



# ARCHITECT'S STATEMENT PROPOSED COLLIMORE PARK CARPARK

Collimore Avenue, Liverpool NSW 2170

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Drew Dickson Architects Pty Ltd  
Ground Floor, Suite 2, 83 Alexander Street  
Crows Nest NSW 2065 Australia

T +61 2 9061 3433  
info@dda-australia.com  
www.dda-australia.com

# ARCHITECT'S STATEMENT

DESIGN PROPOSAL  
NEW CARPARK  
COLLIMORE PARK, LIVERPOOL

## 1. Location:

The site is located in Collimore Park Liverpool. Bounded by Elizabeth Drive to the north, Collimore Avenue to the east, Moore Street to the south and Brickmakers Creek to the west, the southern half of the site is occupied by an existing open Council carpark, with the northern half of the site occupied predominantly by community facilities including playgrounds and sports courts. There is a single aisle strip of parking for the full length of Collimore Avenue.



LOCATION PLAN

## 2. Design Brief

The present car park at Collimore park provides a total of 496 car space including nine (9) accessible parking spaces. The proposed multi-storey carpark shall have a total capacity of approximately 1100-1200 including the allowable number of accessible car spaces.

The proposed carpark is to provide all-day parking for the city centre employees and university students, in addition to providing timed parking for motorist who attend appointments in the medical precinct.

The existing recreational facilities are to be retained and that the design is to investigate whether the footprint of the existing carpark can be reduced to allow additional recreational space.

The strategic concept and architectural drawings are included as part of the submission to the Department of Planning to complete their assessment of the planning proposal.

### **3. Existing Traffic Conditions:**

The current carpark for 496 vehicles has one entry/exit point on Moore Street and one entry/exit point on Collimore Avenue.

Collimore Avenue is a narrow residential street with unrestricted parking along the eastern side. On this side of Collimore Avenue, there is “NO STOPPING” for a length of approximately 75 metres from the corner of Moore Street. There is “NO PARKING” permitted on the western side of Collimore Avenue. There is left and right turn access into Collimore Avenue from Moore Street and into Moore Street from Collimore Avenue. There is left turn only into Collimore Avenue from Elizabeth Drive from the east, and left turn only from Collimore Avenue to Elizabeth Drive heading west.

Moore Street is a secondary street with unrestricted parking along the northern side. There is “NO STOPPING” for a length of approximately 100 metres from the corner of Collimore Avenue. There is “NO PARKING” permitted on the southern side of Moore Street. A regular government bus route 853 runs between Carnes Hill and Liverpool CBD with a stop in front of the site in Moore Street.

Approximately 50m east of the Collimore Avenue intersection, Moore Street connects with the Hume Highway, a major arterial road. At this intersection, the lane heading east splits into two lanes, with the right-hand lane becoming a bus lane and the left lane becoming a cars lane. There is no right turn from Moore Street to the Hume Highway for either cars or buses. Buses must continue directly across the Hume Highway heading east and cars must turn left into the Hume Highway heading north.

### **4. Proposed Traffic Movements To and From the Carpark**

The below summary is based on a preliminary assessment of surrounding traffic patterns by the architect. No traffic study has been undertaken in the preparation of this application. A

Development Application following this Planning Proposal will require a comprehensive Traffic Study to be undertaken by a qualified Traffic Engineer. Subject to this Traffic Study, we do not believe the additional carpark numbers will create significant traffic issues in the surrounding streets.

As Collimore Avenue is a narrow residential street, the proposal provides one entry point off Moore Street at the eastern end of the site and one egress point to Moore Street at the western end of the site in order to provide safe access and egress and minimise impacts on the residents of Collimore Avenue.

The entry to the carpark off Moore Street will permit all turning movements and be proceeded by a slip lane from the west. The driveway off Collimore Avenue will also permit all turning movements. Detailed design of the access arrangement will be carried out at the next stage of the proposed carpark.

## 5. Traffic Distribution to the Carpark

**5.1 From the North-East:** Via Hume Highway, right onto Elizabeth Drive, left onto Park Road, left onto Moore Street, left into carpark.

**5.2 From the North-West:** Via Elizabeth Drive, right onto Flowerdale Road, left onto Moore Street, left into carpark.

**5.3 From the West:** Via Hoxton Park Road, left onto Memorial Avenue, left onto Flowerdale Road, right onto Moore Street, left into carpark.

