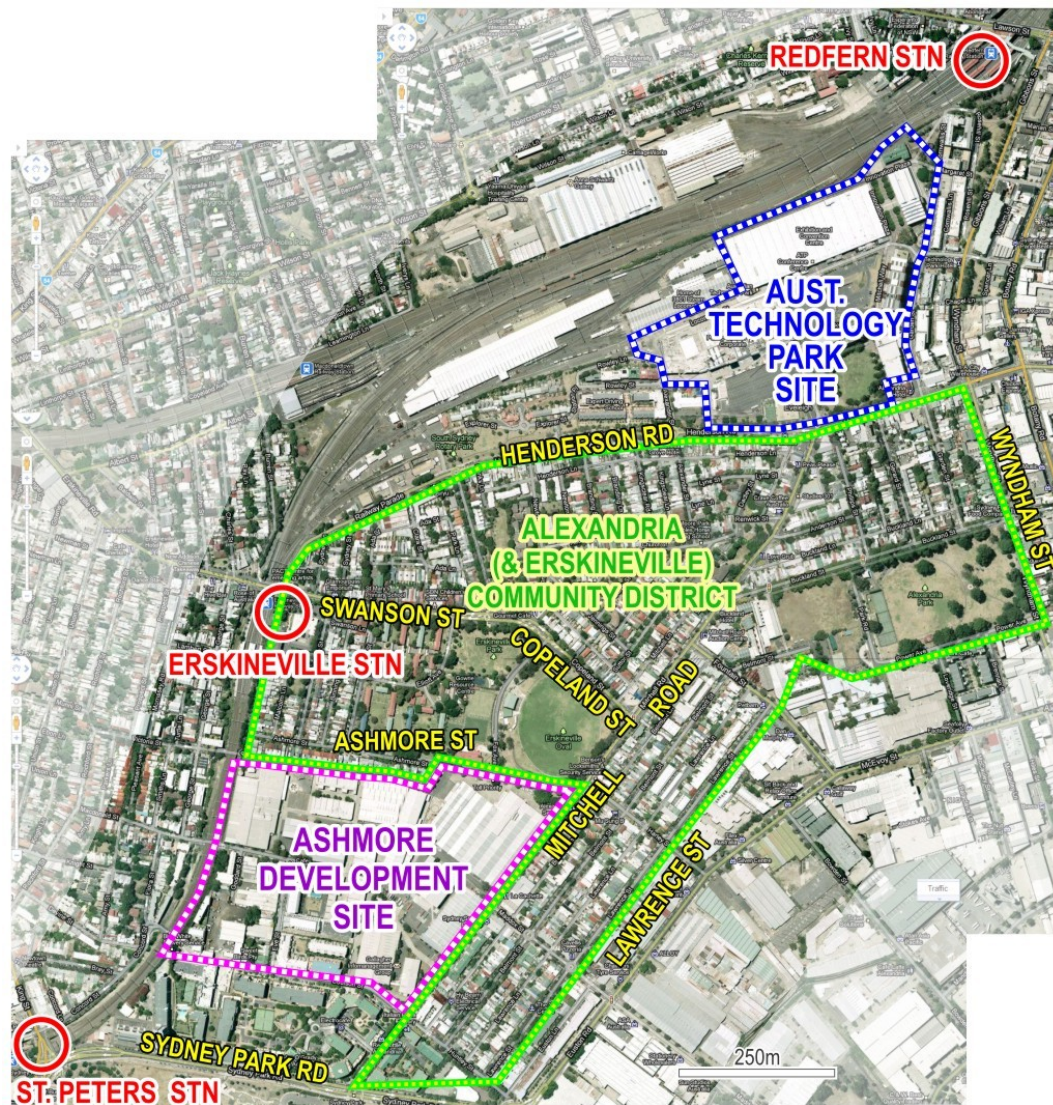


- To ensure that ARAG understands the diverse views and needs of the Alexandria residents and presents a united and informed front on issues that impact the community
- To initiate community activities that create social, educational and environmental benefits for the Alexandria community
- To capture and share the experiences, history and heritage of Alexandria and its community





- ARAG – newly established with over 70 members and growing
- Desires to collaborate effectively with CoSC for the benefit of the community
- Represents the 5,000 – 6,000 residents of Alexandria
- Alexandria is the largest suburb in the LGA:
 - Relatively small residential population
 - Well-loved by residents – location, diversity and sense of community
 - Area of opposites – manufacturing/small industrial plus residential – all in a Heritage Conservation Area
- Acknowledge the importance of Alexandria to help the City meet its targets, set by State Government





