Blacktown Parking Management Plan

Localised parking management plans for Blacktown LGA, and Blacktown, Seven Hills and Mount Druitt Town Centres arising from the Integrated Transport Management Plan.

Adopted by Council on 29 April 2015

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EXECUTIVE SUMMARY

The Blacktown City Council Parking Management Plan (PMP) has been prepared to guide the management of Council's existing and future parking requirements. With market forces driving the reduction of parking spaces in Blacktown's town centres, this PMP provides justification for adjusting the parking rates – the number of car spaces per type of dwelling – that apply to new development in the local government area.

The Parking Management Plan (PMP) recommends:

1. That Council adopts minimum car parking rates as shown in Table 1 of this PMP as an initial step to improving parking and transport management. – The adoption of minimum car parking rates brings Council in line with other surrounding Councils in terms of similar car parking rates. This should improve development opportunities in Town Centres and makes Blacktown to be more competitive in attracting development opportunities in the city.

2. That Council continues to implement enforcement and compliance strategies that maximise turnover of parking spaces and opportunities for Council including consideration of paid parking in the future to ensure adequate turnover in high demand locations. – Current enforcement strategies assist in improving turnover of time restricted and specially signposted parking spaces. Current enforcement is undertaken with hand-held enforcement units which improve coverage meaning that more areas can be covered. An additional method of enforcement as identified in the Integrated Transport Management Plan is paid parking in high demand areas. These are currently used at both Blacktown and Mount Druitt Hospitals as well as Westpoint shopping centre.

3. That a trial of a permit parking scheme be undertaken to improve 'on street' parking turnover. – Currently, Council does not have a policy on Permit Parking Schemes. These are however, used by some inner city councils with denser developments to manage limited on-street parking. A potential area in Blacktown for a permit parking scheme could be considered on a trial basis near the Blacktown CBD residential area such as the Medical Precinct bounded by Bungarribee Road, Flushcombe Road and Blacktown Road.

4. That on-site loading space and facilities be incorporated in future retail/commercial/ mixed use developments in town centres. –
   Loading zones should only be provided if off-street loading facilities are unavailable and the competition for kerbside space results in goods vehicles not readily able to secure parking.

   A large number of retail sites in town centres have no dedicated on-site loading facilities. Frequently they are small strip shops where the space or access at the rear of the site may be restricted. Some of the larger sites, such as Westpoint in Blacktown, Seven Hills Plaza Shopping Centre at Seven Hills and Westfield at Mount Druitt, have dedicated on-site loading facilities. Some centres also have high demand for short term on-street parking while others have sufficient spare capacity. Town centre redevelopment generally entails consolidation of sites which enables the provision of

on-site loading and unloading facilities. For commercial sites it may be sufficient to provide some on-site loading facilities while larger retail sites will invariably be required to provide on-site servicing for the largest vehicle expected to service the site.

Therefore, Council should be seeking the inclusion of on-site loading/servicing facilities as part of any retail or commercial development application to reduce the need for on-street loading areas.

5. That car share schemes be investigated for incorporation into future retail/commercial /mixed use developments and kerbside parking changes in town centres. - Car share schemes operate most effectively where there is a shortage of car parking. Such schemes are gaining popularity with infrequent car users in areas that lack provision for on-site parking and the demand for on-street parking is high. The City of Sydney and North Sydney Council have dedicated on-street parking spaces to shared vehicles in convenient locations. In return they derive significant revenue from operators of the car share schemes such as GoGet. Similarly car share spaces could also be provided on-site, incorporated into new residential development as an alternative to vehicle ownership. Dedicated on-street spaces would need to be supported by an appropriate mix of surrounding land uses.

6. That provision of bicycle, scooter and motor cycle parking in new developments be required in accordance with AustRoads guidelines, and that Council incorporate the provision of bicycle parking in town centres, including bicycle racks and lockers where appropriate in commuter car parks and in future Council-owned public parking areas. –

   Cycling is being encouraged as an alternative low impact form of transport, particularly for trips shorter than five kilometres. Bicycle parking/storage facilities should be provided at common destinations such as schools, employers, railway stations, bus interchanges, parks, sports venues and shopping strips.

   Bicycle parking requires a high degree of security and visibility for the protection of cyclists and thier bicycles. Experience in other areas indicated that town centre bicycle parking is for a short period of time. Bicycle parking facilities are not normally provided on-street within the carriageway.

   New developments are required to provide on-site bicycle parking to accommodate the needs of residents and their visitors. Bicycle parking should be designed and provided in accordance with relevant Australian Standards and Guidelines.

   Motorcycles/motor bikes and motorised scooters are perceived as an economical and relatively fast alternative to the private car. Given the state of fuel prices and congestion on roads, the popularity of motorcycles and scooters has increased. Motorcycles use land more efficiently than other motorised transport modes because they occupy less road and parking space. However, parked motorcycles risk damage from being tipped over by careless drivers.

7. That should additional taxi parking be required, locating them close to railway stations is preferred, with existing zones utilised or modified where conditions permit. - Taxis play a role in providing an ‘at call’ public transport service, and catering for people with mobility difficulties. There is a regular taxi presence at the rail centres in

Blacktown, Mount Druitt and Seven Hills. Additional taxi parking is located on the top level of the Westpoint Shopping Centre. Anecdotal evidence suggests that sufficient taxi ranks are available in the CBD. Should additional taxi parking be required, locations close to the railway stations are preferable with existing zones being utilised or modified where conditions permit.

8. That Council investigates providing additional car parking in key town centres and satellite car parks to address future parking needs and to reduce the need for individual developments to supply car parking on-site. This could be funded by a development fee in lieu of providing parking on-site. - Satellite parking refers to parking facilities at the periphery of a business district or other activity centre.

   Shuttle buses or a free transit service may be provided to connect destinations with this type of satellite parking, allowing them to be located farther away than would otherwise be acceptable.

   Council's current parking strategy contained in its current DCP allows for monetary contribution for the provision of car parking in certain parts of the Blacktown CBD. This strategy initially aimed to minimise the impact of traffic in the highly pedestrianized "heart" of the centre, maximise accessibility of developments to car parking and enhance efficiency to the ring road system. However, this strategy could provide additional benefits by reducing the cost of new development through eliminating the need to build expensive basement car parks that may be required if car parking is required to be supplied on site.

   Council's current car parking stock has had sufficient capacity to allow this strategy to be implemented. However, if Council's vision for the CBD is to be achieved, it will need to identify additional sites for the construction of multi deck car parking stations to cater for an increased demand for spaces.

1.0 INTRODUCTION

Introduction

Blacktown City Council commissioned Henson Consulting in 2012/13 to prepare a parking strategy study for the local government area that would reduce the provision of new car parking spaces where appropriate and improve the efficiency of existing and future car parking facilities. The study identified a number of key parking strategies.

Integrated Transport Management Plan

Blacktown City Council adopted its Integrated Transport Management Plan (ITMP) in December 2013 to help guide the development of Blacktown City's transport system into the future. The plan set out a sustainable, equitable and convenient vision for a transport network that will respond to the anticipated growth within and outside the Blacktown CBD. The challenge for the CBD is to cater for the transport needs of approximately 500,000 people living in 180,000 dwellings by 2036. While road infrastructure improvements were highlighted in the ITMP, it also recommended a shift away from the reliance of car use towards more sustainable public transport modes such as public transport use, walking and cycling to cater for the demand.

In support of Council's 2030 vision, the ITMP identifies action plans for short, medium and long-term timeframes that are consistent with community values and broader State and Federal government policies.

The ITMP also documents the analysis undertaken for increased population and employment densities in Blacktown's four Urban Renewal Precincts (URP), namely Blacktown City Centre, Mount Druitt, Rooty Hill and Seven Hills. The ITMP details improvements and upgrades to the transport network required by 2036.

The Integrated Transport Management Plan was based on a review of State Government policies, including the Metropolitan Strategy and the North West Subregional Strategy. The ITMP also considered other local strategy issues, particularly those relating to residential and employment lands development.

Purpose of the Parking Management Plan

The Parking Management Plan addresses the provision of convenient equitable and accessible short and long-term parking aligned to the vision of the Blacktown City 2030 – City of Excellence Community Strategic Plan. The parking management plan expands on two stages of the Henson Consulting Parking Strategy background study and considers parking requirements in the Blacktown, Mount Druitt and Seven Hills town centres in more detail, in relation to land use, short and long-term parking and parking for other modes of transport.

2.0 BLACKTOWN CITY PARKING STUDY (2013) RECOMMENDATIONS

Recommended Actions

The demand for parking varies across the Blacktown LGA and will increase in line with new development. The Blacktown Precinct Masterplan and Strategic Plan Report on Transportation identified the limitations to the road network's capacity and predicted traffic congestion in 2036, even with a 15% transport mode shift from vehicles to public transport. The report concluded that a reduction in parking rates—the number of parking spaces per type of dwelling—was justified to reduce traffic congestion. This particularly applied to parking in peak traffic periods and congested and pedestrian-focused urban centres.

The Stage 2 report for the Blacktown Local Government Area builds on the Stage 1 Parking Strategy Study for Blacktown CBD completed in 2012. This study identified a broad policy strategy to reduce the provision of new car parking and improve the efficiency of existing and future parking.

Action 1: Council should acknowledge the requirement for car parking policy reform and restraint in the supply and turnover of parking in the Blacktown CBD and other urban centres during peak traffic periods.

Parking policy should evolve over time to suit evolving transport circumstances and the opportunities presented as development consents are obtained for commercially viable projects. The specification and staging of the policy transition strategy should be considered in the context of broader development and policy and control initiatives by Blacktown City Council and the NSW Government.

The cost of development in Blacktown is more expensive than in other centres and business parks because of the requirement to provide car parking in some new developments. A Sydney Region Metropolitan Parking Policy (MPP) was considered likely to help redress this relative disadvantage; however the NSW Government is not currently pursuing the implementation of a MPP or similar initiative.

Action 2: Council should support the implementation of a Sydney-wide parking policy or similar initiative such as Best Practice Guidelines across the Sydney region by the NSW Government.

In the absence of such an initiative, Blacktown City Council should modify and reduce its parking requirements to encourage new development and employment in Blacktown.

Action 3: Council should prepare a detailed draft proposal for revision of parking controls (Local Environment Plan (LEP)/Development Control Plan (DCP)) in order to reduce the rate of new parking in Blacktown CBD and other centres.

The following should be considered within the short term (one to five years) based on analysis in other strategic transport studies.

Areas closest to the Blacktown Railway Station have the highest accessibility and therefore merit the minimum number of car spaces eg the most constrained commercial car parking rates. Such areas are within a 400 metre distance, roughly equivalent to a five minute walk based on an average walking rate and ease of access. Transition to a car parking rate of one space per 100 square metres of Gross Floor Area (GFA) should be considered within the 400 metre radius, subject to appropriate local landowner and other stakeholder consultation.

Areas outside the Blacktown CBD ring road but within 400-800 metres from a railway station and/or areas within a 400 metre distance from a major Transitway bus stop have the second

highest level of accessibility. Transition to a commercial car parking rate, in the range of one space per 60 to one space per 80 square metres of GFA should be considered, again subject to local landowner and other stakeholder consultation.