**5.4 From the South-West:** Via Cowpasture Road, right onto Hoxton Park Road, left onto Memorial Avenue, left onto Flowerdale Road, right onto Moore Street, left into carpark.

**5.5 From the South:** Via M7, exit onto Jedda Road, right onto Hoxton Park Road, left onto Memorial Avenue, left onto Flowerdale Road, right onto Moore Street, left into carpark.

**5.6 From the South-East:** Via Heathcote Road, left onto Newbridge Road, on to Terminus Street, across Hume Highway onto Hoxton Park Road, right onto Flowerdale Road, right onto Moore Street, left into carpark. Alternatively, via Heathcote Road, left onto Newbridge Road, left onto Speed Street, left onto Bigge Street, left onto Elizabeth Drive, left onto Park Road, left onto Moore Street, left into carpark.

**5.7 From the East:** Via Newbridge Road, on to Terminus Street across Hume Highway onto Hoxton Park Road, right onto Flowerdale Road, right onto Moore Street, left into carpark.

## 6. Traffic Distribution from the Carpark

**6.1 To the North-East:** Left from carpark onto Moore Street, left onto Hume Highway.

**6.2 To the North-West:** Left from carpark onto Moore Street, left onto Collimore Avenue, left onto Elizabeth Drive. Alternatively, right onto Moore Street, right onto Flowerdale Avenue, left onto Elizabeth Drive.

**6.3 To the West:** Right from carpark onto Moore Street, left onto Flowerdale Avenue, right onto Memorial Avenue, right onto Hoxton Park Road.

**6.4 To the South-West:** Right from carpark onto Moore Street, left onto Flowerdale Avenue, right onto Memorial Avenue, right onto Hoxton Park Road, left onto Cowpasture Road.

**6.5 To the South:** Right from carpark onto Moore Street, left onto Flowerdale Road, right onto Memorial Avenue, right onto Hoxton Park Road, left onto Jedda Road, onto M7.

**6.6 To the South-East:** Right from carpark onto Moore Street, left onto Flowerdale Road, left onto Hoxton Park Road, right onto Hume Highway, left onto M5. Alternatively, right from carpark onto Moore Street, left onto Flowerdale Road, left onto Hoxton Park Road, across Hume Highway onto Terminus Street, on to Newbridge Road, right onto Heathcote Road.

**6.7 To the East:** Right from carpark onto Moore Street, left onto Flowerdale Road, left onto Hoxton Park Road, across Hume Highway onto Terminus Street, on to Newbridge Road.

## **7. Impacts on Surrounding Dwellings:**

The proposed development will have minimal impact on the surrounding residential properties.

### **7.1 Collimore Avenue**

#### **7.11 Streetscape**

Collimore Avenue is characterised predominantly by 2-4 storey residential flat buildings ranging in height from 8.0 – 14.0 metres and some single residential dwellings. All buildings are located along the eastern side of Collimore Avenue and are set back in the order of 6 metres from the street boundary. On this side of the street there is a formed concrete footpath and some low-scale street trees approximately 3-4 metres tall. There are also some larger trees within the front setbacks of some of the existing properties.

The western side of Collimore Avenue is unmade for most of its length. There are a number of significant street trees. It is not proposed to remove any of these trees in this proposal. The existing streetscape will be enhanced by the removal of the existing bitumen carpark along the north-eastern edge of the site and its replacement with new recreational space and landscaping. As a result, the residential amenity for residents of Collimore Avenue will be enhanced.

#### **7.12 Traffic**

The entry/exit point to the existing 496 space carpark off Collimore Avenue will be removed, which should reduce potential traffic conflicts between the cars of residents living in Collimore Avenue and the cars accessing the carpark. All carpark movements occur off Moore Street via a new slip lane.

In morning peak periods, there should be few if any carpark users travelling via Collimore Avenue as there is no right turn access into the carpark from Moore Street.

In afternoon peak periods, there will be some traffic movements from the carpark along Collimore Avenue for vehicles travelling to the north-west (see Item 6.2 above). As there is an alternative route to the north-west, an option may be to introduce a restriction on left turns from Collimore Avenue into Elizabeth Drive between 3.00pm and 7.00pm, Monday – Friday. A traffic engineer will be able to assess existing and potential traffic movements along Collimore Avenue and advise if any traffic management solutions need to be adopted to minimise traffic impacts.

