

**‘DISCOVERY POINT’**

***Proposal To Modify The Criteria  
For Commercial Carparking***

August 2012

Reference 11213

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## **1. INTRODUCTION**

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This report has been prepared for Australand to supplement an s75w application to the Department of Planning and Infrastructure to vary the criteria for the provision of carparking for commercial floorspace in the Discovery Point Precinct development. The approved Concept Plan for Discovery Point identified:

- \* a development outcome with a minimum of 9000m<sup>2</sup> of non-residential floorspace
- \* a minimum carparking provision of 1 space per 50m<sup>2</sup> for commercial floorspace
- \* a maximum of 2,240 parking spaces permitted

The purpose of this report is to provide an assessment of the proposal to reduce the provision of carparking for commercial floorspace to 1 space per 100m<sup>2</sup>.

## 2. HISTORICAL REVIEW

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Discovery Point has its origins in the 1994 North Arncliffe Local Environmental Plan which identified that:

*“Parking requirements should be reduced to encourage use of public transport. Should a railway station be located in the area carparking constraint will be important in the area.”*

In 1997, Council prepared Development Control Plan No. 49 “North Arncliffe” and the identified key aims included:

*“Recognise the positive contribution that development in this area will make to the environmental quality of the region by facilitating the convenient use of public transport and thereby reducing reliance on, and use of, the private car”.*

In relation to carparking the identified objectives included:

- *“The provision of onsite parking for employment based uses, particularly office developments, should be constrained to minimise traffic generation and congestion in the area and encourage employees to use public transport.”*
- *“No commuter parking is to be provided in the area.”*

The identified Parking Standards included:

*Office Developments*

*Between 1 space per 60m<sup>2</sup> and 1 space per 100m<sup>2</sup>*

In 1998, Masson Wilson and Twiney prepared for Council the “North Arncliffe Development Area – Traffic and Car Parking Study”. That study recommended:

*“To limit the parking supply to some 1 space per 100m<sup>2</sup> GFA to encourage the use of public transport and avoid adverse traffic generation consequences subject to a*

*possible increase up to 1 space per 60m<sup>2</sup> GFA if it can be demonstrated that a satisfactory traffic outcome will result”.*

In 2004, Council proposed to introduce a refinement to the Masterplan for Discovery Point which included reduction of the car parking provision for commercial floorspace to 1 space per 100m<sup>2</sup> GFA.

In 2005, Council prepared Development Control Plan No. 45 Railway Precinct (Discovery Point) which identified:

- *“The parking provision for commercial floorspace should be limited to 275 spaces” and*
- *“ To acknowledge and create economic benefits for commercial users who do need a vehicle” and*
- *“ To manage provision of car parking facilities in the Precinct to encourage use of public transport, cycling and walking”*

Rockdale DCP 2011 specifies:

*Travel Demand Concession*

*A 20% reduction of the non-residential component of the parking requirement shall be applied to any development within the Wolli Creek Town Centre.*

### 3. COMPARATIVE REVIEW

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It has been recognised for a very long time that:

- \* Urban development in its densest form should be located in areas served by heavy rail with supporting bus services
- \* the density of such development will result in an unsatisfactory traffic generation outcome unless parking supply is constrained

The outcome is evident in the planning controls applicable to such locations as follows:

#### **LGA Parking Criteria For Commercial Office Use (Maximum Permitted)**

Parramatta	1 space per 100m <sup>2</sup> GFA
Chatswood	1 space per 110m <sup>2</sup> GFA
North Sydney	1 space per 400m <sup>2</sup> GFA
Liverpool	1 space per 100m <sup>2</sup> GFA
Burwood	1 space per 120m <sup>2</sup> GFA
Bondi Junction	1 space per 100m <sup>2</sup> GFA
South Sydney	1 space per 125m <sup>2</sup> GFA
Ultimo/Pymont	1 space per 150-200m <sup>2</sup> GFA

## 4. TRAFFIC GENERATION

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Implementation of constrained car parking policies as part of the Integrated Transport Planning Strategy has seen a general reduction in car parking provision criteria for most landuses. However it is the parking provided for commercial floorspace which has by far the greatest impact in relation to peak traffic conditions because:

- \* its peak generation occurs during the commuter peaks (ie unlike say retail parking)
- \* its peak generation per 100m<sup>2</sup> is quite high as indicated in the following:
  - Commercial Office
    - Peak traffic generation – 2.0 vtpm per 100m<sup>2</sup>  
(RMS Development Guidelines)
  - High Density Residential
    - Peak traffic generation – 0.29 vtpm per apartment (typically 70-100M<sup>2</sup>)  
(RMS Development Guidelines)

It is apparent that reduction in the parking provision for commercial floorspace:

- \* will provide by far the most effective means of reducing the traffic generation of urban development
- \* will not engender a circumstance of non-viability (for commercial floorspace) as evidenced by the circumstances for development near railway stations (eg Chatswood)

## 5. CONCLUSION

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Early studies undertaken for the development of Discovery Point identified the need to constrain the parking provision for commercial floorspace and a criteria of 1 space per 100m<sup>2</sup> was recommended on the basis of the assessed traffic outcome of projected development. The earlier traffic assessments did not take into account many of the other developments which have and will occur affecting the road system serving the site (ie Port Botany, IKEA etc).

All studies and planning documents relevant to the site have recommended the constraint of parking provision yet the current 1 space per 50m<sup>2</sup> GFA criteria is not particularly “constrained” being similar for example to that of North Ryde/Macquarie Park before the railway line was envisaged.

It is apparent that the proposed reduction of the criteria for provision of parking for commercial floorspace to 1 space per 100m<sup>2</sup> GFA will:

- \* reflect the State Government strategies for reduced reliance on private car travel and encouragement of travel by public transport
- \* be quite comparable to the circumstances at many Metropolitan locations served by rail
- \* will provide the greatest impact in reducing traffic generation
- \* will not have any dis-benefits