The remaining future commercially zoned areas in the Blacktown CBD Study area and Business Park precincts have the third highest level of accessibility. These areas extend to the outer limits of the two kilometre radius Regional City boundary. Transition to a car parking rate in the range of one space per 40 to one space per 60 square metres of GFA should be considered, subject to local landowner and other stakeholder consultation.

Blacktown City Council should also investigate LGA parking provision linked to Public Transport Accessible Locations (PTAL) outcomes for major transport nodes. In this regard, areas within 400 metres of a railway station or North West Transitway bus stop have the highest accessibility and therefore warrant the most constrained future commercial car parking rates. A future car parking rate transitioning to the order of one space per 60-80 square metres of commercial GFA should be adopted for these areas.

Over time, these proposed policy revisions are designed to reduce Blacktown LGA car parking rates in new development to levels comparable with the lower minimum parking rates required by the adjacent local government areas of Parramatta, The Hills, Penrith, and Liverpool.

Action 4: Blacktown City Council should prepare a detailed proposed revision to the current Blacktown Parking Policy (Blacktown Development Control Plan DCP 2006) controls based on the Draft Blacktown Environmental Plan (BLEP), triggered as part of the wider development of DCPs.

Changes to parking policy and their implementation can be a cause for concern for stakeholders. Council should undertake a public consultation process to inform and identify issues with residents, workers, developers, and other authorities to address their existing parking problems and allay their fears about the availability of future parking.

Action 5: Council should undertake consultation regarding car parking issues and draft car parking control, in accordance with its usual practice of consulting with affected stakeholders. After consultation, Council should consider and adopt the new parking controls.

Blacktown City Council already has the discretion to waive or reduce the minimum number of car spaces required for a particular site if the reduced provision can be justified in a Traffic Impact Statement. This applies to i) proximity to public transport nodes; ii) opportunity to share parking with another use; or iii) an observational (or empirical) assessment of car parking.

Action 6: Council should discuss and agree on the details of this process and procedures and implement them as soon as possible. This would encourage and trigger the mechanism to reduce the supply of new parking where appropriate in accordance with this overall parking study strategy.

Other initiatives that will improve the efficiency of all existing and new car parking should be implemented in the short term by Blacktown City Council as follows:

- Encourage the establishment in the Blacktown LGA of internet-based car sharing schemes of the type successfully operating elsewhere in Sydney
- Encourage internet-based car pooling schemes to increase car occupancy and the cost effectiveness of existing car parking. Providing preferential parking for high

occupancy vehicle (HOV) pool cars in Council car parks and other car parks would assist this process.

- Develop Design Guidelines that improve the sustainability, 'permeability', liveability and security of properties, streets and precincts to help contribute to a safe journey. The guidelines should audit walking/cycling routes to stations within an 800m radius for adequacy of lighting, surveillance, amenity, and directness. The guidelines should also review car parking structures for safety, amenity, lighting, and street edge relationships of landscape, active edge uses and concealed corners. Council should develop an improvement and implementation plan to address any shortcomings identified.
- Review off-street car parking to ensure high priority for disabled and high occupancy vehicles (HOV) parking and for environmentally efficient cars (such as electric or hybrid cars). This especially applies to Council car parks and those where Council can exert influence.
- Promote and encourage staff to telecommute, eg work from home, in accordance with Council Policy, and develop and implement a pilot program for a staff 'RideShare' scheme.
- Require new developments, and encourage existing businesses, to develop a Travel Plan by providing them with Transport Access Guides and other measures designed to reduce car trips and encourage the use of sustainable transport.
- Encourage implementation of the Blacktown Bike Plan and the provision of bike parking at 'key attractors' including train and bus stations and walking paths.
- Investigate the provision of paid parking on a trial basis in the medium term, including a Pay & Display arrangement for on-street and off-street public parking within the Blacktown CBD or other CBD locations or business parks in the LGA. Shopping centres, hospitals, medical centres, and other private premises in Blacktown LGA already make extensive use of paid parking. Investing parking meter revenue back into the areas where it was generated would make performance-based prices for parking politically more popular.
- Link paid parking to the full or partial funding of a shuttle bus trial from transit or satellite parking in a CBD or business park.
- Encourage more direct bus services to minimise journey times in accordance with the recommendations of the Unsworth Report and other actions within Council's limited powers to influence public transport, Transport NSW and bus operators.

Action 7: Council should prepare detailed proposals and costings for further consideration and potential implementation, considering that it already supports many of these initiatives in principle.

Additional steps after Stage 2 of this study should include:

- Consider selected key land uses and locations in greater detail to substantiate selected elements of the above strategies.
- Undertake further investigations of potential paid parking in other locations in Blacktown LGA.
- Reconsider the triggers and the rate at which transitional changes are made in parking policy, strategy, and planning instruments. The above recommended pace of gradual

transition to new parking controls is relatively modest and will allow the community to adjust to the changes. However, Council should investigate the advantages of a faster transition, with or without new parking initiatives such as the NSW Government's Metropolitan Parking Policy.

Action 8: Council should undertake further studies of these issues within 5 years.

Actions carried into this PMP

The above conclusions and recommended actions from the Henson Consulting Parking Study were carried forward into this PMP. The eight specific actions listed above are also addressed in the following sections of this PMP.

3.0 PARKING REQUIREMENTS BY LAND USE

Parking Requirements

Council's adopted Integrated Transport Management Plan (ITMP) recommends road infrastructure improvements and a shift away from the reliance of car use towards more sustainable transport modes. Public transport, cycling and walking all have a role to play in reducing the anticipated parking demand.

Encouraging the latter modes will require a change in basic assumptions and attitudes to car parking. Adopting new parking assumptions and attitudes will change the way parking problems are defined and solutions evaluated.

Old and New Parking Assumptions and Attitudes Compared[1]

Old Parking Assumptions/Attitudes	New Parking Assumptions/Attitudes
'Parking problem' means an inadequate supply of parking.	There are many types of 'parking problems', including inadequate or excessive supply, parking fees that are too low or high, inadequate user information and inefficient management.
Abundant supply of parking is always desirable.	Oversupply is as harmful as undersupply.
Parking should generally be free, funded indirectly through rents and taxes.	Wherever possible, introduce paid parking in high demand areas.
Parking should be available on a first-come basis.	Parking should be regulated to favour higher priority uses and encourage efficiency.
Parking requirements should be applied rigidly, without exception or variation.	Parking requirements should reflect each particular situation, and should be applied flexibly.
Innovation faces a high burden of proof and should only be applied if proven and widely accepted.	Innovation should be encouraged on the basis that even unsuccessful experiments can generate useful information.
Parking management is a last resort, to be applied only if increasing supply is not feasible.	Parking management programs should be widely applied to prevent parking problems.
'Transportation' means driving. Land use dispersion or sprawl is acceptable or even desirable.	Driving is just one means of transport. Dispersed, automobile-dependent land use patterns can be undesirable, especially in town centres.

Lost income and business development

Developers invariably bear the initial cost of providing parking spaces. Data analysis, however, shows that parking provision is generally oversupplied even at times of peak demand. This imposes an opportunity cost on development and the wider city in lost income and business development. What the loss amounts to is hard to quantify in the absence of comparative data on LGAs that have no parking requirements imposed on developers. However, more restricted parking regimes in Sydney, Liverpool, and Parramatta suggest that

[1] Parking Management, VTPI, Todd Litman, 2013

the current City of Blacktown parking requirements act as a disincentive to current and future development.

Comparatively high parking rates

Blacktown CBD's parking rates are relatively high and the proposed lower parking rates will bring Blacktown into line with other competing centres.

In 2012 Macro Plan undertook a feasibility study[2] of commercial and mixed use development in the Blacktown CBD. A key finding of this study was that the provision of basement car parking was a considerable cost for development and a key contributor to reducing the feasibility of commercial and mixed use development within the CBD. The study found that while a reduction of car parking rates alone might not guarantee the acceptable profitability parameters of a development project, it would reduce the time taken for feasibility and markets prices to align. Many developers would rather lower their development costs to their specific markets by supplying less parking on-site than current requirements and often put this case to councils.

The Appendix provides examples that demonstrate how the application of a Parking Management Plan can reduce the provision of parking costs and reduce building development and operational costs.

Fee in lieu of parking provision

Some local government areas allow a fee paid in lieu of parking provision in their city centre, including Liverpool City Council. A set fee, based on the cost of providing a structured car park, is paid to the council in question which has obligations to provide the resource within an agreed timeframe. When set up appropriately, fee in lieu payments can foster infill development and efficient parking management.[3] The resulting shared parking also reduces the total parking needs relative to on-site provision while using land more efficiently. The limitations of this approach centre around the underlying parking requirements that drive the supply rate and the manner and level of the required payments. These factors can significantly influence the scheme's uptake and the efficiency of parking provision. A fee in lieu charge could provide a council with the funds to provide parking in a suitable satellite location at the edge of the centre.

Parking oversupply in high-rise residential buildings

The RMS update to Guide to Traffic Generating Developments TD13-04a of 2013 surveyed 10 high-rise residential buildings around Sydney in 2012, and demonstrated an oversupply of car parking compared to demonstrated demand for car parking in all the high-density residential buildings surveyed.

For the Epping Town Centre Urban Activation Precinct, the Finalisation Report in 2013 recommended residential parking rates of an average of one car space per apartment for the town centre core. This strikes a balance between meeting demand for car parking spaces and encouraging other forms of transport than privately owned vehicles. It also provides options for residents who wish to forgo car ownership due to the ease of accessibility within their neighbourhood. Not having to pay for a parking space reduces the overall purchase price of their unit.

[2] Report prepared for Blacktown City Council, MacroPlan Australia, 2012
[3] Making Way for the Car, A. Hulme-Moir, 2010

As detailed in the Hill PDA reports prepared for the Epping Town Centre Urban Activation Precinct, average construction costs for basement car spaces are about $40,000 each.

Blacktown City Council has made nominations to the NSW Government for Urban Activation Precinct (UAP) status and Regional Centre status. To improve future chances of gaining UAP status, Blacktown centres should strive towards achieving some of the above criteria, including proactively reducing parking rates for town centres and other actions to improve accessibility. Such measures would support a strategy to attract migrants to Blacktown centres and allow Blacktown to compete with other development centres in Sydney and Australia.

Parking oversupply in retail and office use buildings

For office uses RMS data suggests that there is an oversupply of car parking compared to demonstrated demand for car parking in all the buildings surveyed.

Very few new car parks are currently being built within CBDs, certainly not enough to keep up with demand. In addition, most city councils are actively looking at ways to limit car access into their CBDs.

Rising importance of proximity to public transport

While the ratio of car parking to CBD workers is declining, the importance of car parking is also declining relative to other forms of transport. In 2010 an office tenant survey conducted by Colliers International found that bicycle parking was regarded as just as important as car parking. This was a distinct change from the same survey in 2005 when car parking was seen as far more important. These are distinct changes in behaviour by tenants and expectations for car parking. A further indication of behaviour modification is the importance that tenants are placing on being close to public transport. Since 2005 this has remained the most important driver in attracting and retaining staff by tenants when choosing an office location and has steadily increased in importance over time.

Councils adopting reduced car parking rates

The Blacktown City Parking Studies included consideration of current and proposed car parking requirements by a range of specific land uses in the Blacktown LGA. These were compared with existing car parking requirements in a selection of comparable LGAs.