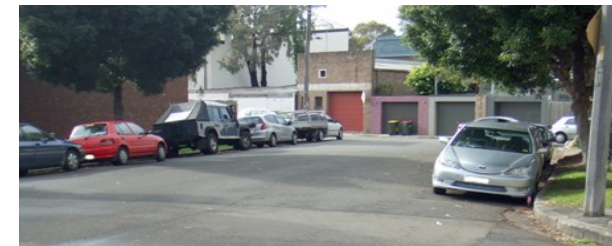
PARKING AND TRAFFIC FACTS

- Major increase in traffic and parking issues since the development and construction of 8 Central Ave in 2009
- Despite assurances, no free on-site parking is available to ATP day-commuters
- On-site parking fees currently stand at:
 - 1/2-1 hour \$12.00
 - 1-3 hours \$20.00
 - 3+ hours \$30.00 (Max. daily rate)
 - Monthly parking rates are available for tenants.
 - Onsite outdoor parking is \$165 + gst per month
 - Secure underground parking is \$280 + gst/month.



Note for Comparison:
Redfern Car Park (Gibbons St)
6:00-19:00 Mon-Fri
\$5.00 / entire stay
(via parkopedia.com)

- Outside business hours, traffic is lighter and there is more available parking in the residential community
- Recently, there has been a marked increase in peak-hour traffic volumes
- Small and narrow streets and lanes have become clogged
- Resident frustrations have driven many to the point of confrontation
- increase in anti-social behaviour (dumping of rubbish, emptying of car ash-trays into letterboxes, public urination)
- Proposed addition of more buildings will exacerbate and spread the problem







PARKING AND TRAFFIC FACTS

- August 2010 - ATP parking study released
 - Study recommended:
 - Introduction of Resident Parking Scheme
 - Angled parking (in wider streets)
- Issues NOT addressed:
 - Root cause of parking issues
 - Lack of ownership/responsibility by ATP and tenants of the problem
 - Underused on-site parking
- Study recommendation totally unacceptable to the Resident Community

The Final Parking plan is shown in Figure 8 and includes recommendations to:

- Introduce permit parking in those streets with residential frontages that currently have no parking restrictions;
- Specific parking controls to assist some community type land uses such as Sunbeam Child Care Centre, Aleena Home Care and Cliff Noble Activity Centre;
- Signposting of statutory No Stopping in lanes at intersections and on bends and the development and implementation of a parking control policy for all lanes;
- Parking changes in Wyndham Street;
- Consideration of angle parking on one side of the road in the wider streets to increase parking supply; and
- Signposting of statutory No Stopping in Station Place / Explorer Street at Henderson Road, as well as consideration of full time and or part time No Parking restrictions in Station Place / Explorer Street and in Alexander Street north of Henderson Road, on one side of the road.

Some members of the community are opposed to the introduction of the permit parking and there is no clear cut community support for permit parking. The reasons why some community members do not support permit parking appear to relate to the rules that apply, which they feel disadvantages them. Their main issues are:

- Opposition to the cost of a permit and or alternatively if they have rear lane access having to create parking at the rear of their properties;
- Some residences would not be entitled to any parking permits, or they have more cars than they would get a permit for; and
- There are no visitor permits which they feel will further disadvantage them, particularly if they cannot get any permits or are only eligible for one (1) permit.

These are not matters that can be resolved as part of this study and it is a matter for the City of Sydney to determine if it wishes to proceed with permit parking.

It is noted that a large number of the submissions received in both stages of the Community Consultation expressed the view that the ATP should do more to accommodate tenant parking within the ATP site, either through price mechanism or other incentives that encourage other transport means rather, than rely on on street parking controls, in the wider area.

'Final Draft – Parking Study for Alexandria Area Adjacent Australian Technology Park'
Transport & Urban Planning – Ref: 10010r, 3 November 2010

Token attempt by ATP to highlight the impact on community via car windscreen drop, March 2011

Accessing the Australian Technology Park by public transport

Australian Technology Park

When travelling to the ATP, leave the car at home and commute the easy way – by public transport. The ATP is close to the CBD, and is well serviced by trains, buses and cycling facilities. Public transport can save you time, money and reduce your impact on the environment!