#### **7.13 Overshadowing**

There is no overshadowing of any of the buildings in Collimore Avenue between 9.00am and 3.00pm mid-winter.

#### **7.14 Privacy**

The new carpark will be in excess of 30m from the nearest residential property in Collimore Avenue and there will be no overlooking from the carpark into private open spaces.

#### **7.15 Built Form Analysis**

The proposed carpark will be compatible with the residential character of the surrounding area. It will be 4 storeys and approximately 13.6m high, which is similar in height to many of the surrounding residential flat buildings in Collimore Avenue. The façade is well articulated horizontally and vertically with solid panels of Terracade cladding to stairs and lifts and large panels of Green Walls. 50% of the façade will be open to allow for natural ventilation. Solar panels on the roof will generate electricity for solar charging stations and general area power and lighting.

## **7.2 Moore Street**

### **7.21 Streetscape**

Moore Street is characterised predominantly by 4 storey residential flat buildings between the Hume Highway and Beale Street, ranging in height from 12.0 – 14.0 metres. There are some two-storey town houses west of Beale Street. All buildings are located along the southern side of Moore Street and are set back in the order of 6 metres from the street boundary. On this side of the street there is a formed concrete footpath and two low-scale street trees approximately 3-4 metres tall. There are also a number of significant larger trees within the front setbacks of most of the existing properties.

The northern side of Moore Street has a formed concrete footpath for its entire length. There are no street trees. Within the boundary on the northern side of Moore Street are located some immature street trees which will be removed for the construction of the new slip road at the entry to the carpark. New landscaping is proposed for the setback areas along Moore Street.

### **7.22 Traffic**

The carpark entry and exit points are well separated. A high proportion of vehicle movements during the morning peak period will be vehicles entering the carpark. Few cars will be exiting the carpark during the morning peak period. A high proportion of vehicle movements during the afternoon peak period will be vehicles exiting the carpark. Few cars will be entering the carpark during the peak period. It is therefore unlikely that there will be any significant conflict between cars entering and exiting the carpark during the day, resulting in minimal impact on the local residents.

### **7.23 Overshadowing**

There is no overshadowing of any of the buildings in Moore Street between 9.00am and 3.00pm mid-winter.

### **7.24 Privacy**

The new carpark will be in excess of 30m from the nearest residential property in Moore Street and there will be no overlooking from the carpark into private open spaces.

### **7.25 Built Form Analysis**

The proposed carpark will be compatible with the residential character of the surrounding area. It will be 4 storeys and approximately 13.6m high, which is similar in height to all of the surrounding residential flat buildings in Moore Street. The façade is well articulated horizontally and vertically with solid panels of Terracade cladding to stairs and lifts and large panels of Green Walls. 50% of the façade will be open to allow for natural ventilation. Solar panels on the roof will generate electricity for solar charging stations and general area power and lighting.

## **8. Summary**

### **8.1 Public Benefit**

The proposed development will provide an additional 650 carparking spaces, motor bike parking spaces and bicycle spaces to the capacity of the existing Collimore Park carpark as well as additional community and recreation spaces.

### **8.2 Traffic Impacts**

The additional parking will not create any significant traffic issues in the vicinity.

### **8.3 Residential Amenity**

The additional community and recreation spaces will improve the residential amenity of the area.

#### **8.4 Overshadowing**

No existing dwellings will be overshadowed by the development and there will be no loss of privacy.

#### **8.5 Built Form Analysis**

The proposed new building will be similar in height to the existing surrounding residential flat buildings and well-articulated to reduce the bulk and scale. The use of green walls in the façade detailing and substantial site landscaping will also help to reduce the visual impact.



**Drew Dickson**

**Director**

**DREW DICKSON ARCHITECTS PTY LIMITED**



# DREW DICKSON **ARCHITECTS**

Drew Dickson **Architects** Pty Ltd  
Ground Floor, Suite 2, 83 Alexander Street  
Crows Nest NSW 2065 Australia

T+61 2 9061 3433

[info@dda-australia.com](mailto:info@dda-australia.com)

[www.dda-australia.com](http://www.dda-australia.com)