Comparisons show that the current practice is for councils to provide minimum car parking standards for development. In some areas with excellent access to public transport, such as the City of Sydney and the Liverpool City Centre and Urban Activation Precincts, there has been a move towards a reduction in car parking rates.

The Blacktown City Parking Studies recommended that Blacktown LGA should retain, in the short term, minimum parking requirement controls to maintain market comparability with other competing LGAs such as Parramatta, Penrith and The Hills. The general intent is to reduce parking requirements where reasonable in order to reduce unnecessary parking-related costs of development, to improve amenity, and to encourage more sustainable modes of transport. This reduction would start with the Blacktown CBD followed by the Mount Druitt and Seven Hills town centres.

Blacktown City Council subsequently updated the descriptions for its land uses and proposed minimum car parking rates, as in fewer spaces. Developers, however, may wish to provide more than the recommended number of spaces, subject to a traffic study and Council consideration. These proposed parking rates for selected Specific Standard Instrument Definitions of key land uses are presented in Table 1 as follows.

Table 1: Proposed Amendments to Car Parking Rates in Blacktown CBD.

Specific Standard Instrument Definition	DCP 2006	Current Minimum Car Parking Requirements	Proposed Minimum Car Parking Requirements
Shop Top Housing[4]	Mixed business	Residential Parking 1 space per 1 or 2 bedroom dwelling 2 spaces per 3 or more bedroom dwelling Visitor Parking 1 space per 2.5 dwellings plus 3 spaces per shop	Blacktown CBD Residential Parking 0.6 spaces per studio apartment, 1 space per 1, 2 or 3 bedroom dwelling, 2 spaces per dwellings for 4 bedrooms or more Visitor Parking 1 space per 5 dwellings plus For other components of a shop top housing development, the car parking requirement will be determined by the type of land use and will need to address that specific land use's car parking requirement.
Residential Flat Building	Residential Flat Building	Residential Parking 1 space per 1 or 2 bedroom dwelling. 2 spaces per 3 or more bedroom dwelling Visitor Parking 1 space per 2.5 dwelling	Blacktown CBD 0.6 spaces per studio apartment, 1 space per 1, 2 or 3 bedroom dwelling. 2 spaces per dwellings for 4 bedrooms or more Visitor Parking 1 space per 5 dwelling
Retail Premises (other than bulky goods retailing, food and drink premises and vehicle sale and hire premises)	Retail shop/ showroom/ Supermarket /Vegetable /Fruit Market.	Shops 200sqm or greater - 1 space per 22sqm GFA Shops less than 200sqm - 1 space per 30sqm GFA	Blacktown CBD 1 per 30sqm GFA
Office Premises	Commercial Office	Blacktown City Centre and Mount Druitt Town Centre: 1 space per 30sqm GFA, plus 1 space per 2,000sqm GFA for courier/service vehicles Elsewhere: 1 space per 40sqm GFA	Blacktown CBD 1 per 100sqm GFA
Business Premises[5]			1 per 30sqm GFA

[4] Shop Top Housing means one or more dwellings located above ground floor retail premises or business premises. Note: Shop top housing is a type of residential accommodation (Source: draft BLEP 2015)

[5] Business Premises means a building or place at or on which: (a) an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or (b) a service is provided directly to members of the public on a regular basis, and includes a funeral home and, without limitation, premise s such as banks, post offices, hairdressers, dry cleaners, travel agencies, internet access facilities, betting agencies and the like, but does not include an entertainment facility, home

Analysis of the impact of adopting reduced car parking rates by building type

For Shop Top Housing, the proposed changes are justified on the basis that the general trend is the supply of two bedroom apartments in residential flat buildings. The proposed reduction in car parking rate for three bedroom units will therefore not have a significant impact on the provision of car parking in new development.

For Residential Flat Buildings, the proposed changes are justified on the basis that the general trend is towards the supply of two bedroom apartments in residential flat buildings. As a result, the proposed reduction in the car parking rate for three bedroom units will not have a significant impact on car parking provision in new development.

Retail Premises (other than bulky goods retailing, food and drink premises and vehicle sale and hire premises) located in these centres have good access to alternative transport options such as the bike and pedestrian network and public transport services. With Council focusing on increasing housing densities in these centres, it is anticipated that a shift from car usage to alternative transport options will reduce the demand for car parking generated by new retail premises.

Most office and business premises located in centres will have good access to public transport services and bike and pedestrian networks. The anticipated shift from car usage to alternative transport options will reduce the demand for car parking generated by new office and business premises.

In summary the proposed changes to parking provision rates will have a minor impact on existing parking stocks but will help bring Blacktown into line with the controls of adjacent council and will improve competitiveness for development in the City of Blacktown.

Recommendations

That Council should adopt minimum car parking rates as shown in Table 1 of this PMP as a short term step to improving parking and transport management.

business, home occupation, home occupation (sex services), medical centre, restricted premises, sex services premises or veterinary hospital. Note: Business premises are a type of commercial premises (source: Draft BLEP 2013)

4.0 SHORT AND LONG TERM PARKING STRATEGIES

4.1 Time Management, Enforcement and Pay Parking

Parking enforcement must be undertaken to ensure turnover of time restricted spaces (particularly in high demand areas), as well as to maintain safety clearances and visibility at key restricted areas. The degree to which an area is enforced varies, influenced by factors such as demand, the level of resources available and user perception of 'revenue raising'. Enforcement must be sufficient to give motorists a perception that they are likely to be caught if they overstay the stated time limits. Therefore, there may be a role for increased enforcement to encourage turnover of high demand spaces. This may involve either increasing the patrols undertaken by Council enforcement officers or employing electronic enforcement options, including pay parking.

An action in Council's adopted Integrated Transport Management Plan requires investigation of pay parking as a medium term strategy.

Enforcement and pay parking strategies require increased resources, however it is possible that future car parks in large redevelopment sites might implement a scheme whereby the shopper can access the car park for a limited time (typically two to three hours). Any time spent over the time limit would incur charges, resulting in a more self-enforcing car park. While this strategy would better manage privately owned publicly available car parks, it would be necessary to introduce increased enforcement or other electronic means to Council-owned car parks to further improve turnover.

Council's Regulatory Services use hand-held electronic enforcement units. The reduction in the time taken to electronically issue tickets to infringing vehicles means that regulatory officers can cover more territory than previously.

Blacktown CBD car parking

Paid parking schemes on privately owned land in Blacktown operate at Westpoint Shopping Centre, where parkers are charged[6] on a sliding scale:

- Casual Fees

0 - 3 hours	Free
3 - 3.5 hours	$6.00
3.5 - 4 hours	$8.00
4 - 4.5 hours	$10.00
4.5 - 5 hours	$12.00
5 - 5.5 hours	$14.00
5.5 - 6 hours	$16.00
6 - 6.5 hours	$20.00
6.5 - 7 hours	$25.00
7 + hours	$35.00

[6] Wilson Westpoint website, 16 July 2014

		Maximum	$35.00
•	Early Bird	Mon-Fri	In 6-8am, out after 4pm $7.00
•	Night Fees	Monday - Sunday	Casual Rates Apply
•	Weekend Fees	Saturday Sunday	Casual Rates Apply Free

At Blacktown Mount Druitt Hospital (BMDH) Blacktown Campus a sliding scale of parking charges[7] is implemented:

- Up to 15 mins - Free
- Up to 1 hour - $6
- Up to 2 hours - $9
- Up to 3 Hours - $12
- Up to 4 hours - $14
- Up to 5 hours - $16
- Over 5 hours - $18
- Maximum daily fee - $18

Seven Hills car parking

The Seven Hills Plaza (formerly Centro) retail centre is the major traffic generator and car park in Seven Hills, along with the extensive commuter car parking around the Seven Hills railway station. The plaza includes approximately 1,100 car parking spaces in the multi-storey car park and a further 700 car parking spaces at grade. The centre offers three supermarkets and substantial retail services including five major banks, Australia Post and a medical centre. Approximately 800 car parking spaces service the plaza with a maximum hourly stay and commuter parking prohibited at all times. There are generally no time-based parking charges.

Mount Druitt car parking

The Mount Druitt Hospital (BMDH) Mount Druitt Campus parking fee is $8.00 per visit, payable only in coins. The Westfield Mount Druitt retail centre is the major traffic generator and car park in Mount Druitt, along with the commuter car parking around the railway station, medical and dental facilities and TAFE college. The centre accommodates discount department stores, supermarkets and approximately 240 retail outlets. Approximately 2,450 car parking spaces service the centre that is designated customer parking only. There are generally no time-based parking charges but the Mount Druitt Medical and Dental Centre

[7] BMDH website 16 July 2014

introduced car park charges[8] in 2012 to discourage all day parking so that patients who need parking can find spaces. The sliding scale of parking charges are as follows:

- Up to 2 hours - Free with ticket validated by Medical Centre
- Up to 3 Hours - $5
- Up to 4 hours - $10
- Up to 5 hours - $15
- Over 5 hours - $20

Paid parking could be a mechanism that improves overall turnover of parking spaces, providing more parking opportunities for a greater number of users. This would also result in greater compliance, and the revenue streams generated could be directed to meet the capital costs of implementing the scheme in its early stages. Multiple stays per day or longer stays would be discouraged, as these would incur higher charges to users.

In the subsequent stages, revenue would service the operational costs. It would also contribute towards local parking/public domain improvements, new on-street parking, town centre parking management and improvements to public transport facilities. The latter might include interchanges and shelters, as well as additional peak period feeder bus services.

Recommendations

That Council continue to implement enforcement and compliance strategies that maximise turnover of parking spaces and opportunities for Council.

4.2 Public Car Parking and Undergrounding of At-Grade Car Parking

Council's off-street public car parks

Council has a number of off-street public car parks in its town centres, in addition to Council car parking for staff and operations. Most spaces typically have two hour parking restrictions to ensure turnover while providing shopper convenience. Council's off-street public car parks in Blacktown Town Centre include:

- Warrick Lane Car Park 335 total car spaces - up to 4 hours
- Kmart Alpha Street Car Park 282 total car spaces - 4 hours
- Colo Lane Car Park 516 total car spaces - up to 3 hours
- Kelso Lane Car Park 37 total car spaces - 2 hours
- David Lane Car Park 26 total car spaces - 1 hour
- Newton Road 76 total car spaces - unrestricted

Shared off-street commuter car parks include the First Avenue Commuter Car Park in Blacktown with 489 car spaces, Boomerang Place Council Car Park in Seven Hills with 235 car spaces and the Community Car Park in Mount Druitt with 227 car spaces.

These compete with privately owned but publicly available parking (such as in Westpoint in the Blacktown CBD) which have notional time limits, including three hour limits.

[8] BMDH website 16 July 2014

In addition to its off-street car parking, Council manages shorter term parking (1/2 hour or one hour) on-street to cater for much shorter stays and quick access.

Reducing role for Council car parks

Most Council car parks came into existence because the surrounding older type strip shops/offices in the town centres were not in a position to provide parking on-site to service their needs and those of their customers. However, as redevelopment of the town centres occurs, new on-site parking will be required to cater for the development's parking needs. As on-site provision increases, the role and importance of Council's large 'at-grade' car parks will gradually reduce.

