

Item: ENV009-20 **Georges River Council Car Parking Strategy**

Author: Senior Strategic Planner

Directorate: Environment and Planning

Matter Type: Committee Reports

RECOMMENDATION:

- (a) That Council note the submissions received during the public exhibition of the Position Paper and the Georges River Council Car Parking Strategy (July 2018);
- (b) That Council endorse the Position Paper as a Strategic Planning document and the Georges River Council Car Parking Strategy (July 2018) with the following amendments:
- i. Amend the Position Paper to include the existing minimum parking rates for the Hurstville City Centre, the recommended (exhibited) minimum car parking rates for Hurstville and Kogarah strategic centres and the amended rates for restaurants/cafes as below:

Type of Development	Existing Minimum Parking Rate - Hurstville	Existing Minimum Parking Rate - Kogarah	Recommended Parking Rate for GR DCP 2020 (Minimum)
Business and Office Premises	1 per 200sqm. (B3 zone) 1 per 100sqm (in B4 zone)	1 per 40sqm. GFA	1 per 60sqm. GFA
Retail Premises (shops)	1 per 50sqm. GFA	1 per 40sqm. GFA	1 per 60sqm. GFA
Restaurants/ Cafes	1 per 50sqm. GFA	1 per 40sqm. GFA	1 per 40sqm. GFA
Medical Centre	1 space/practitioner + 1 space/consulting room	1 per 40sqm. GFA	1 per 50sqm. GFA

- ii. Amend the Position Paper to include the following car parking rates for other centres as exhibited and amended rates for restaurants/cafes:

Type of Development	Existing Minimum Parking Rate – Hurstville (outside City Centre)	Existing Minimum Parking Rate – Kogarah (outside City Centre)	Recommended GR DCP 2020 Parking Rate (Minimum) ≤ 800m Walking Distance from Railway Station	Recommended GR DCP 2020 Parking Rate (Minimum) > 800m Walking Distance from Railway Station
Business and Office Premises	1 per 60sqm. GFA	1 per 40sqm. GFA	1 per 60sqm. GFA	1 per 40sqm. GFA
Retail Premises (shops)	1 per 50sqm. GFA	1 per 33.3sqm. GFA	1 per 60sqm. GFA	1 per 40sqm. GFA
Restaurants/ Cafes	1 per 50sqm. GFA	1 per 5sqm. GFA	1 per 40sqm. GFA	1 per 20sqm. GFA
Medical Centre	1 space per	1 per 40sqm.	1 per 40sqm.	1 per 30sqm.

		practitioner + 1 space per consulting room	GFA	GFA	GFA
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iii. Replace 'disabled people' with 'people with a disability' and 'disabled spaces' with 'accessible spaces' throughout the Position Paper and the Car Parking Strategy.

iv. Amendment to other recommendations in the Position Paper as detailed in the body of the Report and listed below:

a. Add in Tables 2, 7 and 9 the following comment:

- Council to also investigate mechanisms to provide more public parking that is accessible to special user groups, including older residents.

b. Add in Table 7 the following comment:

- Upload maps showing location of various parking areas on the GRC website in most spoken languages in addition to English.

c. Add in table 10 the following comments:

- Council is in the process of preparing a Transport Strategy for the LGA that will produce a Strategic / Core Pedestrian and Bicycle Network Plan for the LGA via a desktop review. The Core Pedestrian and Bicycle Network will link town centres, transport hubs, significant health and education land uses, significant retirement and aged care facilities, major recreation facilities, parks and neighbouring LGAs. It is expected, no location in the LGA would be more than 400 metres from the Core Pedestrian and Bicycle Network.
- Council to also consider behaviour change programs and mechanisms to promote community members adopting active lifestyles.

(c) That Council notify the submitters and affected landowners of Council's resolution.

(d) That the amended Position Paper and the attached Georges River Council Car Parking Strategy be published on Council's website.

EXECUTIVE SUMMARY

1. In December 2017, Council engaged PTC consultants to prepare a Car Parking Strategy for all business centres in the Georges River Local Government Area (LGA).
2. The Georges River Council Car Parking Strategy (the 'Strategy') applies to all of the commercial centres across the LGA. A copy of the Strategy is included at **Attachment 2**.
3. The overall aim of the Strategy is to set a direction for car parking across the Georges River LGA so as to maintain and enhance economic activity within the commercial centres.
4. Council, at its meeting on 27 May 2019, considered the draft Strategy and resolved that the draft Strategy (Attachment 2) and Tables 2 to 20 detailing the Council officer responses to the recommendations of the draft Strategy be publicly exhibited for a minimum of 60 days. Tables 2 to 20 which were in the officer's report considered by Council on 27 May 2019 for public exhibition were tabulated into a Position Paper (Attachment 1).

5. Council exhibited the Position Paper and the draft Strategy for a period of 64 days from 24 July to 25 September 2019 and received 20 submissions. The key issues raised in the submissions related to parking provisions for varied user types (aged, people with accessibility issues), lack of parking (specifically in Riverwood, Hurstville, Allawah and Beverly Hills), integrated signage and mobile/web based apps, issues related to boat/trailer parking, traffic congestion along a number of roads, parking issues in Narwee and inadequate commuter parking in Hurstville.
6. Councillors were briefed on the submissions received in response to the exhibition of the draft Strategy on 2 March 2020 and in response to the submissions received and Councillor feedback; the Position Paper and the draft Strategy (in relation to replacing 'disabled people' with 'people with a disability' and 'disabled spaces' with 'accessible spaces') have been amended.
7. This report provides an overview of the public exhibition, a summary of the submissions received; and recommends that Council adopt the Position Paper as a Strategic Planning document subject to amendments, as outlined in the body of the report. The Strategy and its attachments form supplements to the Position Paper. The Position Paper will inform the Georges River DCP 2020 and Georges River Council Transport Strategy.

