

Citrus Lodge Peats Ferry Road, Hornsby - Proposed changes to parking restrictions							
F2014/00571-003							
Trim		Support	Object	Support with other suggestions	Other issues	COMMENTS	COUNCIL REPLY
D08671452				1		Pour Taste commenced trading in December 2022 and employs several duly-qualified residents of the Shire. Despite some early positivity, business turnover has progressively declined and the company's financial situation is far from strong. We expect that this has resulted from Council's changes to the footpath and traffic/parking signage late last year. Pour Taste and the Macri family have made repeated approaches to Council to have parking adjacent to the two shops (and one residential unit) at the corner of Peats Ferry Road and Citrus Avenue reviewed. It would be appropriate for the thrust of those approaches, including Council's visits to the location and the outcomes of a meeting with Mr Phillip Ruddock and other Council officials on 5 April 2023, to be reflected in ongoing planning. Prior to the late-2022 changes, understood to have stemmed from the Peats Ferry Road/Citrus Avenue/Lodge Street intersections and adjacent works, there was limited, short-term parking available on the south side of the street outside 412 Peats Ferry Road. That enabled customers of the bottle shop and neighbouring café to obtain takeaway products (in our case, often heavy and bulky items) with the convenience of close-by parking. It is acknowledged that there is on-site parking at the rear of the property however that is more suited to patrons of the cafe than bottle shop customers carrying fragile purchases. We find that nearby residents and visitors to Storey Park regularly abuse the on-site parking at each of 412 Peats Ferry Road and Club Asquith, which, we understand, is exploring the introduction of boom gate access to its parking. Pour Taste is supportive of the time-restricted changes itemised at points 1, 4 and 5 of your letter, with the exception that they should each be for the period of 08:30am to 6:00pm EVERY day of the week. This is because Club Asquith, Pour Taste and The Dining & Co each trade (with varying time restrictions) seven days per week. Weekend visitors to Storey Park would be less likely to abuse business-critical parking on Saturday afternoons and Sundays. In respect of point 2 of your letter, Pour Taste continues its previous approaches to Council that the bus-stop at 408.410 Peats Ferry Road should be relocated to the next westerly power pole near 406 408 Peats Ferry Road, replacing the proposed 30 minute parking restriction outside 408 Peats Ferry Road with a new bus zone. That bus zone would necessarily extend along most of the frontage of 410 Peats Ferry Road. I hold an 'HR' class NSW driver licence and see no issue with similarly-licensed bus drivers navigating the relocated bus stop as proposed in this letter. In conjunction with that change, two new parking spaces can be created outside the bottle shop and cafe, between the no stopping sign adjacent to Citrus Avenue and the eastern end of the new bus zone. Reflecting the take-away aspects of bottle shop and café businesses, it would be prudent to restrict parking in these spaces to 15 minutes, between 08:30am and 6:00pm, seven days per week. This would also facilitate quick deliveries to both businesses when the on-site car park is full, as well as legalising some of our customers' current practice of parking for several minutes in the current bus zone. Council has the opportunity to help two local small businesses and provide greater convenience to residents by the suggested bus stop relocation and creation of two new time restricted car parking spaces outside 412 Peats Ferry Road. Pour Taste therefore seeks requisite amendment to Council's concept plan for proposed parking restriction changes.	The operation of the parking restrictions has been amended as requested to include 7 days. Parking for the retail shop is provided at the rear of the premises in accordance with Development Consent issued for the operation of the shops. Relocation of the bus stop is not part of the current proposal. Earlier review of the guidelines, and consultation with the bus operator concluded that the bus stop cannot be relocated due the following reasons: 1.The current bus stop location caters for multiple bus route services due to the additional length of bus zone. 2.The bus stops meet all DDA requirements, concrete pad, textiles. Ready for new style Transport NSW bus stop signage. 3.No obstacles such as trees, so driver can get the bus close and parallel to kerb for disabled and elderly passengers. 4.Buses can enter the bus zone safely due to Citrus Ave prior to bus stop and multiple buses can enter bus stop safely and close to kerb. 5.Bus stop after an intersection is easier for bus drivers to get close and parallel to kerb rather than a bus stop in between parking. It is easier for all drivers to enter when no parking prior to bus stop, a bus stop in between vehicles is difficult for a buses or multiple buses to enter and get close and parallel to kerb without affect traffic flow or causing damage to the bus. 6.There is shelter and seating for all bus customers at this bus stop for convenience of all bus customers. 7.The bus stop is close to pedestrian crossing to cater for high density housing and Asquith Bowling & Recreation Club. 8.The current bus stop is a safe location due to street lighting, which is safe at night of bus customers and easier for bus drivers to see customers at night. Council staff have also suggested other solutions to the retailer, such as better signposting and operation of the private parking area at the back of the premises.