Such new on-site parking would help to address in the longer term the current practice of Council employees parking on surrounding roads, in doing so competing directly with commuters, residents and other longer stay users.

Redevelopment of Council car parks

The redevelopment of existing Council car park sites such as Warrick Lane will result in a loss of publicly available car parking in the town centres. Accordingly any new development on such sites should provide the same number of parking spaces. Alternatively, Council should consider providing satellite parking facilities adjacent to the CBD, for example within the Showground Precinct.

Satellite parking

Satellite parking refers to the use of off-site parking facilities. It may involve shared facilities whereby office workers park at a restaurant parking lot during the day in exchange for restaurant employees using the office parking lot on evenings and weekends. Another satellite parking option includes the use of public facilities such as commercial parking lots. Parking facilities at the periphery of a business district or other activity centre are a third type of satellite parking, providing overflow parking for a special event that attracts large crowds.

Shuttle buses or a free transit service may be provided to connect destinations with this type of satellite parking, allowing them to be located farther away than would otherwise be acceptable. A fourth type of satellite parking involves Park & Ride facilities, usually located at the urban fringe where parking is free or significantly less expensive than in urban centres.

To work effectively, satellite parking needs to be promoted and incentives provided to encourage motorists to use such distant parking facilities. For example, signs and maps in the CBD should clearly indicate the location of peripheral parking facilities and the availability of significantly cheaper user charges than core car parks. Without such incentives, peripheral parking facilities are often underused while core parking remains congested.

In summary, Council's current parking strategy as set out in its DCP allows for paid parking in certain parts of the Blacktown CBD. This strategy initially aimed to minimise the impact of traffic in the highly pedestrianised 'heart' of the centre, maximise accessibility of developments to car parking, and improve the efficiency to the ring road system. Council's parking strategy could deliver additional benefits by reducing the cost of new development.

This would be achieved through eliminating the need to build the expensive basement car parks required by on-site car parking.

Council's current car parking stock has had sufficient capacity to allow this strategy to be implemented. However, if Council's vision for the CBD is to be achieved, it will need to identify additional sites for the construction of multi deck car parking stations to cater for an increased demand for spaces.

Recommendations

That new developments in the town centre provide 75% of their own parking needs on-site.

That times of operation of period parking be reviewed to ensure adequate turnover on weekdays and weekends in high demand locations.

That Council identify possible satellite parking sites.

4.3 Permit Parking Schemes

Permit parking schemes are used by some inner metropolitan councils with older dense development, including North Sydney, the former South Sydney, Randwick and Woollahra.

On-street parking is generally in high demand in these LGAs as properties are too small to accommodate vehicles on-site. Residents generally do not have access to sufficient off-street parking, and parking may be heavily restricted near their residences. Permit parking schemes are now regulated under the Road Transport (Safety and Traffic Management) Act 1999 along with business parking permits, commuter parking permits and residents' visitor parking permits.

Permit parking schemes must be implemented in accordance with the Roads and Maritime Services (formerly Roads and Traffic Authority) Permit Parking Manual which includes eligibility criteria. Most single dwelling properties in Blacktown have sufficient space on-site to provide for parking for more than one vehicle, and therefore, few areas would qualify for such schemes. The Manual generally allows for a maximum of two parking permits per household reducing by one permit for each available off-street parking space.

New development sites must comply with the requirements of Council's Town Centre DCP to provide for on-site resident and visitor parking requirements.

There are a number of disadvantages to permit parking schemes, including:

- administrative costs, some of which could be recouped through charging for permits;
- tradespeople, visitors and residents with new, hired or additional vehicles without a permit may be adversely affected by the restrictions; and
- other users, including those visiting affected areas, are adversely affected.

A permit parking scheme could be considered on a trial basis near the Blacktown CBD residential area such as the Medical Precinct bounded by Bungarribee Road, Flushcombe Road and Blacktown Road.

Recommendation

That permit parking schemes not be introduced in Blacktown at this time, with the exception of a trial to be undertaken within the Medical Precinct bounded by Bungarribee Road, Flushcombe Road and Blacktown Road.

4.4 Commuter Parking

While commuter parking is often perceived to be the responsibility of local councils, it actually falls under the responsibility of State Government. The majority of commuter car parks in Blacktown are located on railway land and draw patronage to the Sydney Trains rail network. The local roads surrounding railway stations in Blacktown, Mount Druitt, and Seven Hills are also used for parking by commuters on weekdays. Parking demand around rail centres in Blacktown remains high, with commuter car parks generally at full utilisation. At the same time, significant numbers of unrestricted on-street parking spaces are occupied by all-day parking, mostly by commuters.

Commuter parking reduces the length of vehicle trips by transferring part of a journey to another transport mode, namely rail. Roads and Maritime Services (RMS) NSW has the power to ensure that councils do not unduly remove on-street commuter parking within one kilometre of a railway station. However, extensive commuter car parking can impact residents through parking on local roads. It also increases traffic congestion as these car parks are typically close to rail stations and town centres where added congestion during commuter peak times is undesirable. As a result there are competing benefits and impacts for commuter parking and the local amenity.

Off-street parking areas

While the provision of additional off-street car parking increases capacity, anecdotal evidence suggests that it does little to reduce the impact on on-street parking because the subsequent spare capacity created on-street is typically reabsorbed by other commuters.

On-street parking

Unrestricted on-street parking tends to take a significant load off the total commuter parking at railway stations. This applies even where a substantial number of formal off-street commuter car parking spaces are available. Commuters who leave their vehicles for the day generally accept that if on-street parking is available to them, they may have to walk further to their transport connections than shoppers.

Residents close to rail centres usually accept that convenient on-street parking is not necessarily available to them or their visitors. In particular they do not expect to find parking on-street immediately outside or even near their property.

Passenger pick up and drop off

Passenger pick up and drop off points at rail stations (commonly known as ‘kiss and ride’) is very short term parking which encourages commuters to use rail services. Such short term parking does not necessarily reduce vehicle trip generation and congestion around rail

stations during peak times. Most town centres already set aside some kerbside space near rail stations for passenger pick up and drop off, mostly operating on a part time basis (ie during peak periods). They are signposted with minimal 'No Parking' restrictions which permits passenger set down and pick up, but not longer stays.

Recommendations

That Council continues to work with the State Government to provide adequate commuter parking close to railway stations.

4.5 Bus Zones

The provision of efficient bus services is essential to encouraging travellers to get out of their cars. They reduce traffic congestions and the need for car parking in busy areas. Well-run bus services also provide equitable transport to vulnerable members of the community and facilitate access to suburban rail services. Bus zones are critical to the effective operation of bus services in town centres. Competition for kerbside parking usually requires that bus stops are formalised through 'Bus Zone' signposting so that buses have specific space allocations in the town centres.

Blacktown bus zones

Bus zones within the Blacktown Town Centre are primarily catered for at the lower level of the Westpoint Shopping complex which is accessible via Patrick Street. Zones are also located on the northern side of the Western Railway line, accessed from Richmond Road.

Seven Hills bus zones

Bus zones within the Seven Hills Town Centre are primarily located at the ground level of the multi-storey commuter car park complex on the northern side of Seven Hills Railway Station with access from Prospect Highway.

Mount Druitt bus zones

Bus zones within the Mount Druitt Town Centre are primarily provided at the Transport Terminal located off North Parade.

Recommendation

That Council continues to work with Transport for NSW and bus operators when considering new bus zones or changes to bus zones.

4.6 Loading Zones

Loading zones should only be provided if off-street loading facilities are unavailable and the competition for kerbside space results in goods vehicles not readily able to secure parking.

A large number of retail sites in town centres have no dedicated on-site loading facilities. Frequently they are small strip shops where the space or access at the rear of the site may be

restricted. Some of the larger sites, such as Westpoint in Blacktown, Seven Hills Plaza Shopping Centre at Seven Hills and Westfield at Mount Druitt, have dedicated on-site loading facilities. Some centres also have high demand for short term on-street parking while others have sufficient spare capacity. Town centre redevelopment generally entails consolidation of sites which enables the provision of on-site loading and unloading facilities. For commercial sites it may be sufficient to provide some on-site loading facilities while larger retail sites will invariably be required to provide on-site servicing for the largest vehicle expected to service the site.

Therefore, Council should be seeking the inclusion of on-site loading/servicing facilities as part of any retail or commercial development application to reduce the need for on-street loading areas. A goods vehicle can park in a loading zone for 30 minutes and a station wagon can park for 15 minutes while loading or unloading goods. Kerbside loading zones are typically approximately 9m long (approximately two vehicle spaces), enough to accommodate a medium rigid truck. For ease of entry and exit they are usually located at the approach end of a row of parallel car parking spaces.

For smaller sites where a need for a loading area can be demonstrated and where competition for kerbside parking is high, consideration could be given to introducing loading zones, subject to technical and safety criteria. However, it is likely that loading zones would be available for a limited time only to maximise the reduction in kerbside space and short term parking. Should requests for loading zones in a town centre arise, they should be evaluated on a centre-wide basis to maximise sharing to avoid a proliferation of such spaces.

Recommendation

That on-site loading space and facilities be incorporated in future retail/commercial/mixed use developments in town centres.

That requests for on-street loading zones be evaluated on an area-wide basis.

4.7 Accessible Parking

Car parks are required to allocate a proportion of their spaces to drivers with mobility permits. Council's public car parks generally provide some accessible or disabled parking parking spaces. Any redevelopment of Council car parks provides an opportunity to re-evaluate the number, convenience and quality of accessible spaces. Accessible parking in commuter car parks is generally the responsibility of Sydney Trains. Blacktown, Seven Hills and Mount Druitt town centres provide accessible parking spaces close to the station entrance.

Retail and commercial development in town centres will bring about additional parking, a component of which must be accessible and provided in accordance with Australian Standard AS 2490.

Accessible parking spaces are not normally provided on-street for safety reasons. This is because the lateral clearances to moving traffic required for such spaces is much greater than for normal kerbside spaces. Motorists with mobility parking scheme permits can usually park in time restricted parking spaces for longer periods than indicated on the car parking signs.

Disabled parking has a regulatory function, and as such, on-street disabled car parking and disabled car parking in Council car parks can be enforced.

Recommendation

That accessible parking be incorporated in future retail/commercial/mixed use developments in the town centres.

That accessible parking be incorporated in the redevelopment of Council car parks as and when they occur.

4.8 Car Share Parking

Car share schemes operate most effectively where there is a shortage of car parking. Such schemes are gaining popularity with infrequent car users in areas that lack provision for on-site parking and the demand for on-street parking is high. The City of Sydney and North Sydney Council have dedicated on-street parking spaces to shared vehicles in convenient locations. In return they derive significant revenue from operators of the car share schemes such as GoGet. Similarly car share spaces could also be provided on-site, incorporated into new residential development as an alternative to vehicle ownership. Dedicated on-street spaces would need to be supported by an appropriate mix of surrounding land uses.

Recommendation

That car share schemes be investigated for incorporation into future retail/commercial/ mixed use developments and kerbside parking changes in the town centres.

4.9 Bicycle Parking

Cycling is being encouraged as an alternative low impact form of transport, particularly for trips shorter than five kilometres. Bicycle parking/storage facilities should be provided at common destinations such as schools, employers, railway stations, bus interchanges, parks, sports venues and shopping strips.