GEORGES RIVER COUNCIL CAR PARKING STRATEGY

8. Council has prepared a Car Parking Strategy to set a direction for car parking across the LGA so as to maintain and enhance economic activity within all business centres in the Georges River LGA.
9. The focus of the draft Strategy is to:
 - Understand the current parking situation - demand and supply.
 - Identify opportunities for improvement, disposal, retention and enlargement of current supply.
 - Ensure supply satisfies demand of various land uses and is utilised efficiently now and in the future.
 - Encourage sustainable transport modes and reduce reliance on motor vehicles.
 - Review the adequacy of the DCP requirements.

STUDY AREA

10. The study area includes all land within the Georges River LGA that is zoned:
 - B1 – Neighbourhood Centre (under Hurstville LEP 2012 and Kogarah LEP 2012)
 - B2 – Local Centre (under Hurstville LEP 2012 and Kogarah LEP 2012)
 - B3 - Commercial Core (under Hurstville LEP 2012)
 - B4 - Mixed Use (under Hurstville LEP 2012 and Kogarah LEP 2012)
 - B6 – Enterprise Corridor Zone (under Kogarah LEP 2012).

Note: Some of the car parks are not zoned business, however serve a business centre and are included in the study, e.g. Carwar Avenue Car Park in Carss Park.

11. A total of 36 centres were included in the study area. This included 15 key centres and 21 other business centres as identified in **Figure 1** and **Table A** below:

Figure 1: Study Area – Georges River Council Key Centres and other Centres

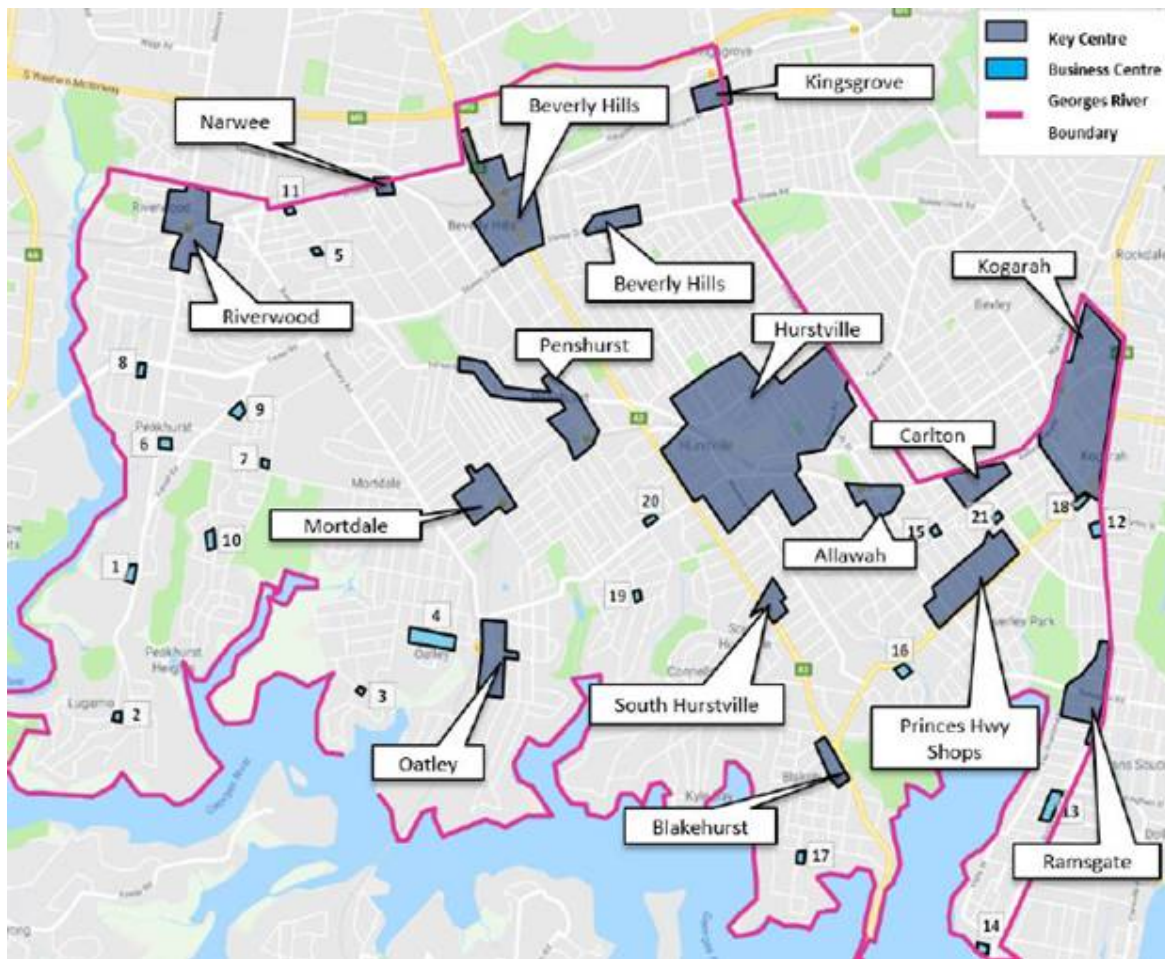


Table A: Key Centres and other Centres included in the Study Area

No.	Key Centres	No.	Other Business Centres
1	Allawah	1	B1-Forest Rd shops, Lugarno
2	Beverly Hills	2	B2-Bar&Café Lugarno
3	Blakehurst	3	B3-Baker St Office, Oatley
4	Carlton	4	B4-Shops Oatley
5	Hurstville	5	B5-Hair Salon Corner Shops, Peakhurst
6	Kogarah	6	B6-Shop on Isaac St, Peakhurst*
7	Kogarah Bay (along Princes Hwy)	7	B7-Café Peakhurst
8	Kingsgrove	8	B8-Shops on Ogilvy St, Peakhurst
9	Narwee	9	B9-Shops on Forest Rd, Peakhurst
10	Oatley	10	B10-Shops on Pindari Rd, Peakhurst Heights
11	Penshurst	11	B11-Corner Shops Narwee
12	Princes Hwy Shops, Carlton	12	B12-Kogarah Shops
13	Ramsgate	13	B13-Shops Rocky Point Rd
14	Riverwood	14	B14-Café near Swimming Pool
15	South Hurstville	15	B15-Shops on Andover St, Carlton*
		16	B16-Shops on Carwar Ave, Carss Park
		17	B17-Coffee Shop, Kyle Bay
		18	B18-Worldwide, Kogarah*
		19	B19-Shop on Seymour St, Hurstville Grove*
		20	B20-Shops Hurstville Grove
		21	B21-Cheesecake Shop, Carlton