- TRAIN** 5-minute walk from Redfern Station. Exit via platform 10 and follow the signs. Services to and from all parts of the Sydney Network and from the city every few minutes.
- BUS** Take the 308, 309 or 310 to the ATP. Get off at the nearest bus stop and walk a short distance to the ATP.
- BICYCLE** Cycle facilities are located throughout the park. Bike racks are located in Bay 4, Bay 16, 8 Central Avenue and the Biomedical Building.

Faster, cheaper, more sustainable

Getting to the ATP from Redfern Station and by bus

Safety
To help ensure your journey is a safe one, the ATP and Redfern Station have CCTV and a security control centre operating 24 hours a day, seven days a week. Transit officers also regularly patrol CityRail services.

For more information
To find out more and to plan your journey using public transport visit: www.131500.com.au





Australian Technology Park Precinct Management Ltd

Suite 3220, Locomotive Workshop
2 Locomotive Street, Eveleigh NSW 2015
Telephone +61 2 9209 4220
Facsimile +61 2 9209 4222
www.atp.com.au
ABN: 47 060 969 119

March 2011

Dear Car Owner,

If you work at the Australian Technology Park (ATP), we ask that you consider the needs of the local community when parking your vehicle. Using local streets for parking, whilst legally permissible, can impact on the amenity of local residents.

The staff of ATP are not the only ones parking in these streets, but we all have a responsibility to work with the local community to help out where we can.

ATPPML has a discount parking scheme for the staff of tenants of the ATP. However, with this letter is key information about public transport to and from ATP. The park is well serviced by public transport including rail and bus and you may find this a better option than driving your car to and from work.

Using public transport can be more efficient, save you money, and it also helps the environment.

We would appreciate you giving serious consideration to this information. Please help us all to be good neighbours with our local community.

If you require any further information on the parking at ATP please call ATPPML on 9209 4205.

Yours sincerely,

ATPPML Management



PARKING AND TRAFFIC IMPACTS

March 2011

From: Reception [mailto:Reception@atp.com.au]
Sent: Monday, 3 May 2010 10:58 AM
To: mnc@ssca.org.au
Subject: Acknowledgement of your Parking Study Submission

Dear Resident,

On behalf of ATPML and Transport & Urban Planning I welcome your submission to the ATP Parking study. Your submission has been considered as part of the overall parking study. Thank you for your input and provide comments for the study.

Kind Regards

Chris Saunders
General Manager
ATPML

Tara Page
Reception
Suite 3220, Bay 4 Level 2 Locomotive Workshop
2 Locomotive Street EVELEIGH NSW, 2015
Tel: (02) 9339 4222

South Sydney Community
Multicultural Neighbourhood Centre

Mr Cole Wane
Traffic Operation Manager
City of Sydney
GPO Box 1591
Sydney NSW 2001

Dear Mr Cole Wane

Re: Request for permit park restriction in Rowley Street.

I would like to offer my support to residents of number 1 - 2015 who are currently complaining about a lack of parking to promote kerbside parking turnover resulting in the residents' concerns.

The kerbspace in Rowley Street is unrestricted at the moment and it is not residents' concerns.

To: ATPML Management, Everleigh
Cc: Traffic Engineer, Sydney City Council
Cc: Residents

REPLY TO ATP LETTER DROP RE: PARKING AROUND TECHNOLOGY PARK, MARCH 2011

Let's be perfectly clear about this. Both the workers at Global/Seven on the ATP site and the residents in surrounding streets are the victims here of corporate greed. If you were seriously concerned about the impact this site is having on our neighbours' streets you would open and utilize the locked and empty, 260 space car park sitting in front of the Global/Seven building. You would not be charging hundreds of dollars per month for your on site car parks and the operators of the multi level car park that sits, mostly empty, under the Global/Seven building would open it for general use by the building's occupiers. But no, you have sought to extort money from us - workers who have been transplanted here from operational sites elsewhere in Sydney where free parking had been provided for more than forty years.

Many of us in the Global/Seven building are young women; many are onset TV crew working 12 hr days starting and finishing in the dark; many carry equipment and armfuls of confidential materials to and from work. Public transport to a station in one of the most unsafe areas of Sydney is not an option.

Our employers have failed in their duty of care and to compensate us in this regard, you at ATP are seeking only to make money out of the situation.. These are the facts of the matter as we see them.