Bicycle parking at railway stations requires a high degree of security. AustRoads recommends provision of bicycle lockers, cages and compounds supported by end of trip facilities such as change lockers and showers. Public bicycle parking in town centres is likely to be short term with the guidelines suggesting a lower security facility such as bicycle rails. All parking facilities should be located in areas of high visibility. Bicycle parking facilities are not normally provided on-street within the carriageway.

New developments are required to provide on-site bicycle parking to accommodate the needs of residents and their visitors. Bicycle parking should be provided in accordance with Austroads Guide to Traffic Management Part 11: Parking, particularly Table C2.7 Bicycle Parking Provision Rates. There is also a need to provide public bicycle parking in the town centre areas to facilitate alternative modes of access to shops, community/commercial services and transport nodes.

Recommendation

That provision of bicycle parking in new developments be required in accordance with Austroads guidelines.

That Council incorporates the provision of bicycle parking in the town centres, including bicycle racks and lockers where appropriate.

4.10 Motorcycle/Motor Scooter Parking

Motorcycles/motor bikes and motorised scooters are perceived as an economical and relatively fast alternative to the private car. Given the state of fuel prices and congestion on roads, the popularity of motorcycles and scooters has increased. Motorcycles use land more efficiently than other motorised transport modes because they occupy less road and parking space. However, parked motorcycles risk damage from being tipped over by careless drivers.

Dedicated motorcycle parking underneath the Blacktown Railway Station is accessed behind the lift in Main Street, with additional parking spaces provided in Main Street within the Mall section.

Recommendations

That Council liaise with Sydney Trains regarding the provision of dedicated motorcycle/ scooter parking in appropriate locations in commuter car parks.

That dedicated motorcycle/scooter parking be incorporated in future Council-owned public parking areas.

That development sites consider allocating spaces to motorcycle/scooter parking.

4.11 Taxi Zones

Taxis play a role in providing an 'at call' public transport service, and catering for people with mobility difficulties. There is a regular taxi presence at the rail centres in Blacktown, Mount Druitt and Seven Hills. Additional taxi parking is located on the top level of the Westpoint Shopping Centre. Anecdotal evidence suggests that sufficient taxi ranks are available in the CBD. Should additional taxi parking be required, locations close to the railway stations are preferable with existing zones being utilised or modified where conditions permit.

Recommendation

That additional taxi parking be investigated in the longer term as the need arises.

4.12 Clearways

Clearways are implemented on main roads by the Roads and Maritime Services NSW to improve traffic flow capacity during high demand periods. None of the existing town centres within the Blacktown LGA were affected by clearway restrictions at the time of preparing this document.

4.13 Council Owned and Maintained Car Parking Upgrade Opportunities

Council owns and maintains a wide range of off-street parking areas in centres, sporting venues and other areas throughout the LGA, including the following larger car parks near the major urban centres:

1. ***Warrick Lane Car Park***
   Warrick Lane Car Park, bounded by the Western Railway, Sunnyholt Road and Warrick Lane, consists of 335 spaces ranging from unrestricted to one hour parking. It also includes some accessible parking together with a number of Loading Zones.

2. ***Colo Lane Car Park***
   Colo Lane Car Park consists of a number of ground level unrestricted spaces surrounding the base of the multi-storey car park with one hour restrictions fronting Colo Lane itself. The multi-storey car park contains a variety of three hour parking, reserved parking and all day parking between opening and closing times as per the prescribed days with a total of 516 spaces available.

3. ***K-Mart Car Park (Blacktown City Council maintained section)***
   The K-Mart Car Park is divided in ownership between Blacktown City Council and the private owner of Westpoint, QIC. The Council component consists of 282 spaces and includes two accessible parking spaces.

Council also controls on-street car parking within the LGA. Consideration should be given to the alteration of controls and mix and layout of existing on-street parking in urban centres and fringe areas, and potential extension of the areas controlled by parking signs. Such consideration would be a key component of implementing the PMP objectives with RMS consultation where the one kilometre radius applies.

Council ownership and control of these car parks and on-street parking allows them to be managed to influence the overall mix of car parking supply in their local area.

Recommendation

That Council should investigate and manage Council–controlled car parking progressively to implement the objectives and facilitate the actions of this PMP.

5.0 CONCLUSIONS

- On-street parking in the Blacktown LGA appears to be adequate for current demand and should be monitored and managed to optimise its occupancy to a level just below 100%. This will ensure that the parking resource is well utilised with some spare spaces available for customers and essential users.
- Off-street parking in the Blacktown LGA is adequate for current demand.
- Future intensification of commercial and residential activities in the Blacktown LGA would require the provision of additional parking and better managed parking.
- Additional parking in the Blacktown LGA can be provided in the form of satellite parking stations near the town centres.
- Council should continue to lobby the NSW Government for additional commuter car parking at the 10 railway stations within the LGA, following the new release areas of the North West Growth Centre.

6.0 RECOMMENDATION

That Council consider and adopt this Parking Management Plan (PMP).

APPENDIX: BACKGROUND RESEARCH

A1 Introduction

This Appendix provides selected additional research supporting the conclusions in the PMP. It addresses the main land uses where a significant change in parking policy is proposed for the Blacktown CBD followed by wider NSW Government policy on Urban Activation Precincts and some international parking comparisons.

A2 Land Use: Shop Top Housing

Shop Top Housing: Current and Proposed Parking Rates (car spaces):
Example: 10 studio apartments, 10 one-bedroom, 10 two-bedroom, five three-bedroom, five four-bedroom, total 40 dwellings, five shops.

Residential		
Location	**Current**	**Proposed**
Blacktown CBD	Residential Parking 1 space per 1 or 2 bedroom dwelling. 2 spaces per 3 or more bedroom dwelling Visitor Parking 1 space per 2.5 dwellings plus 3 spaces per shop	Blacktown CBD Residential Parking 0.6 spaces per studio apartment, 1 space per 1, 2 or 3 bedroom dwelling. 2 spaces per dwellings for 4 bedrooms or more. Visitor Parking 1 space per 5 dwellings plus 3 spaces per shop
Based on the above example: (minimum)	10+10+10+10+16+15=**71**	6+10+10+5+10+8+15=**64** (-10%)
Penrith	NA[9]	
Parramatta	NA	
The Hills	NA	
Penrith	NA	
Austroads range	NA	

Commentary and Observations

Austroads Guide to Traffic Management Part 11 provides examples of parking provision rates for various cities in Australia and New. This provides a wide range of Australian and New Zealand experience. However, Shop Top Housing is not a category in any of the areas quoted.

An adequate rate of visitor parking is required on-site particularly to service visitors that cannot reasonably walk long distances or require secure access, such as tradespersons with their tools, maintenance technicians or elderly visitors. This rate will be adequate at most times, and can be supplemented at unusual peak times by on-street or nearby visitor parking. Excessive rates of on-site visitor car parking that leave empty spaces can encourage undesirable commuter parkers or storage of junk.

[9] NA: Not Applicable - ie no Shop Top Housing category in respective parking codes. Would generally be calculated by adding the separate component requirements of residential and shops, allowing no discount for staff or customers 'living above the shop'.

Comparison of the existing and proposed parking rates indicate a 10% reduction in the parking requirement. This reduction should be supported.

A3 Land Use: Residential Flat Building

Residential Flat Building Current and Proposed Parking Rates (car spaces):
Example - 10 studio apartments, 10 one-bedroom, 10 two-bedroom, five three-bedroom, five four-bedroom, total 40 dwellings.

Residential		
Location	**Current**	**Proposed**
Blacktown CBD	Residential Parking 1 space per 1 or 2-bedroom dwelling 2 spaces per 3 or more bedroom dwelling Visitor Parking 1 space per 2.5 dwellings	Blacktown CBD 0.6 spaces per studio apartment, 1 space per 1, 2 or 3-bedroom dwelling. 2 spaces per dwellings for 4-bedrooms or more. Visitor Parking 1 space per 5 dwellings
Based on the above example: (minimum)	10+10+10+10+10+16=**66**	6+10+10+5+10+8=**49** (-26%)
Liverpool CBD	5+10 +10+15+4=**44**	
Penrith City Centre (maximum)	5+10+10+15+2=**42**	
Parramatta within 400m railway or Transitway (minimum)	0+10+10+6+10+10=**46**	
The Hills in a centre (minimum)	10+10+15+10 +10+16=**71**	
Hornsby within 800m of railway station	7.5+7.5+10+7.5+7.5+6=**46**	
Sydney City, (maximum)	40	
Epping Station UAP core precinct (maximum)	40+4=**44**	
Austroads range, (minimum)	65-80	

Commentary and Observations

Liverpool offers less parking than what is proposed for Blacktown CBD. Parking provision in Liverpool City Centre is one space per two studio apartments (0.5 spaces per studio apartment), less than proposed for Blacktown CBD, one space per one-bedroom or two-bedroom apartment (same as Blacktown Proposed) and 1.5 spaces per three or more bedrooms (similar over a mix of three and four-bedroom apartments to Blacktown proposed on average). Visitor parking is at a rate of one space per 10 units or part thereof (less than Blacktown proposed).

Parramatta offers similar minimum parking for residential flat buildings within 400m of a railway station or Transitway bus stop. It stipulates **zero spaces for studio apartments**, one

space per one-bedroom or two-bedroom unit, 1.2 spaces per three-bedroom unit, and two spaces per four-bedroom unit. Visitor parking is 0.25 spaces per dwelling.

The Hills has a required minimum provision for residential flat buildings within the centres of Castle Hill, Baulkham Hills and Rouse Hill of 1 space per one-bedroom unit, 1.5 spaces per two-bedroom unit, and two spaces per three-bedroom unit. Visitor parking is two spaces per five units.

Penrith City Centre DCP allows a **maximum** of one space per two studio units, one space per one-bedroom or two-bedroom unit, 1.5 car spaces per three-bedroom or larger. Visitor parking is one space per 20 units or part thereof.

Hornsby DCP requirement for sites within 800m of a railway station for studio units and one-bedroom is 0.75 spaces, two-bedroom one space, three-bedrooms or more 1.5 spaces, and visitor parking one space per seven dwellings.

Austroads Guide to Traffic Management Part 11 includes examples of parking provision rates for various cities in Australia and New Zealand. Minimum rates range from one space per bedroom to two car spaces to each dwelling or household unit. City of Sydney had a maximum rate of on-site spaces permitted of 0.25 spaces per studio, 0.5 per one-bedroom apartment, 1.2 spaces per two-bedroom apartment, and two spaces per three or more bedroom apartment.

The RMS update to the Guide to Traffic Generating Developments TD13-04a of 2013 surveyed 10 high-rise residential buildings around Sydney. Ten surveys were conducted in 2012, eight within Sydney, and one each in the Hunter and Illawarra. All developments were (i) close to public transport, (ii) greater than six storeys and (iii) almost exclusively residential in nature. The ratio of parking spaces on-site to the number of residential units in the Sydney metropolitan region ranged from 0.64 in Cronulla to 1.6 in Chatswood, with 2.11 in Wollongong. The percentage parking occupancy at peak observed weekday occupancy times ranged from 50% to 78% (44% to 79% at weekends): that is at between five in 10 and two in 10 parking spaces were still empty at the times of peak demand. This suggests that there is an oversupply of car parking compared to demonstrated demand for car parking in all these high-density residential buildings surveyed. That is, the number of parking spaces provided could be reduced by at least 20% and there would still be spare car parking. (This makes assumptions that all parkers could use all spaces, and therefore the actual feasible reduction would be somewhat less depending on resident's ability to share some parking spaces and to allow for peak-off peaks times that might exceed demand a few times per year.)