***Note:** Four business centres numbered 6, 15, 18 and 19 were not surveyed as they included either a corner shop with no parking restrictions, had no stopping restrictions or are part of a development site.

STRATEGIC CONTEXT

12. The *Greater Sydney Region Plan (A Metropolis of Three Cities)* is built on the vision of realigning Sydney into three distinct cities; an Eastern Harbour City (that includes Georges River LGA), a Central River City (centred on Parramatta) and a Western Parklands City (focused on the future Western Sydney Airport). The Plan encourages city planners to ensure that each new 'city' can support a large majority of its residents with employment opportunities, education, health facilities, services, and great places to be, within 30 minutes travel of their homes. Key initiatives that are relevant for the Georges River LGA include:

- Design car parks and drop-off bays that can be adapted to alternative uses (commercial uses, storage, logistics hubs, depots or community uses) in the event that autonomous vehicles reduce the requirements for car parking (Under Objective 3 – Infrastructure and Collaboration).
- In Collaboration Areas, Planned Precincts and planning for centres (Objective 4 – Liveability):
 - investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking.
 - ensure parking availability takes into account the level of access by public transport.

13. The *South District Plan* describes how integrated land use and transport planning can help achieve the 30-minute city through increasing development density near public transit corridors. The District Plan focuses on achieving “A Productive City; A Liveable City; A Sustainable City.” The plan also discusses the movement and place framework and highlights the function of streets as places, exploring road space allocation and management of the street environment in centres. The need for better accessibility, connectivity and amenity is emphasised.
14. The *Georges River Council Community Strategic Plan 2018-2028* sets the vision, themes and goals to guide the Georges River Council to 2028. The CSP will inform delivery plans, operational plans and the development of new planning controls for the council. Community consultation identified six key pillars that are important to the community and underpin future work. *Pillar 3 - Active and accessible places and spaces* includes relevant goals and strategies related to a range of sustainable transport options.
15. The *Local Strategic Planning Statement (the ‘LSPS’) 2040* creates a land use vision for the future that recognises the character of our suburbs and builds on the Georges River Community’s social environmental and economic values and strengths. The LSPS 2040 will guide land use planning and the delivery of significant infrastructure for the LGA over the next 20 years. It has five themes underpinned by relevant planning priorities and actions. *Theme 1 – Access and movement* has three planning priorities that are relevant to this project:
 - We have a range of frequent, efficient transport options to connect people, goods, services, businesses and educational facilities.
 - Everyone can navigate and experience the LGA in safety.
 - Roads, footpaths and cycleways are safe, accessible and free of congestion.

DEVELOPMENT OF THE STRATEGY

16. In order to gain an understanding of the existing parking supply and demand in the study area, PTC collected inventory data and conducted daytime parking surveys within the key centres and other business centres on two days – a weekday and a weekend.
17. The Strategy investigated only public car parks - both on-street and off-street car parks.
Note: Private car parks providing timed parking available for public use such as Waratah hospital, Kogarah TAFE carpark and Westfield were not investigated as part of the draft Strategy.

WORKSHOPS

18. Workshops were undertaken with key stakeholders and Councillors to inform the preparation of the Strategy.

Stakeholder Workshops

19. Two workshops were held with stakeholders (20 March and 14 June 2018) to gauge ideas/concerns with respect to future parking management controls and strategies. Stakeholders included Danebank School, Lugarno Business Owners Group, Former Kogarah Chamber of Commerce, Bayside Council staff, Hurstville Public School, Transport for NSW, Transdev, Roads and Maritime Services (RMS) and State Transit Authority. The draft Strategy has been updated in light of the issues raised by the key.

Councillor Workshops

20. Four Councillor Workshops were held (16 April, 16 July, 5 November 2018 and 2 March 2020) to obtain Councillor feedback and support in relation to the recommendations of the

draft Strategy; and to ensure they align with Council's overall vision for the LGA. The key issues raised by the Councillors in the Workshops related to the maximum parking rates recommended in the DCP for Hurstville and Kogarah key centres, rates (for business and office premises) for other centres, comparison of Section 7.11 (former 94) contribution rates for adjoining councils, parking restrictions in the Connelly Street and Morgan Street car parks and use of mechanical devices for on-street parking. The draft Strategy has addressed the issues raised.

21. The submissions received to the public exhibition of the Position Paper (July 2019) and the draft Strategy have provided feedback on the draft Strategy's recommendations and has been included in the final Position Paper (April 2020).

COUNCIL CONSIDERATION

22. Council, at its meeting on 27 May 2019, considered the draft Strategy and resolved the following (ENV012-19):

- (a) *That the draft Georges River Council Car Parking Strategy (Attachments 1 to 15) and Tables 2 to 20 detailing the Council officer responses to the recommendations of the draft Strategy be publicly exhibited for a minimum of 60 days.*
- (b) *That a further report be presented to Council following the exhibition of the draft Strategy, including a summary of submissions and recommendations for any additional studies, surveys and consultation to be undertaken.*
- (c) *That Council note the opportunities identified in Council's draft Car Parking Strategy for the installation of smart sensors and detection equipment in all Council owned car parks in the Hurstville and Kogarah CBDs to enable the community to detect availability of spaces via an appropriate application ('app').*

23. A copy of the report to Council dated 27 May 2019 is included at **Attachment 5**.

Public Exhibition of the draft Georges River Council Car Parking Strategy (the "draft Strategy")

24. In accordance with the Council resolution of 27 May 2019, the Position Paper on the draft Strategy, the draft Strategy and associated documentation (14 attachments and relevant Council reports); were placed on public exhibition from Wednesday 24 July to Friday 25 September 2019 (64 days).