D08671396	Asquith Bowling Club			1		Thank you for reaching out (to Asquith Bowling Club) regarding the proposed changes to street parking. After discussion among the board of directors the club provides to following feedback. All feedback is in relation to Lodge Street only in order of importance to club: 1) Include Sunday 8-12pm 2) Extend zone to intersection of Bell Street (excluding Bus Zone) 3) Change 2-hour limit to 3 hour. As stated above the main priority for us is to have Sunday covered as well.	The operation of the parking restrictions has been amended as requested to include 7 days. Duration has been extended from 2 to 3 hours and length extended to Bell Street as requested by the Club.
D08670737	Transport for NSW	1				TfNSW has reviewed the proposed traffic improvements and has no objections or concerns regarding these.	Comments noted.
D08662412				1		Maybe the council could remove the abandoned cars left around the place to improve access to parking, such as the one on Jersey St near the carpark which has been there for over 6 months.	Matter has been referred to Council Compliance Team.
D08662482			1			Hornsby Council has totally stuffed Peats Ferry Road for cyclists with that stupid centre traffic island making it even more dangerous than before. (cyclist don't use this path - too many bumps & stopping at every intersection) so you might as well stuff it up even more with these parking restrictions with the opening of car doors more regularly.	Council has provided a shared path along Peats Ferry Road for riders to use instead of riding on road. The islands have been reviewed by a road safety audit and are considered appropriate as they reduce the speed of traffic in this high density residential area.
D08663424					1	Hi I am very concerned that when Hornsby's central high rise developments are completed, unless a serious investigation takes place on the traffic capacity of the town roads, George, Peat Ferry and the connecting roads, they will turn into a car park.	Comment not directly related to the parking restrictions proposal will be forwarded to Council's Strategic Planning team for consideration.
D08665184			1			Phone submission - resident objects to the proposal due to people having too many cars and no where to park, especially at night. He does not drive himself but allows people to park in front of his home.	New residential units provide parking within basements in accordance with Council's Development Control Plans, the proposed timed parking restrictions will provide opportunities for visitors to local retail and residential units. Over time - it is anticipated that the car ownership will reduce.
D08667371					1	Hi, I live on Lodge Street (the Amor st end) and we struggle to safely enter and exit driveway constantly. Cars also regularly cant pass each other outside our house due to cars parked on both sides of the road ... and it can be extremely dangerous when people try and turn into Lodge st from Amor st and there is only room for cars to move in one direction due to cars parked on both sides of the road. Please change parking conditions, my preference would for all streets in Sydney to only allow parking on one side of the road (and roads which have room have safe bike paths on the other side!).	Australian Road rules allow cars to park up to the edge of the driveways. It is not viable to remove all parking from the streets from one side of the road.
D08668327			1			A lot of residents rely heavily on street parking as most of the unit blocks in the area only have one parking spot underneath the building which isn't ideal for a family with 2 cars.	New residential units provide parking within basements in accordance with Council's Development Control Plans, the proposed timed parking restrictions will provide opportunities for visitors to local retail and residential units. Over time - it is anticipated that the car ownership will reduce.
D08676001	CDC bus operator				1	CDC bus objects to the relocation of the bus stop in Peats Ferry Road for the following reasons: 1.The current bus stop location caters for multiple bus route services due to the additional length of bus zone. 2.The bus stops meet all DDA requirements, concrete pad, textiles. Ready for new style Transport NSW bus stop signage. 3.No obstacles such as trees, so driver can get the bus close and parallel to kerb for disabled and elderly passengers. 4.Buses can enter the bus zone safely due to Citrus Ave prior to bus stop and multiple buses can enter bus stop safely and close to kerb. 5.Bus stop after an intersection is easier for bus drivers to get close and parallel to kerb rather than a bus stop in between parking. It is easier for all drivers to enter when no parking prior to bus stop, a bus stop in between vehicles is difficult for a buses or multiple buses to enter and get close and parallel to kerb without affect traffic flow or causing damage to the bus. 6.There is shelter and seating for all bus customers at this bus stop for convenience of all bus customers. 7.The bus stop is close to pedestrian crossing to cater for high density housing and Asquith Bowling & Recreation Club. 8.The current bus stop is a safe location due to street lighting, which is safe at night of bus customers and easier for bus drivers to see customers at night.	Comments noted. Council does not propose to relocate the bus stop in Peats Ferry Road.
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