Comparison of the existing and proposed parking rates indicate a 26% reduction in the parking requirement. This reduction should be supported.

RMS[10] Research

[10] RMS update to Guide to Traffic Generating Developments TD13-04a of 2013

APPENDIX B1 – HIGH DENSITY RESIDENTIAL – WEEKDAYS

	Sydney Metropolitan Area					Regional Area				
Site No.	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 10	Site 8	Site 9
Location	St Leonards	Chatswood	Cronulla	Rockdale	Parramatta	Liberty Grove	Strathfield	Pyrmont	Charlestown	Wollongong
Total Units	70	129	28	234	83	64	31	131	108	9
1 Bed	15	8	0	4	9	0	0	70	31	0
2 Bed	24	96	14	214	57	36	31	54	53	0
3+ Bed	31	25	14	16	17	28	0	7	24	9
Parking Spaces	97	206	18	260	108	93	30	199	113	19
Parking Ratio	1.39	1.60	0.64	1.11	1.30	1.45	0.97	1.52	1.05	2.11
Person Based Trips										
Daily Person Based Trips*										
- Car Based	65	245	27	720	177	284	40	160	527	53
- Other	179	445	56	535	239	132	89	240	124	25
- Total	244	690	83	1255	416	416	129	400	651	78
Average Person Trips Per hour*	19	53	6	97	32	32	10	31	50	6
Peak Person Trips	47	129	18	194	104	73	28	91	79	14
Peak Vehicle-Hour Person Trips	47	129	16	194	104	66	28	91	86	10
Peak Network Hour Person Trips										
- AM Peak	46	83	9	189	79	46	16	91	57	8
- PM Peak	38	106	4	123	54	58	13	60	70	10
% Mode Split										
Car Driver	22%	23%	31%	42%	33%	48%	28%	34%	73%	55%
Car Passenger	5%	12%	1%	15%	9%	20%	3%	6%	8%	13%
Non-Car	73%	64%	67%	43%	57%	32%	69%	60%	19%	32%
Vehicle-Based Trips										
Daily Vehicle Trips*	54	159	26	527	139	201	36	135	472	43
Peak Vehicle Trips	13	25	7	76	22	38	5	23	67	8
Peak Network Hour Vehicle Trips										
- AM Peak	10	18	2	76	22	18	3	23	42	6
- PM Peak	5	15	3	43	10	26	2	13	45	2
- % Car Parking Occupancy	62%	62%	-*	75%	77%	73%	73%	50%	78%	74%
Average Vehicle Occupancy										
- AM Peak	1.5	1.4	1.0	1.3	1.3	1.1	1.0	1.1	1.0	1.2
- PM Peak	1.4	1.6	1.0	1.4	1.5	1.4	1.0	1.1	1.2	1.0
- Average Over the Day*	1.2	1.5	1.0	1.4	1.3	1.4	1.1	1.2	1.1	1.2

Guide to Traffic Generating Developments

While there is a wide variation in this adjacent area, the Blacktown proposal is reasonable in a competitive sense.

A4 Land Use: Retail Premises

Retail Premises Current and Proposed Parking Rates (car spaces):
Example: 300m2 Retail

Residential		
Location	**Current**	**Proposed**
Blacktown CBD (other than bulky goods retailing, food and drink premises and vehicle sale and hire premises)	Shops 200sqm or greater - 1 space per 22sqm GFA Shops less than 200sqm - 1 space per 30sqm GFA	Blacktown CBD 1 per 30sqm GFA
Based on the above example: (minimum)	14	10 (-29%)
Penrith City Centre (minimum)	10	
Parramatta and centres (minimum)	5-10	
The Hills (minimum)	16	
Liverpool city centre	3	
Austroads range (minimum)	6-24	
RMS data	12 -17	

Commentary and Observations

Penrith City Centre LEP 2008 requires at least one space per 30m2 of retail floor area. DCP2010 requires a minimum of one space per 30m2 retail floor area in St Marys Town Centre.

Parramatta DCP 2011 requires a minimum of one space per 30m2 of gross floor area for retail premises in general. For Granville and Harris Park town centres, there is a minimum of one space per 60m2 and a maximum of one space per 30m23 of GFA.

The Hills Part C requires one space per 18.5m2 GLFA for Shops, plus set down and bike parking requirements.

Liverpool DCP 2008 in the Liverpool City Centre requires one space per 100m2 of floor area for all other non-residential uses, including retail. In other areas in Business Zones retail premises, require a minimum of one space per 20m2 for less than 12000mwLFA, then one space per 25m2LFA up to 30000m2LFA, and one space per 30m2 for LFA over 30000m2LFA.

Austroads Guide to Traffic Management Part 11 includes examples of parking provision rates for various cities in Australia and New Zealand. Minimum Rates range from one space per 12.5m2 GLA, or 15m2 GFA to one space per 50m2 GFA. This is a wide range of rates, with the highest rate four times the lowest rate.

The RMS update to Guide to Traffic Generating Developments TD13-04a of 2013 surveyed large shopping centres around Sydney. **The RMS states: 'This Technical Direction must be followed when RMS is undertaking trip generation and/or parking demand**

assessments.' Extensive surveys of shopping centres were conducted in 1978, 1990 and again in 2011. The latter survey involved 10 larger shopping centres, seven in the Sydney metropolitan area (Burwood and Penrith and Liverpool are near town centre railway stations; Roselands, Prairiewood, Rouse Hill, and Warriewood are not) and one each at Mittagong, Shellharbour and Tuggerah. The research focused on trip generation but for parking for the sites within the Sydney Metropolitan Region, the parking supply ranged from 3.5 spaces per 100m2GLFA to 4.7 spaces per 100m2 GLFA. This equates on the accepted RMS ratio of GLA/GFA of 0.85 to rates of 4.1 to 5.5 spaces per 100m2 of GFA.

RMS surveys of Shopping Centres

SHOPPING CENTRES – DETAILS OF SELECTED SITES

Site ID	Sydney Metropolitan Area						
	SC1 Roselands	SC2 Burwood	SC3 Liverpool	SC4 Penrith	SC5 Prairiewood	SC6 Rouse Hill	SC7 Warriewood
Network Peak Hours							
Year	2008	2011	2008	2009	2011	2008	2008
AM Peak - Weekdays	7-8AM	8-9AM	8-9AM	8-9AM	8-9AM	8-9AM	8-9AM
PM Peak - Weekdays	5-6PM	3-4PM	4-5PM	4-5PM	5-6PM	5-6PM	5-6PM
Peak - Weekends	1-2PM	10-11AM	1-2PM	12-1PM	12-1PM	12-1PM	12-1PM
Site Details - Shopping Centre							
Gross Leasable Floor Area (m^2)	61,424	63,404	91,115	100,134	49,898	69,000	22,143
Year Constructed	1965	1966	1972	1971	1983	2008	1980
Busy Peak Period	Saturday Midday	Saturday PM	Saturday Midday	Saturday Midday	Saturday Midday	Sunday Midday	Saturday Midday
Accessibility Score	40	233	268	200	96	184	64
Opening Hours							
Mon, Tue, Wed & Fri	9AM - 5:30PM	9AM - 5:30PM	9AM - 5:30PM	9AM - 5:30PM	9AM - 5:30PM	9AM - 5:30PM	9AM - 5:30PM
Thu	9AM - 9PM	9AM - 9PM	9AM - 9PM	9AM - 9PM	9AM - 9PM	9AM - 9PM	9AM - 9PM
Sat	9AM - 4PM	9AM - 5PM	9AM - 5PM	9AM - 5PM	9AM - 5PM	9AM - 5PM	9AM - 4PM
Sun	10AM - 4PM	10AM - 5PM	10AM - 5PM	10AM - 4PM	10AM - 4PM	10AM - 5PM	10AM - 4PM
Parking Spaces							
Customer	2,539	2,972	2,893	3,382	1,467	2,470	986
Disabled	67	38	78	60	35	75	18
Staff	140	-	514	-	369	553	-
Loading Bay/Reserved	90	23	29	110	15	38	20
Total	2,836	3,033	3,514	3,552	1,886	3,136	1,024
Survey Information							
Date of survey - Weekdays	25 & 26/11/10	24 & 25/03/11	19 & 20/05/11	7 & 8/04/11	28 & 29/04/11	17 & 18/03/11	3 & 4/03/11
- Weather	-	Sunny	Sunny	Sunny	Cloudy/Rain	Sunny/Cloudy	Sunny
Date of survey - Weekends	27 & 28/11/10	26 & 27/03/11	21 & 22/05/11	9 & 10/04/11	30/04 & 1/05/11	19 & 20/03/11	5 & 6/03/11
- Weather	-	Cloudy/Shower	Sunny	Sunny	Cloudy/Rain	Cloudy/Rain	Sunny

Source: Trip Generation and Parking Demand of Shopping Centres, Analysis Report, Halcrow for the NSW Roads and Traffic Authority, September 20

Comparison of the existing and proposed parking rates indicate a 29% reduction in the parking requirement. This reduction should be supported.

A5 Land Use: Office Premises

Office Premises - Current and Proposed Parking Rates (car spaces):
Example of 300m2 Offices

Residential		
Location	**Current**	**Proposed**
Blacktown CBD	Blacktown City Centre and Mount Druitt Town Centre: 1 space per 30sqm. GFA, plus 1 space per 2,000sqm GFA for courier/service vehicles Elsewhere: 1 space per 40sqm GFA	Blacktown CBD 1 per 100sqm GFA
Based on the above example: (minimum)	10	3 (-70%)
Penrith (minimum)	5	
Parramatta town centre (minimum and maximum)	5-6	
The Hills (minimum)	8	
Liverpool City Centre	3	
Austroads range (minimum)	6-11	

Commentary and Observations

Penrith City Centre LEP 2008 requires at least one space per 60m2 of commercial floor area. DCP2010 requires a minimum of one space per 60m2 commercial floor area in St Marys Town Centre.

Parramatta DCP 2011 requires a minimum of one space per 50m2 gross floor area. For Granville and Harris Park town centres, there is a minimum of one space per 70m2 and a maximum of one space per 50m2 of GFA.

The Hills Part C for Centre Commercial requires a minimum of one space per 40m2GFA.