25. The public exhibition included the following:

- Statutory notices in The St George and Sutherland Shire Leader Newspaper (24 July, 7 August, 21 August and 11 September 2019).
- Dedicated page on Council's Your Say website.
- Approximately 7,242 letters were sent to the affected owners, members of the Economic Development Advisory Committee, St George Business Chambers and the St Georges branch of the Association of the Independent Retirees.
- Telephone and one-on-one contact with Council's Strategic Planning staff and Duty Planner.

26. During the exhibition, twenty (20) written submissions were received with issues ranging from:

- parking provisions for varied user types - aged, people with accessibility issues;
- lack of parking (specifically in Riverwood, Hurstville, Allawah and Beverly Hills); integrated signage and mobile/web based apps;
- issues related to boat/trailer parking;
- traffic congestion along a number of roads, parking issues in Narwee;
- inadequate commuter parking in Hurstville.

27. Provided below in **Table B** is the breakdown of submissions in terms of objections and support:

Table B: Breakdown of submissions received

Submissions	Number
Support/Suggestions	14
Objections	6
Total	20

28. Twenty submissions were received to the public exhibition; including one from Sydney East Local Health District (SESLHD). The submission from Sydney East Local Health District has been summarised in a separate table in **Attachment 4**. The remaining submissions have been summarised in **Attachment 3** and both attachments provide a summary of the submission received, corresponding council response and recommendation.
29. In summary the changes are:
- Car parking rates will not have a maximum but will be harmonised between the two former Councils (Refer to **Table E** below).
 - Minor wording changes to Strategy swapping 'disabled spaces' with 'accessible spaces' and 'disabled people' with 'people with a disability'.
 - Action to be included for Council to investigate mechanisms (e.g. through VPAs) to provide more public parking that is accessible to special user groups (e.g. aged) (Refer **Table E**).
 - Action to be included for Council's website to show maps with available parking areas in most spoken languages (Refer **Table E**).
 - Action to be included for Council to propagate programs encouraging active lifestyles (Refer **Table E**).
 - Amend Council comments for off-street car parks taking into consideration the recommendations of Council's Commercial Property Strategy endorsed by Council on 25 November 2019 (Refer **Table 20** below).

Car parking rates

Within Kogarah and Hurstville Strategic Centres

30. Unlike PTC recommendation to have a range of maximum and minimum car parking rates for the two strategic centres of Kogarah and Hurstville, with a view of reducing car usage within these congested precincts, harmonised car parking rates have been endorsed at a recent Councillor Workshop dated 2 March 2020 for the two former Councils (Hurstville and Kogarah) at this stage.
31. Hurstville and Kogarah are proposed to adopt lower minimum parking rates to align with Council's aim to reduce car usage within these congested precincts. The lower parking rates provide a concession for non-residential developments to reflect the greater level of accessibility to public transport services. Hurstville and Kogarah are well served in terms of public transport. Trains and buses provide alternative travel modes which help facilitate the shift in mode away from the private car. The rates are depicted in the **Table C** below:

Table C: Recommended car parking rates for Hurstville and Kogarah

Type of Development	Recommended DCP Parking Rate (Minimum) for Hurstville and Kogarah
Business and Office Premises	1 per 60sqm. GFA
Retail Premises (shops)	1 per 60sqm. GFA
Restaurants/ Cafes	1 per 40sqm GFA
Medical Centre	1 per 50sqm. GFA

Note: Refer to **Table E** for more detail.

32. There was a request to review the rates for restaurants/cafes and include rates for community halls as part of the Councillor Workshop. The table above includes amended rates for restaurants/cafes. The minimum parking rate for restaurants/cafes has been recommended as 1 space per 40 sqm GFA and is at par with the current Kogarah rate due to the proximity to public transport infrastructure.
33. In terms of rates for community halls, it is noted that the rates for community halls/facilities are calculated based on the individual land uses included in the facility, e.g. office premises, child care centres, catering/reception centres/multi-purpose function rooms, retail premises and the like. The car parking rates for any community facility need to be calculated on individual basis and thus a specific parking rate for the facility cannot be recommended.

Outside Hurstville and Kogarah Strategic Centres

34. As mentioned above, Council also sought to harmonise the car parking rates in other centres within the Georges River LGA.
35. For other centres within the LGA (excluding the key centres of Hurstville and Kogarah), the parking requirements have been assessed based on accessibility to public transport, whereby the criterion adopted is the proximity of the development site to the nearest railway station. Furthermore, reference is made to the NSW Planning Guidelines for Walking & Cycling which states that 800m is a suitable walking catchment for access to public transport. In light of this, two separate rates based on proximity to the closest railway station are recommended for each development type. In general, the parking requirements for the greater Georges River LGA are higher than those within the key centres to reflect the reduced accessibility via public transport.
36. Minimum parking rates are proposed for other centres as access to public transport within these zones are limited and provide less frequent train and bus services, resulting in a higher utilisation of private vehicles as the main transport mode. In order to accommodate this higher demand, the minimum parking rates will help to ensure adequate parking supply is provided in new developments whilst minimising the potential for parking overflow onto neighbouring residential streets. The recommended parking rates for the other centres have been proposed by achieving a balance between the existing minimum rates for centres outside the Hurstville and Kogarah town centres, taking into consideration the distance to the nearest railway station.