Sincerely,

Vehicle owners who work within the ATP precinct, Everleigh

City Aid
Coop Ltd
Centre

SW 2016

Technology Park
to facilitate a
miting to represent
a NSW 2015. The
Rowley Street to
parking.

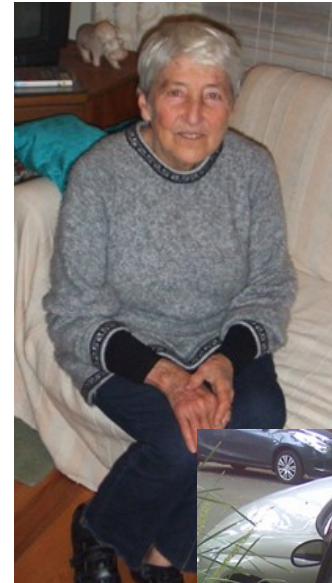
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facility or no

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PARKING AND TRAFFIC FACTS



- Loss of residential amenity
- Influx of traffic
- Parking issues
- Impacts on the elderly and infirm (June Jeremy/ Alma, JP illness, 2010)
- Impacts on day-carers (official/voluntary and family/friends)
- Impacts on parents/carers of infant/small children
- Impacts on acquiring the services of tradesmen



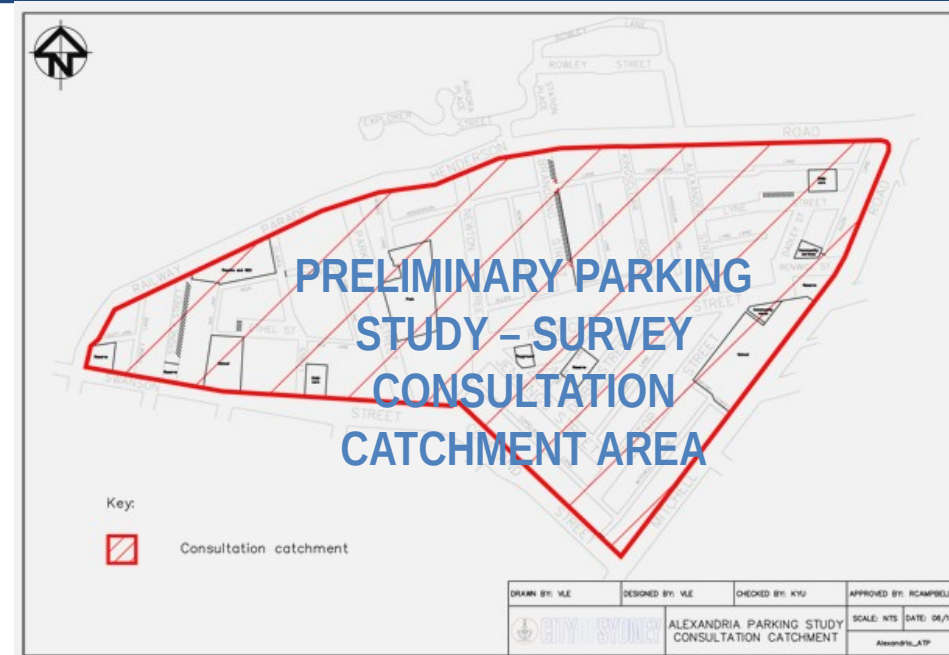


Video

PARKING AND TRAFFIC DESIRED OUTCOMES

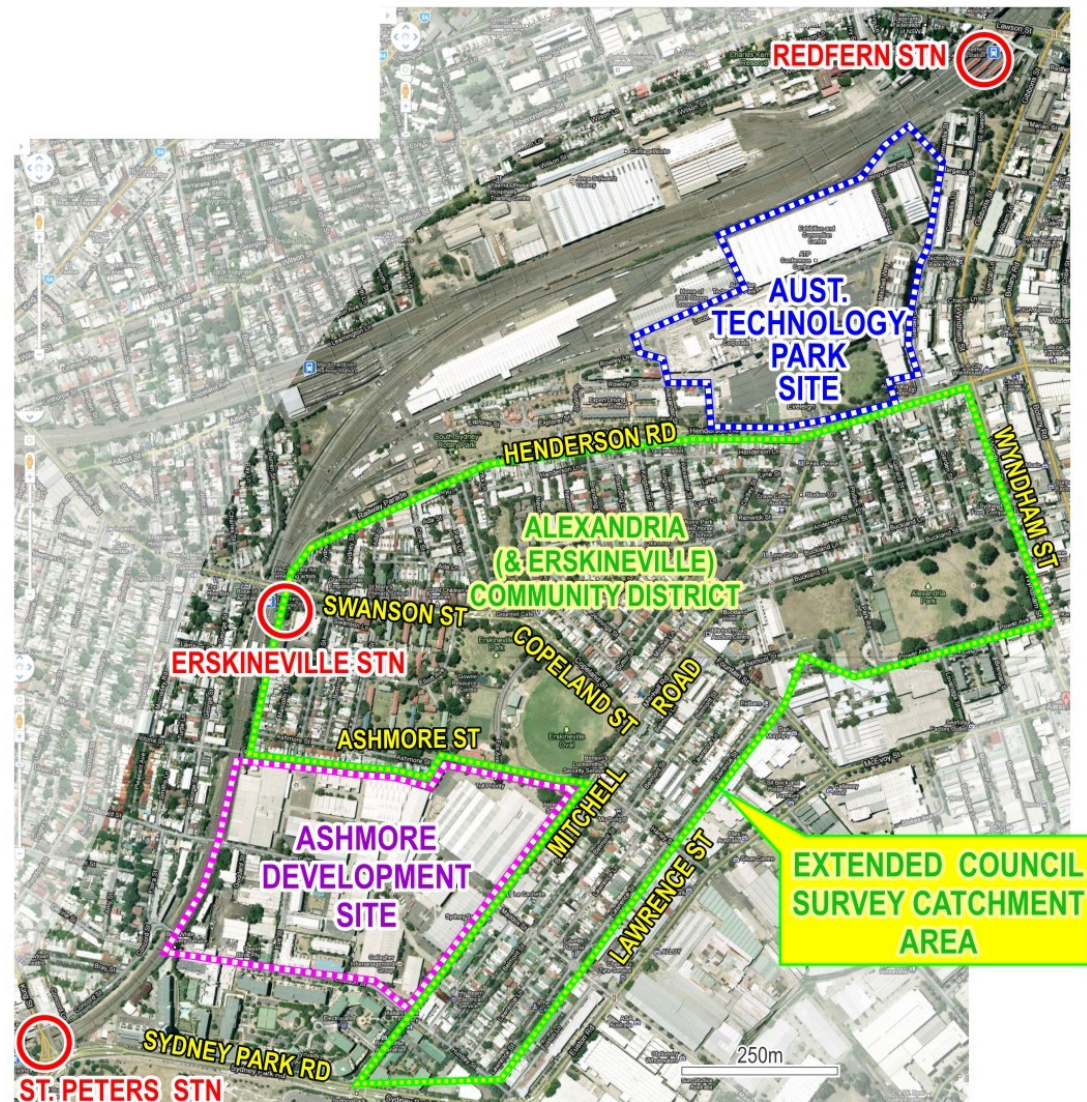
1. Proposed Parking Study

- More comprehensive approach required
- Should include areas which already have resident parking and those near future developments (eg Ashmore Estate)
- Must consider the potential flow-on traffic and parking effects of proposed growth



PARKING AND TRAFFIC DESIRED OUTCOMES

- Survey should be extended to include Ashmore Street and beyond to Sydney Park Road, and east to Wyndham Street





PARKING AND TRAFFIC DESIRED OUTCOMES

2. Reduce impact of ATP parking on Alexandria community by working collaboratively with CoSC, ATP, RWA/SMDA management and tenants to encourage them to:
 - Provide incentives/alternatives to staff to increase public transport use
 - Address prohibitive cost of on-site parking
 - Make the empty parking lot available – even for a trial period of several months while parking study completed
 - Develop transport plans for staff which promotes *‘a common sense business management tool designed to address an organisation's travel needs and impacts. It can deliver efficiencies, savings and benefits to an organisation, its operation and its employees. A Workplace Travel Plan can include promotion of ‘sustainable’ travel choices such as walking, cycling, using public transport ...’*
 - Acknowledge and own their impacts and provide effective solutions – *Reducing Carbon Thumbprints’* publications
4. Pro active representation of the rate-payers needs and consideration of the impacts of surrounding planning decisions on traffic and parking (new entrance to ATP on Henderson Road,
6. Ensure that consultation is inclusive (online/face to face/letter box drops/non English speaking/elderly community members)
8. CoSC be flexible and responsive in providing solutions tailored to our needs (including visitor parking if required)