Liverpool DCP 2008 for Liverpool City Centre requires one space per 100m2 floor area for all other uses other than residential. The objective of Liverpool Local Environment Plan LEP 2008 for Liverpool City Centre is to ensure that adequate car parking is provided for new or extended buildings on land in the Liverpool City Centre that is commensurate with the traffic likely to be generated by the development and is appropriate for the road network capacity and proposed mix of transport modes for the city centre. Clause 7.3.2 of the LEP states: Development consent must not be granted to development on land in the Liverpool City Centre that is in Zone B3 Commercial Core or B4 Mixed Use that involves the erection of a new building or an alteration to an existing building that increases the gross floor area of the building unless: (a) at least one car parking space is provided for every 200 square metres of any new gross floor area that is on the ground floor level of the building, and (b) in respect of any other part of the building: (i) at least one car parking space is provided for every 100 square metres of any new gross floor area that is to be used for the purposes of retail

premises, and (ii) at least one car parking space is provided for every 150 square metres of any new gross floor area that is to be used for any other purpose. Clause 7.3.3 states: Despite subclause (2) above, development consent may be granted to a development with less or no on-site car parking if the consent authority is satisfied that the provision of car parking on-site is not feasible.

Contributions[11] from the Liverpool City Centre Contributions Plan 2007 Section94A Development Contributions Plan are based on a developer paying a levy of 3% of proposed cost of carrying out development in the B1NeighbourhoodCentre, B3CommercialCore, B4MixedUse and B6EnterpriseCorridor zones. The Plan identifies part of the levy to be spent on providing shared public car parking[12], bridge link and bus priority to a cost of about $16 million.

It is understood that this restriction on on-site car parking and introduction of paid on-street parking in the Liverpool City Centre has been acceptable to Liverpool Council and the real estate market even though there has not been a great deal of retail or office development in the City Centre since its introduction. Developers, particularly of residential floorspace, have welcomed the cost savings of not providing as much high cost car parking on their sites. The paid on-street parking in the commercial core has improved the turnover and value of customer parking (parking fees[13] for three minutes 10c; six minutes 20c; nine minutes 30c; 12 minutes 40c; 15 minutes 50c; 30 minutes $1; 45 minutes $1.50; one hour $2; one hour 30 minutes $3; two hours $4; two hours 30 minutes $5; three hours $6.). Turning off the meters on Saturdays and providing 15 minute free parking is one of the ways Council is demonstrating its commitment to working with local residents and business owners. Council offers a free shuttle bus from Collimore car park with 360 car spaces to the corner of George and Moore streets in the morning and a return bus in the afternoon for those using Council's free all day car park.

Austroads Guide to Traffic Management Part 11 includes examples of parking provision rates for various cities in Australia and New Zealand. Minimum Rates range from one space per 50m2GFA to 1 per 28m2.

The RMS update to Guide to Traffic Generating Developments TD13-04a of 2013 surveyed office block buildings around Sydney. **The RMS states: 'This Technical Direction must be followed when RMS is undertaking trip generation and/or parking demand assessments.'** Ten surveys were conducted in 2010, eight within the Sydney urban area and one in each in Newcastle and Wollongong. The Sydney sites provided a range of locations with two inner ring sites, four middle ring sites and two outer ring sites. Most had access to the rail network.

The data suggests that there is an oversupply of car parking compared to demonstrated demand for car parking in all these buildings surveyed. That is, the number of parking spaces provided could be reduced and there would still be spare car parking. (This makes

[11] Liverpool City Centre Contributions Plan 2007 Section94A Development Contributions Plan

[12] Based on current Liverpool Council projections, there will be a demand for two multi-storey car parks with an estimated cost of $10.5million. Demand for the multi-storey car parks is based on projections, but depends on the extent to which new commercial development provides parking onsite. One car park is proposed or the west side of Hume Highway to provide car parking in the short term with on-site security and a pedestrian bridge over the Hume Highway. It will be constructed with a bridge link across the Hume Highway which is to cost an additional$1.5 million. The second car park is proposed in the longer term as a multi-storey facility in the southern part of the city centre on or near the ring road.

[13] Parking Guide in Liverpool, 2014

assumptions that all parkers could use all spaces, and therefore the actual feasible reduction would be somewhat less depending on ability to share some parking spaces and to allow for peak times that might exceed demand a few times per year.)

RMS Data

APPENDIX D1 – OFFICE BLOCKS – SITE DETAILS

	OB1 North Sydney	OB2 Chatswood	OB3 Sydney Olympic Park	OB4 Hurstville	OB5 Macquarie Park	OB6 Parramatta	OB7 Liverpool	OB8 Norwest	OB9 Newcastle	OB10 Wollongong
Total Staff	1,136 (1,129)	397 (347)	2,400 (2,053)	95 (85)	240 (240)	1,400 (1,225)	99 (88)	34 (31)	490 (490)	380 (300)
Size	31,400	10,214	34,131	3,254	5,748	27,000	2,817	1,200	12,182	12,921
Car and Bicycle Parking spaces	136	150	902	66	269	402	28	83	220	133
Loading Bays	1	6	7	0	3	3	0	1	0	1
Accessibility Score	0.9	0.9	0.4	0.9	0.9	0.9	0.9	0.6	0.9	0.9

Source: Trip Generation and Parking Generation Surveys (Office Blocks), GTA Consultants for the NSW Roads and Traffic Authority, September 2010, p113

Comparison of the existing and proposed parking rates indicate a 70% reduction in the parking requirement. This reduction should be supported.

A6 Land Use: Business Premises

Business Premises Current and Proposed Parking Rates (car spaces):
Example -300m2 Business floor area

Residential		
Location	**Current**	**Proposed**
Blacktown CBD	NA	1 per 30sqm GFA
Based on the above example: (minimum)	NA	10
Penrith	5	
Parramatta (minimum and maximum)	5-10	
The Hills (minimum)	8	
Liverpool	3	
Austroads range (minimum)	6-15	

Commentary and Observations

The Blacktown DCP 2006 shows the proposed one space per 30m2 GFA rate for Commercial (the DCP does not specify Business as a use) in the Blacktown City Centre and Mount Druitt Town Centre is the same as the proposed rate.

The Penrith DCP 2010 shows commercial premises (including business) has a minimum parking rate of one per 60m2 in St Marys, or one per 40m2 elsewhere (where business is located within 500m of a railway station, a submission to vary the above parking rates will be considered.).

The Parramatta DCP 2011 shows for Granville and Harris Park Town Centres Business car parking rates of a minimum of one space per 60m2 GFA and a maximum of one space per 30m2 of GFA.

The Hills required minimum parking provisions for Commercial including Business in a Centre Commercial a rate of one space per 40m2GFA.

Liverpool DCP 2008 for the Liverpool City Centre states parking shall be provided in all other development (non-residential) at a rate of one space per 100m2 of floor area.

Austroads Guide to Traffic Management Part 11 includes examples of parking provision rates for various cities in Australia and New Zealand. This provides a wide range of Australian and New Zealand experience. Business is not used as a land use category, but for example in Brisbane Centre Activities in the centre within 200m of a railway station entry or busway station or major public transport interchange is to be provided parking at a maximum of one space per 20m2 GFA at Ground level and one space per 50m2 GFA above ground floor level.

The RMS update to Guide to Traffic Generating Developments TD13-04a of 2013 surveyed business parks and industrial estates. **The RMS states: 'This Technical Direction must be followed when RMS is undertaking trip generation and/or parking demand assessments.'** In 2012 11 of these two types of sites were surveyed, four within the Sydney urban area, four within the Lower Hunter, one in the Illawarra and one in Dubbo. However, the key information related to trip generation and not car parking.

In summary, the Business Premises land use includes employees plus the visits of customers to the tax advisor or medical insurance refund or hairdresser premises for an extended period, and therefore generates a need for more car parking than just for employees in a closed office land use work environment.

In 2012 MacroPlan undertook a feasibility study[14] of commercial and mixed use development in the Blacktown CBD. In one example, the feasibility assessment indicated that a proposed 10 storey mixed use building was not feasible. Expected net revenues of $39.4 million are less than development costs of $49.8 million, producing a loss of $10.4 million. The $13.8m cost of underground car parking was a significant component of the development cost and may therefore impede development. While the application of a lesser car parking rate of one space per 80m2 floor space rather than one space per 30m2 of floor space, improved the result of all three projects site feasibilities, it was still not sufficient to move the viability of the projects 'into the black'. However it will reduce the time taken and market prices to realign, improving the general outlook for development activity

The study finding that mixed use development was not feasible was evidenced by the recent deferment or abandonment of approved mixed use projects in the Blacktown CBD such as the Warrick Lane development, First Avenue mixed development, and Second Avenue mixed development.

The provision of on-grade car parking was also found by the study to boost demand for out-of-centre offices, as this form of car parking is considerable cheaper at about $3000 per space. This is facilitated by larger lot sizes at business parks which are typically large enough to have on-grade parking. Most lot sizes in the Blacktown city centre are insufficient for on-grade parking provision which means that parking requirements can only be fulfilled

[14] Study of Commercial and Mixed Use Development Feasibility, for City of Blacktown, MacroPlan, 2012

underground. Under the 2012 market conditions the market is forced to reduce costs and was therefore more likely to deliver smaller buildings of one or two storeys with a lesser parking requirement that is capable of being provided in an at-grade format ie the market was not constrained by floor space ratio or height limits but by build costs and potential revenues.

A key finding of this study was that basement car parking was a considerable cost for development, and was a key contributor to reducing the feasibility of both commercial and mixed use development within the CBD. The study found a reduction of car parking rates would not move the viability of projects into the black, however it would reduce the time taken for feasibility and markets prices to align.

A7 NSW Government Urban Activation Precincts program (UAP)

The NSW Government Urban Activation Precincts program is intended to reflect a broader strategic approach consistent with current government policy. The policy and associated processes are based on the following principles

- A strategic precinct-based approach (rather than a single site or development)
- Close involvement with local government at an early stage and throughout the process as an integral partner
- Precincts located in close proximity to existing and planned transport and service infrastructure
- Precincts, zones and development controls that are based on financial viability and affordability, and reflect market demand and investor feasibility.

Eight precincts were announced in March 2013 including North Ryde Station, Epping Town Centre, Herring Road Macquarie Park, Carter Street Lidcombe, Wentworth Point, and Mascot Station. Many of these have similarities to centres in Blacktown, with a railway station, employment, and a need for a commercially viable level of car parking.

For North Ryde Station the SEPP 2013 required a DCP encouraging sustainable transport, options to reduce car use, and parking provision. The 2013 DCP was based on a maximum parking rate as follows:

North Ryde Station Precinct DCP 2013 - Car Parking Rates

Table 6 Car Parking Rates

Use	Maximum Parking Rate
Commercial	1 space per 90sqm GFA
Retail	1 space per 100sqm GFA
Supermarket	1 space per 60sqm GFA
Residential	1 space per 1, 2 or 3 bedroom dwelling 0 space per studio 1 space per 10 dwellings for visitor parking
Community	1 space per 100sqm GFA
Student housing and serviced apartments	1 space per 5 bedrooms

For Epping town Centre Urban Activation Precinct, the Finalisation Report in 2013 Residential parking rates of an average of one car space per apartment is recommended for the town centre core. This strikes a balance between meeting demand for car parking spaces, and encouraging travel other than by privately owned vehicles. It also provides options for residents who wish to forgo car ownership due to the high level of accessibility in the precinct, and simultaneously reduce the cost of their dwellings by not having to pay for a parking space. As detailed in the Hill PDA reports prepared for Epping Town Centre Urban Activation Precinct, average construction costs for basement car spaces are about $40,000 each.