37. Business premises are recommended to retain the existing minimum parking rate of 1 space per 60sqm. The corresponding minimum rate for developments situated greater than 800m from a railway station is 1 space per 40sqm. which aligns with the existing rate for Kogarah business zones (outside of the town centre) and the RMS Guide.
38. Similarly, the recommended rates for retail premises and restaurants have reduced when compared to existing parking rates within the Hurstville and Kogarah DCPs to reduce the reliance on private car usage. Standalone retail premises (shops) are more likely to be visited by people living locally to the area which may lead to higher levels of walking and cycling, resulting in a lower demand for parking. It is noted that the current rate of 1 space per 5sqm. for restaurants stipulated within the Kogarah DCP is very high. The recommended rate of 1 space per 30sqm. (>800m from railway station) has been adopted to align more closely with the existing rates for Canterbury and Rockdale (1 space per 40sqm.).
39. It is noted that the existing minimum rate for medical centres within the Hurstville DCP is determined based on the number of consulting rooms which is inconsistent with the Kogarah DCP. Furthermore, a parking rate based on the number of consulting rooms is variable as the size of consultant rooms can vary depending on the site. For simplicity, it is recommended to adopt a parking rate which is calculated based on gross floor areas for consistency. In light of this, the proposed parking rate for medical centres located outside the key centres adopts a parking requirement based on the gross floor area and aligns with the existing Kogarah parking rate of 1 space per 40sqm. The recommended rate is also reflective of the current rate for developments in the Sutherland Shire (1 space per 30sqm.) and Rockdale (1 space per 40sqm.) areas. Furthermore, the RMS Guide recommends a parking provision rate of 1 space per 25sqm. In light of this, the recommended rate of 1 space per 30sqm. aims to achieve a balance between the neighbouring Council DCPs as well as the provisions outlined within the RMS Guide.
40. The proposed minimum rates for developments located further than 800m from a railway station have generally adopted the proposed maximum rates corresponding to developments located within the key centres. As such, the proposed parking rates for other centres account for the reduced accessibility to public transport services. Comparison with neighbouring LGAs also indicates that the proposed parking provision rates align with the existing rates required by adjoining Councils to ensure competitiveness.
41. The rates are outlined in the table below:

Table D - Summary of Existing & Recommended DCP Car Parking Rates for Other Centres (Georges River LGA excluding Hurstville & Kogarah Town Centres)

Type of Development	Existing Minimum Parking Rate – Hurstville (outside City Centre)	Existing Minimum Parking Rate – Kogarah (outside City Centre)	Recommended DCP Parking Rate (Minimum) ≤ 800m Walking Distance from Railway Station	Recommended DCP Parking Rate (Minimum) > 800m Walking Distance from Railway Station
Business and Office Premises	1 per 60sqm. GFA	1 per 40sqm. GFA	1 per 60sqm. GFA	1 per 40sqm. GFA
Retail Premises (shops)	1 per 50sqm. GFA	1 per 33.3sqm. GFA	1 per 60sqm. GFA	1 per 40sqm. GFA

Restaurants/ Cafes	1 per 50sqm. GFA	1 per 5sqm. GFA	1 per 40sqm. GFA	1 per 20sqm. GFA
Medical Centre	1 space per practitioner + 1 space per consulting room	1 per 40sqm. GFA	1 per 40sqm. GFA	1 per 30sqm. GFA

Note: Refer to **Table E** for more detail.

FINAL POSITION PAPER AND GEORGES RIVER COUNCIL CAR PARKING STRATEGY

42. The Position Paper on the Strategy provides strategies and recommendations from the Car Parking Strategy along with Council comments/position. The Position Paper and the draft Strategy (July 2018), which was exhibited in July –September 2019, has been updated as a result of the submissions received and input from Councillors briefings. The structure of the final Position Paper (April 2020) is based on the structure of the Recommendations section of the Strategy. The recommendations in the Car Parking Strategy primarily fall under three main categories:
- Improve the use of existing supply;
 - Encourage more non-car trips; and
 - Increase supply.
43. The structure of the final Position Paper (refer **Attachment 1**) is discussed below:
- Project background.
 - Key Strategies and Recommendations of the Strategy.
 - Conclusion.
44. The key changes to the Position Paper as a result of submissions received are tabulated below:

Table E: Post exhibition amendments to the Position Paper

Table 2: User Group Allocation		
PTC Recommended Actions	PTC comment	Council comment
3. Limit Loading Zones to off-peak times	A detailed analysis of Loading Zones by location and utilisation identified opportunities for consideration by Council, subject to consultation with local businesses as detailed in Table 4 below.	<p>Recommendation supported and lodgement of a submission requesting that state government review parking regulation relating to the loading zones.</p> <p>Council to explore multi-use of the loading zone spaces to allow for a range of activities over various times of the day.</p> <p>Council to also investigate mechanisms to provide more public parking that is accessible to special user groups, including older residents.</p>

Comment:

1. An additional comment has been added to Row 3 of table 2 in response to the submission from South Eastern Sydney Local Health District (Refer **Attachment 5**).
2. Replace 'disabled people' with 'people with a disability' and 'disabled spaces' with 'accessible spaces' throughout the Position Paper and the Car Parking Strategy in accordance with commitments in Council's Disability Inclusion Action Plan (Refer **Attachment 4**).

Table 7 – Signage and Way finding

PTC Strategy	PTC comment	Council comment
1. Provide way finding through key centre parking signage plans where applicable for the main off-street car parks. Alternatively, or in conjunction with the signage, Council could consider mobile based apps to promote efficient use of available space.	<p>Way finding would direct drivers to available parking, reducing traffic circulation and congestion. In implementing a signage strategy, it is important to consider that street signs compete with many other visual stimuli for drivers and there is a fine line between good signage and signage clutter.</p> <p>As older residents are unlikely to use technology based parking strategies; SESLHD suggests GRC devise other means to ensure equitable access to parking for this user group.</p>	<p>Support PTC recommendation.</p> <p>Council to also investigate mechanisms to provide more public parking that is accessible to special user groups, including older residents.</p>

Comment:

An additional comment has been added to Row 1 of table 7 in response to the submission from South Eastern Sydney Local Health District (**Refer Attachment 5**)

PTC Recommended Actions	PTC comment	Council comment
2. Update Council website with parking information	Load maps showing the location of various parking areas on the Council website so that people can check the location of car parks and where parking is available prior to undertaking a visit (especially if they only do so occasionally).	<p>Support PTC recommendation.</p> <p>Upload maps showing location of various parking areas on the GRC website in most spoken languages in addition to English.</p>

Comment:

An additional comment has been added to Row 2 of table 7 in response to the submission from South Eastern Sydney Local Health District (**Refer Attachment 5**).