Encouraged by the resolution
passed by CoSC in June 2011

**RESIDENT PARKING PROBLEMS CAUSED BY LARGE SCALE DEVELOPMENT
APPROVALS – ALEXANDRIA ERSKINEVILLE AND DARLINGTON (S063666)**

14.2. By Councillor Burgmann

RECEIVED 28 JUNE 2011
VIA CR BURGMAN

AMENDED MOTION

It is resolved that Council:

- (A) **Note that** existing long-term residents of Alexandria, Erskineville and Darlington **have reported that they can** no longer park near their homes and experience considerable difficulty receiving visitors (for home visits and deliveries), as on street parking space is taken up by commuters and other users of these major new developments;
- (B) **Note that:**
 - a. the Australian Technology Park (ATP) commissioned a traffic and parking study to address residents concerns and have begun implementing changes to reduce commuter parking in neighbouring residential streets; and
 - b. A recommendation from the PCTC plan for this area included establishing a working group hosted by the City of Sydney to discuss parking, traffic and pedestrian issues in the precinct. This group has been formed and includes representatives from Sydney University, RWA, Railcorp, Redwatch and the ATP.
- (C) **Request the CEO** investigate new ways to resolve the parking problems of the residents of Alexandria, Erskineville and Darlington, and other areas adversely affected by the approval of large-scale new developments near their homes, such as the Australian Technology Park (for Alexandria and Erskineville residents) and major new developments by the University of Sydney (affecting Darlington residents);



COMMUNITY CONSULTATION **FACTS**

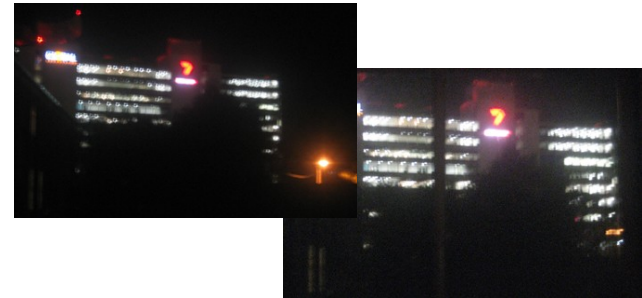
- Alexandria not included in CoSC's 'Pedestrian Cycling and Traffic Calming (PCTC) Plans consultation (believe Redfern, Glebe and Forest Lodge, City East, Chippendale, Surry Hills, Paddington, Centennial Park, Newtown, Darlington, Erskineville and Camperdown included)
- Recent meeting at Alexandria Hotel re CoSC's 'Night Time Economy' Policy, yet ARAG not informed of it
- Growing number of young families requiring new parks and improved upkeep of the existing parks, with basic Council amenities



COMMUNITY CONSULTATION DESIRED OUTCOMES

1. Strategic plan for Alexandria must be created
2. Inclusion in consultation (eg Pedestrian Cycling & Traffic Calming (PCTC) Plans)
3. Plans for community amenities – eg Alexandria Library, notice boards, greater use of Alexandria Town Hall, Community Council Meetings etc
4. Need a forum to raise issues regarding pedestrian safety/access at:
 - McEvoy Street and Fountain Street junction
 - Green Square Station
 - Cliff Noble Centre

- ATP has set some admirable goals for sustainability as outlined in its 'Reducing our Carbon Thumbprint' and 'Technology + Innovation = A Sustainable Future' documents
- This is somewhat at odds with the amount of lighting of the Channel 7/Global Television/Pacific Magazines office towers
- Roy Wakelin-King agreed that lights would be turned down following the RWA/ATP/Channel 7 Community meeting in December 2010, but this has not occurred (except for Earth Hour and a few days after)



x2 separate aspects from Herrmann household, Lynne Street Alexandria
4 July 2011 (approx 8pm)



Henderson Rd, Alexandria
4 July 2011 (approx 11pm)



'ATP' LIGHTING DESIRED OUTCOMES

1. Provide advice on what level of lighting Council approved in the DA and assistance to determine if they are compliant
2. Assist ARAG in their goal to achieve the reduction of lighting on the buildings affecting homes close to ATP



- 5,000-6,000 people live in Alexandria (ABS and CoSC figures)
- Public Transport available:
 - 308 Buses between City and Marrickville
 - 370 Buses to Coogee
 - 355 Buses to Bondi Junction
 - Trains from Erskineville and Redfern (both stations do not have lifts for disabled/pram access and are running at capacity)
- City Bus services are very crowded (particularly at peak hours) and runs infrequently outside peak times