Other centres in Sydney that already have high density dwellings built close to railway stations tend to experience much lower rates of car ownership than in Epping. Table 1 below

provides a number of examples of such centres, in comparison with Epping. It is likely that Blacktown, Mount Druitt and Seven Hills centres are more similar to Epping than the other centres in terms of car ownership.

Parking

Table 1 Households with one or no vehicle

Centre	1 vehicle	No vehicle	Total
Epping	33%	4%	37%
Artarmon	55%	15%	70%
Rhodes	58%	15%	73%
Waitara	60%	19%	79%
St Leonards	54%	30%	84%

Source: 2011 Census

The UAP Recommendation was a car-parking rate of an average of one space per dwelling, and one visitor space per 10 dwellings to apply to all properties in the B2 zone in both council areas within the precinct, and should be included in each council's DCP. This rate should be a **maximum rate**.

Car Share Schemes are to be encouraged in new UAP buildings.

For commercial car parking rates the Parramatta DCP 2011 requires one space per 50m² of commercial gross floor area plus one loading bay per 400m² of commercial gross floor area.

For commuter car parking rate, demand is an existing issue. The Epping Town Centre precinct is providing housing close to transport to prevent these residents from having to drive to the station in order to travel by train. Providing a commuter car park is not necessary to support growth in the town centre. However, commuter car parking serves residents further out into Blacktown.

Blacktown Council is understood to have made nominations to the NSW Government for UAP status and Regional Centre status. To improve future chances of gaining UAP status Blacktown centres should strive towards some of the above criteria. Part of this might be to be proactive in reducing centre parking rates and other actions to improve accessibility, as part of a strategy to attract migrants to Blacktown centres and compete with other development centres in Sydney and Australia.

A8 Australian CBD Car Parking

A research paper[15] by Colliers International in 2012 noted that non-residential car parks in Australian capital city CBDs are in many ways a finite product. There are now very few new car parks being built within CBDs, certainly not enough to keep up with demand. In addition, most City Councils are actively looking at ways to limit car access into CBDs. Although reasonably strong overall, the increase since 2009 has been relatively minor. Much of the increase in car space across Australian capital city CBDs occurred between 2006 and 2009. Between 2009 and 2011, the total increase amounted to just 103 car spaces across all capital city CBDs. Sydney CBD car spaces declined over this time period, as did Perth CBD.

Supply of car parking is expected to moderate over the next decade. In 2012 and 2013, all new car parks will be contained within office and retail developments. Redevelopment of existing multi-storey car parks will also continue as CBD sites become more valuable for alternative uses, thereby reducing significantly the amount of car parking available.

Demand continues but behaviour is slowly modifying.

Car Spaces per 100 CBD workers (Source :Colliers)

Year:	2007	2009	2011	2013
Sydney	12.0	12.6	11.9	11.4
Melbourne	15.1	14.0	13.8	13.4
Brisbane	20.9	21.7	21.4	20.3
Adelaide	24.4	24.7	23.8	23.7
Perth	18.3	20.0	18.6	18.3
Canberra	15.4	20.5	19.6	19.1

While the ratio of car parking to CBD workers is declining, the importance of car parking is also declining relative to other forms of transport. In 2010, an office tenant survey conducted by Colliers International found that bicycle parking was seen as just as important as car parking. This was a distinct change from the same survey conducted in 2005 when car parking was seen as far more important. These are distinct changes in behaviour by tenants, and the expectations for car parking.

A further indication of modification of behaviour is the importance that tenants place on being close to public transport. Since 2005, this has remained the most important driver in attracting and retaining staff by tenants when choosing an office location and has steadily increased in importance over time.

Changes in technology, societal trends and environmental concerns are already having a significant impact on off-street car parking and, although we aren't quite at the point of having driverless vehicles (General Motors has announced these will be ready by 2020), there are a number of changes that will impact upon the Australian parking industry as we know it. Individual bay sensors have changed the way that customers approach car parks and have been the most significant customer service innovation in car parking technology in the last few years. Finding parking and variable pricing billing systems are widely available via the internet and mobile phone devices. Remote monitoring is allowing parking management to be optimised and security improved. Thus it could be argued that even a limited amount of well-designed car parking is becoming more effective in serving customers.

[15] Australian CBD Car Parking - The next Decade, Colliers International White Paper, Autumn 2012

Workplace Travel Plans are reducing demand for the number of car spaces. An interesting example is the plan implemented by Optus in 2007 when they relocated their offices from North Sydney to a new campus in Macquarie Park. The issue facing the company related to being able to accommodate 6,000 staff in a 2,000 space car park in an area initially not very well served by public transport (particularly when compared to North Sydney). According to the NSW Government – Premier's Council for Active Living website, the Optus Sustainable Transport Strategy was designed to increase the travel choices for employees to commute to Optus Centre Sydney (OCS) in Macquarie Park, with an emphasis on improving access by sustainable modes of transport. The main themes of the Transport Strategy were:

- To reduce the need to travel
- To improve alternative non-car methods of travel
- To ensure the most efficient use of car parking spaces.

A number of alternative transport options have been developed over time. The strategy development started in around 2005 to ensure that viable alternatives were in place on day one of the move and it has been undergoing continuing improvement ever since. The strategy includes a number of services such as bus services, shuttle to the nearby new train station, flexible work arrangements and subsidies for public transport users. The car park operates on a charge basis with discounts and priority given to car-pooling vehicles; a number of spaces are also allocated to people with mobility impairments and an allocation also exists for people who only use their car occasionally.

Net revenues from the car park after covering costs are used to fund the Transport Strategy. Car-pooling has proved to be very successful, with over 300 groups registered on the Ride Share Scheme representing around 10% of employees.

A9 Examples of the application of a Parking Management Plan (PMP)

Example 1: Reducing Building Development Costs[16]

A mixed-use building is being constructed in a town centre that will contain 100 housing units and 1000m2 of office space. By existing Blacktown standards this requires 194 parking spaces (average 1.2 space per dwelling plus one visitor space per 2.5 dwellings plus one space per 30m2 of office space), costing up to $7.8million for underground parking at $40,000 per space (about 25% of total development costs). However, because the building is in a relatively accessible location (on a street that has footpaths, with retail business and public transit services located nearby) and on street parking is available nearby to accommodate occasional overflows, the building owners argue that a lower standard should be applied, (the same as the proposed Blacktown town centre rates in this PMP), such as average one space per dwelling plus one visitor space per five dwellings plus one space per 100m2 of office space, reducing total requirements to 130 spaces. To further reduce parking requirements the developer proposes the following:

- Unbundle parking, so parking spaces are rented separately from building space. For example, rather than paying $1,000 per month for an apartment with two parking

[16] Worked example based on example in Parking Management, Todd Litman, VTPI 2013

spaces, renters pay $800 per month for the apartment and $100 per month for each parking space. This typically reduces parking requirements by 20%.

- Encourage businesses to implement commute trip reduction programs for their employees, including cashing out free parking (employees are offered $50 per month if they do not use a parking space). This typically reduces car commuting by 20%.
- Regulate the most convenient parking spaces to favour higher-priority uses, including delivery vehicles and short errands, and handicapped users.
- Include four car share vehicles in the building. Each typically substitutes for five personal vehicles, reducing four parking spaces.
- Incorporate excellent walking facilities, including sidewalk upgrades if needed to allow convenient access to nearby destinations, overflow parking facilities and transit stops.
- Incorporate bicycle parking and changing facilities into the building.
- Provide information to resident, employees and visitors about public transport, rideshare and taxi services, bicycling facilities, and overflow/satellite parking options.
- Develop a contingency-based overflow parking plan that indicates where parking is available nearby if on-site facilities are full, and how and spill over impacts will be addressed. For example, identify where additional parking spaces can be rented if needed.

This management program allows total parking requirements to be reduced to about 100 spaces, providing $100,000 to $500,000 in annualised parking facility capital and operating cost savings (compared with $20,000-$50,000 in additional expenses for implementing these strategies), as well as providing improved options to users and reduced vehicle traffic.

Example 2: Town Centre – Addressing Parking Problems[17]

A growing town centre is experiencing parking problems. Most town centre parking is unpriced, with two hour limits for on-street parking. During peak periods, 90% of core-area parking spaces are occupied, although there is virtually always parking available a few blocks away, and many of the core spaces are used by commuters or long-term visitors, who moved their vehicles every two hours to avoid getting a ticket and fine for parking infringement.

Local businesses asked the city to build a $5 million parking structure, which either would require about $500,000 in annual subsidies or would require user charges. Experience in similar town centres indicates that if most public parking is unpriced, few motorists will pay for parking so the structure would be underutilised and do little to alleviate parking problems. Local officials decide to first implement a parking management plan program, to defer or avoid the need for a new parking structure. Parking surveys are performed regularly to track utilisation and turnover rates, in order to identify problems. The program's objectives are to encourage efficient use of parking facilities, ensure that parking is convenient for priority uses (deliveries, customers and short errands), and maintain parking utilisation at about 85%. It includes the following strategies:

[17] Worked example based on example in Parking Management, Todd Litman, VTPI 2013

- Increase enforcement of regulations, particularly during busy periods, but insure that enforcement is friendly and fair.
- Reduce on-street time limits (eg two hours to 90 minutes) where needed to increase turnover.
- Expand core area boundaries to increase the number of spaces managed for short term use.
- Encourage businesses to share parking, for example, a restaurant allows its parking spaces to be used by an office building during the weekdays in exchange for using the office parking during evenings and weekends.
- Encourage use of alternative modes. The city may partner with the town centre business organisation to support commute trip reduction programs and town centre shuttle service.
- Develop special regulations as needed, such as for disabled access, delivery and loading areas, or to accommodate other particular land uses.
- Implement a trial residential parking permit program if needed to address spill over problems in nearby residential areas, but accommodate non-residential users as much as possible.
- Provide signs and maps showing motorists where they may park.
- Have an overflow parking plan for seasonal peaks such as Christmas shopping and occasional special events that attract large crowds, including satellite parking locations. This meets short term and medium term parking demands while a transition occurs in the community and new developments and existing businesses to a lower overall parking demand rate.
- Establish high standards for parking facility design, including aesthetic and safety features, to enhance the downtown environment.
- Price parking, using convenient pricing methods. Apply the following principles:

  -Adjust rates as needed to maintain optional utilization (ie 85% peak occupancy).
  - Structure rates to favour short term uses in core areas and encourage longer term parkers to shift to other locations.
  - Provide special rates to serve appropriate uses, such as for evening and weekend events.
  - Use revenues to improve enforcement, security, facility maintenance, marketing, and mobility management programs that encourage use of alternative more sustainable and healthy modes of transport.

A10 Background Research References

- Austroads Guide to Traffic Management Part 11: Parking, 2008
- Blacktown CBD Parking Strategy Study, Henson Consulting, May 2012
- Blacktown LGA Parking Strategy Study, Henson Consulting, May 2013

- Blacktown City 2030 – City of Excellence vision
- Blacktown Development Control Plans (DCP)
- Blacktown Local Environment Plans (LEP)
- Blacktown Master Plan
- Blacktown Integrated Transport Management Plan (ITMP), Blacktown City Council, 2013
- Blacktown LGA Parking Strategy Study, Transport Assessment, Henson Consulting, May 2013
- Community Strategic Plan
- The High Cost of Free Parking, Professor Donald C. Shoup, UCTCNo. 351, University of California,1997