Table 9 – Public Transport

PTC Strategies	PTC comment	Council comment
1. Ensure the Council website and social media platforms promote public transport including smart scheduling apps.	Mobile apps such as TripView, Moovit and TripGo provide real-time data of the estimated times of the next scheduled service as well as updated information regarding any services experiencing delays.	Support PTC recommendation. Council to also investigate mechanisms to provide more public parking that is accessible to special user groups, including older residents.

Comment:

An additional comment has been added to Row 1 of table 9 in response to the submission from South Eastern Sydney Local Health District (**Refer Attachment 5**).

Table 10 – Walking and cycling considerations

PTC Recommended Actions	PTC comment	Council comment
1. Update Council Website	<p>Council website to be improved by including the walkways and cycle routes within an easy-to-read map.</p> <p>Public reserves and recreational areas within the locality can be promoted on Council's social media platforms to further encourage walking and cycling.</p>	<p>Update Council's Bike Plan and PAMP (see below) and update Council website.</p> <p>Council is in the process of preparing a Transport Strategy for the LGA that will produce a Strategic / Core Pedestrian and Bicycle Network Plan for the LGA via a desktop review. The Core Pedestrian and Bicycle Network will link town centres, transport hubs, significant health and education land uses, significant retirement and aged care facilities, major recreation facilities, parks and neighbouring LGAs. It is expected, no location in the LGA would be more than 400 metres from the Core Pedestrian and Bicycle Network.</p> <p>Council to also consider behaviour change programs and mechanisms to promote community members adopting active lifestyles.</p>
2. Update Bike Plan	It is recommended that an updated Bike Plan be developed which expands	Support PTC recommendation.

	across the entire Georges River LGA.	See comment above regarding the Transport Strategy scope.
3. Update Pedestrian Access and Mobility Plan (PAMP)	It is recommended that the existing PAMP (for Kogarah LGA, 2009) is updated to better reflect the current pedestrian infrastructure within the Georges River LGA. The primary focus should be to establish new pedestrian links to improve connections between key pedestrian attractors and generators.	Recommendation amended – A PAMP should be developed for each local centre (B2) and strategic centre over time. See comment above regarding the Transport Strategy scope.

Comment:

Additional comments have been added to Rows 1, 2 and 3 of table 10 in response to the current work on Georges River Council Transport Strategy and the submission from South Eastern Sydney Local Health District (Refer **Attachment 5**).

Table 15 – Existing DCP Parking Rate Comparison Summary

Land Use / Town Centre	Hurstville – Georges River LGA^ (Benchmark)	Kogarah – Georges River LGA	Bankstown	Canterbury*	Sutherland Shire	Rockdale	Botany Bay	
Business and Office premises	1 per 200sqm. (B3 zone) 1 per 100sqm (in B4 zone)	1 per 40sqm.	1 per 80sqm.	1 per 60sqm.	1 per 30sqm.	1 per 40sqm.	1 per 40sqm.	
Retail Premises (shops)	1 per 50sqm.	1 per 40sqm.	1 per 40sqm.	1 per 33sqm.	1 per 30sqm.	1 per 40sqm.	1 per 25sqm.	
Restaurant	1 per 50sqm.	1 per 40sqm.	Parking Study Required	1 per 30sqm.	1 per 6.67sqm. (RMS Rate)	1 per 40sqm.	1 per 10sqm.	
Medical Centre	1 space per practitioner + 1 space per consulting room	1 per 40sqm.	1 per 25sqm.	2 per consulting room	1 per 30sqm.	1 per 40sqm.	2 per consulting room	
Note:				Legend:				
* For developments with 120sqm. to 1000sqm. GFA ^ Rates converted from GLFA to GFA for comparison, assuming GLFA = 75% x GFA (RMS Guide to Traffic Generating Developments, 2002) - Rates are minimum parking rates								Benchmark rate
								Less than benchmark rate
								Greater than benchmark rate
								Non-comparable rate

Comments:

1. The existing rates for Hurstville centre have been amended as rates from the previous version of DCP 2 - Hurstville City Centre (Amendment No 5 - for deferred matters) were included in the draft Car Parking Strategy and the Position Paper inadvertently.
2. The comparison summary in **Table 15** has informed the car parking rates recommendations for Hurstville and Kogarah centres in **Table 16** below.

Table 16 – Summary of Existing and Recommended DCP Car Parking Rates in Key Centres (Hurstville and Kogarah)

Type of Development	Existing Minimum Parking Rate - Hurstville	Existing Minimum Parking Rate - Kogarah	Recommended DCP Parking Rate (Minimum)
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Business and Office Premises	1 per 200sqm. (B3 zone) 1 per 100sqm (in B4 zone)	1 per 40sqm. GFA	1 per 60sqm. GFA
Retail Premises (shops)	1 per 50sqm. GFA	1 per 40sqm. GFA	1 per 60sqm. GFA
Restaurants/ Cafes	1 per 50sqm. GFA	1 per 40sqm. GFA	1 per 40sqm. GFA
Medical Centre	1 space/practitioner + 1 space/consulting room	1 per 40sqm. GFA	1 per 50sqm. GFA

Comments:

Adoption of minimum harmonised car parking rates

1. Unlike PTC recommendation to have a range of maximum and minimum car parking rates for the two strategic centres of Kogarah and Hurstville, with a view of reducing car usage within these congested precincts, harmonised car parking rates have been endorsed at a recent Councillor Workshop dated 2 March 2020 for the two former Councils (Hurstville and Kogarah) at this stage as included in **Table 16** above. Hurstville and Kogarah are proposed to adopt lower minimum parking rates to align with Council's strategy to reduce car usage within these congested precincts. The lower parking rates provide a concession for non-residential developments to reflect the greater level of accessibility to public transport services. Hurstville and Kogarah are well served in terms of public transport. Trains and buses provide alternative travel modes which help facilitate the shift in mode away from the private car.