PUBLIC TRANSPORT **IMPACTS**

- Little confidence in regular commuting by bus to/from the City (and other areas)
- Elderly/infirm feel added pressure, and often find it necessary to walk long distances (to train stations or areas with superior bus services)
- Many find it necessary to resort to taking taxis - a far more expensive mode of commuting
- Many also deem it necessary to drive, which does not allay Sydney's traffic issues and may also prove costly (parking fees)



PUBLIC TRANSPORT DESIRED OUTCOMES

- CoSC to partner with ARAG to lobby the State Government to address the issues as a matter of priority to:
 - Increase the reliability and number of bus service and improve the scheduling so that it aligns with community demands
 - Provide a plan and timetable for improved access at Redfern and Erskineville stations
 - Delay major developments (Ashmore Estate, additional ATP buildings) until transport plans are completed and a timetable for implementation is agreed to keep pace with residential and commercial growth



FURTHER DEVELOPMENT FACTS

- Significant nearby developments over the next 10 years include:
 - Ashmore Estate (likely to double the residential population!)
 - ATP
 - Green Square Town Centre
 - Built Environment Plan (Draft 2)
 - Bunnings in McEvoy Street
 - City Plan
- These developments will increase the pressures such as traffic and transport due to inadequate infrastructure
- Community has real concerns about over-development and scale of some of the proposals

FURTHER DEVELOPMENT FACTS - ASHMORE

- ARAG understands the Ashmore is earmarked for significant changes as an area of urban renewal
- 500+ submissions from the local community – clearly residents are concerned about the scale and impacts
- Need assurance of Council's commitment to:
 - Advocating appropriate development scale for the site
 - Ensuring infrastructure and transport will support and sustain the community
- No consistent approach to urban renewal appears evident:
 - Alexandria is already a much higher density development to other renewal areas (such as Harold Park) with an FSR of 1.2:1 and about 3.8 hectares of open space
 - Green Square town centre is increasing in density whereas outer residential areas are lowering





FURTHER DEVELOPMENT FACTS - ATP

- Concerns about the next stage of development (eg traffic and built form - interface with Henderson Road)
- 'Redfern and Waterloo Transport Context' intends for an additional 'major' access to the ATP site from Henderson Road
- The Channel 7/Global Television/Pacific Magazines tower is over bearing, and has forever obscured views of the historic railway workshops from both Henderson and Mitchell Roads
- Major increase in workforce population – further increases in transport and parking issues

2.2.2

Future road hierarchy

BEP1 considered the needs for a future road hierarchy and concluded that the existing network was stable and established so there was no reason for major modifications or enhancements to the existing road hierarchy. It also concluded that benefits could be gained from:

- an additional major access to the ATP site from Henderson Road
 - a more direct link from the ATP site to the CBD
 - a potential road or pedestrian/cycle link between North Eveleigh and the ATP
 - reducing on-street parking along Shepherd Street near intersections to improve its traffic capacity.

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PARSONS BRINCKERHOFF

'Redfern and Waterloo Traffic and Transport Context: Built Environment Plan (BEP) (Stage 2)'
January 2011
Redfern Waterloo Authority



FURTHER DEVELOPMENT DESIRED OUTCOMES

1. Development on an appropriate scale in consultation with residents and CoSC
2. CoSC actively represent rate paying residents – present and future
3. City Plan must include Alexandria and include the development of a 'Village' plan
4. Planned new open reserves for residents
5. Ensure sufficient off-street parking being planned for new residents and visitors



CAPITAL EXPENDITURE

- ARAG wants to understand what capital projects are planned for the area (ie: Rain gardens Pedestrian, cycle and traffic calming, way finding, park upgrades in the community, facilities planning).
- A suburb such as Alexandria should have improved amenities in line with neighbouring communities (eg Paddington Reservoir Gardens, Surry Hills library)
- ARAG is interested in understanding previous years' capital expenditure and what is planned for the future (excluding Sydney Park)



THANK YOU

Alexandria Residents Action Group (ARAG)



AlexandriaResidentsActionGroup@yahoogroups.com.au

ARAG acknowledges the Gadigal people - the traditional custodians of this land.

We would also like to pay respect to the elders, past and present, of the Eora Nation and extend that respect to other Aboriginals who may be present.