Review of car parking rates for restaurants/cafes and community halls/community facilities

2. There was a request to review the rates for restaurants/cafes and include rates for community halls as part of the Councillor Workshop. **Table 16** above includes amended rates for restaurants/cafes. The minimum parking rate for restaurants/cafes has been recommended as 1 space per 40sqm GFA and is at par with the current Kogarah rate due to the proximity to public transport infrastructure. In terms of rates for community halls, it is noted that the rates for community halls/facilities are calculated based on the individual land uses included in the facility, e.g. office premises, child care centres, catering/reception centres/multi-purpose function rooms, retail premises and the like. The car parking rates for any community facility need to be calculated on individual basis and thus a specific parking rate for the facility cannot be recommended.

Table 18 - Summary of Existing & Recommended DCP Car Parking Rates for Other Centres (Georges River LGA excluding Hurstville & Kogarah Town Centres)

Type of Development	Existing Minimum Parking Rate – Hurstville (outside City Centre)	Existing Minimum Parking Rate – Kogarah (outside City Centre)	Recommended DCP Parking Rate (Minimum) ≤ 800m Walking Distance from Railway Station	Recommended DCP Parking Rate (Minimum) > 800m Walking Distance from Railway Station
Business and Office Premises	1 per 60sqm. GFA	1 per 40sqm. GFA	1 per 60sqm. GFA	1 per 40sqm. GFA
Retail Premises (shops)	1 per 50sqm. GFA	1 per 33.3sqm. GFA	1 per 60sqm. GFA	1 per 40sqm. GFA
Restaurants/ Cafes	1 per 50sqm. GFA	1 per 5sqm. GFA	1 per 40sqm. GFA	1 per 20sqm. GFA
Medical Centre	1 space per practitioner + 1 space per consulting room	1 per 40sqm. GFA	1 per 40sqm. GFA	1 per 30sqm. GFA

Comments:

1. The car parking rates for restaurants/cafes have been amended in **Table 18** as requested at the Councillor Workshop dated 2 March 2020. The parking rate for centres ≤ 800m Walking Distance from the Railway Station is amended to 1 space per 40sqm GFA in line with Canterbury and Rockdale DCP rates and the parking rate for centres > 800m Walking Distance from the Railway Station has been amended to 1 space per 20sqm GFA as access parking rates for other centres account for the reduced accessibility to public transport services, resulting in a higher usage of private vehicles.
2. Justification for the rates in other Business Centres is provided in the Position Paper at **Attachment 1**.

Note: Table numbers embedded within **Table E** refer to table numbers in the Position Paper (April 2020).

45. For more detail on the recommended car parking rates, please refer to the Position Paper at **Attachment 1**.

Review Off-street parking supply

46. A review of all off-street car parks surveyed as part of the draft Strategy is included in an Attachment to the Strategy. PTC comments and recommendations on these off-street car parks and Council officer comments are summarised in **Table 19** below:

Table 19 –Recommendations for off-street car parks

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
Gloucester Road, Hurstville	<ul style="list-style-type: none"> • Retain • Change Unrestricted to 3P 7.30am-9pm Mon - Fri, 8am-4pm Sat 	<ul style="list-style-type: none"> • Peak occupancy of the car park is close to practical capacity on the weekend. • Weekday peak occupancy (83%) and weekend peak occupancy (84%). Refer to Attachments to the Strategy. • Introduce time-restricted parking to increase turnover. 	<ul style="list-style-type: none"> • Already 3P – no action required. • Council's Commercial Property Strategy recommends redevelopment • Council's draft Commercial Car Park Review recommends that Pay and Display units be relocated to this car park following parking control installation at Empress, Greenbank and Derby Street car parks.
Palm Court, Hurstville	<ul style="list-style-type: none"> • Convert to a public space to ease traffic flow on Forest Road and incorporate provision in redevelopment of Treacy Street car park. 	<ul style="list-style-type: none"> • Existing site can be reclaimed for public recreational use if redevelopment of the Treacy Street car park proceeds. • The displaced parking spaces can be incorporated into the expanded Treacy Street car park to maintain current supply. 	<ul style="list-style-type: none"> • Support PTC recommendation; however the location of the displaced car parking spaces is yet to be determined.

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
Park Road & MacMahon Street, Hurstville	<ul style="list-style-type: none"> • Retain • Install in-ground sensors to help manage time compliance. 	<ul style="list-style-type: none"> • Car park operating at full capacity. • Introduce time-restricted parking to increase turnover. 	<ul style="list-style-type: none"> • Already 3P • Council's Commercial Property Strategy identifies this as a future redevelopment opportunity. • Council's draft Commercial Car Park Review recommends that Pay and Display units be relocated to this car park following parking control installation at Empress, Greenbank and Derby Street car parks.
Treacy Street, Hurstville	<ul style="list-style-type: none"> • Increase as part of redevelopment incorporating lost spaces in Palm Court. • Recommend signalisation at Treacy St/Forest Road. • Propose two – way traffic flow in Treacy Street between Ormonde Pde and Alfred Street. • Install in-ground sensors to help manage time compliance. 	<ul style="list-style-type: none"> • Expansion of the Treacy Street car park as part of the future development allows the site to be redeveloped whilst maintaining parking supply (to be negotiated with future developer). • Incorporation of spaces currently within Palm Court car park to offset loss in supply. • Proposed two-way traffic flow on Treacy St between Ormonde Pde and Alfred St allows car park users to enter the car park from the south by turning right onto Treacy Street from Forest Road. This will provide greater accessibility for users of the car park as well as associated future developments at the site. • Signalisation of intersection provides pedestrian connection to the public space at the Palm Court site and allows more streamlined access into the new Treacy St car park from the south. 	<ul style="list-style-type: none"> • The provision of off-street car parking on this site, any changes to traffic movements or intersection upgrades requires further consideration as part of any redevelopment. • Council's Commercial Property Strategy recommends redevelopment • Council's draft Commercial Car Park Review recommends that Pay and Display units be relocated to this car park following parking control installation at Empress, Greenbank and Derby Street car parks.
Woniora Street, Hurstville	<ul style="list-style-type: none"> • Install new access control to manage parking. 	<ul style="list-style-type: none"> • Installation of access control equipment and provision of way finding signage to guide users to this car park which is currently difficult to find. 	<ul style="list-style-type: none"> • This car park has 79 spots and needs to be investigated as part of Council's Paid Parking Strategy.

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
Town Square, Kogarah	<ul style="list-style-type: none"> Install new access control to manage parking and review pricing. 	<ul style="list-style-type: none"> Pricing review recommended as there may be potential to increase prices (existing prices comparatively lower than surrounding paid car parks). Low utilisation may be attributed to difficulty in finding this car park. Access control to manage paid parking and way finding required to guide users to car park. 	<ul style="list-style-type: none"> Investigate as part of the Paid Parking Strategy.
Belmore Lane, Riverwood	<ul style="list-style-type: none"> Convert 3P spaces to 2P. Install in ground sensors to help manage time compliance. 	<ul style="list-style-type: none"> Amend time restriction to increase turnover within the car park (currently at 100% peak occupancy during weekday and 91% during weekend). In-ground sensors are recommended to enforce time restrictions as overstay have been identified. 	<ul style="list-style-type: none"> Support PTC recommendation; but unlikely to increase turnover. Council to explore workable technology solutions taking into account resourcing/financial issues.
Belmore Road, Riverwood	<ul style="list-style-type: none"> Install in ground sensors to help manage time compliance. 	<ul style="list-style-type: none"> In-ground sensors are recommended to enforce time restrictions as overstay have been identified. 	<ul style="list-style-type: none"> Support PTC recommendation; based on exploring workable technology solutions and resourcing/financial issues.
Webb Street North, Riverwood	<ul style="list-style-type: none"> Potential redevelopment site for Riverwood Plaza. 	<ul style="list-style-type: none"> Potential for Council to negotiate with Riverwood Plaza to expand the shopping centre car park. Displaced parkers can be relocated to Webb Street South car park and/or incorporated into plaza car park if enlarged. 	<ul style="list-style-type: none"> Support PTC recommendations. Council's Commercial Property Strategy indicates a divestment opportunity for this site.
Webb Street South, Riverwood	<ul style="list-style-type: none"> Retain 	<ul style="list-style-type: none"> Peak occupancy of 55% during weekday and 52% during weekend. No change proposed. Will accommodate parkers from Webb Street North car park if it is redeveloped. 	<ul style="list-style-type: none"> Support PTC recommendations. Council's Commercial Property Strategy recommends up-zoning of site (currently zoned SP2 Infrastructure) for possible redevelopment of greater residential opportunity above public car park.

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
Littleton Street South, Riverwood	<ul style="list-style-type: none"> Potential redevelopment site if Webb Street Car Park North retained or increased parking provided as part of Riverwood Plaza redevelopment. 	<ul style="list-style-type: none"> Should there be a car park expansion at Riverwood Plaza the existing supply within the Littleton car park can be incorporated into the redevelopment. The site can later be redeveloped for alternative uses. 	<ul style="list-style-type: none"> Site has been redeveloped – PTC recommendation is no longer relevant. It is noted that the site is a “leased in” property owned by the RSL Club.
Tooronga Terrace, Beverly Hills	<ul style="list-style-type: none"> Retain 	<ul style="list-style-type: none"> No change proposed. 	<ul style="list-style-type: none"> Support PTC recommendation.
Edgbaston Rd car park, Beverly Hills	<ul style="list-style-type: none"> Proposed development of 400-600 space commuter car park – current weekday all day demand (7+hours) 400 vehicles. Would need to extend parking restrictions on-street next to shops and station to encourage use of car park. 	<ul style="list-style-type: none"> Occupancy of existing at-grade car park 70% (weekday) and 51% (weekend) indicates spare capacity. The car park is currently 3P time-restricted. On-street parking indicates peak occupancy of 93% (both weekday and weekend). High occupancy attributed to unrestricted parking. Conversion of current unrestricted on-street parking to restricted parking will facilitate higher turnover. Objective is to push all-day parkers into the proposed 400-600 space commuter car park (subject to approval by TfNSW) and free up on-street spaces for visitors to local businesses. 	<ul style="list-style-type: none"> Site proposed for redevelopment for commuter and timed council car parking spaces – the concept proposal includes 69 timed council spaces and 198 commuter spaces subject to detail design and Sydney Water approval. It is anticipated that the Beverly Hills Masterplan will be exhibited in May 2020.
Beverly Hills Beresford Avenue	<ul style="list-style-type: none"> Proposed redevelopment site Displaced parkers to use Edgbaston Road car park 	<ul style="list-style-type: none"> Displaced parkers can utilise the Edgbaston Road car park and the site can be redeveloped. 	<ul style="list-style-type: none"> The site needs to be considered as part of the Beverly Hills Masterplan. Council's Commercial Property Strategy recommends its disposal.
Cook Lane (Morts Road), Mortdale	<ul style="list-style-type: none"> Council previously resolved to compulsorily 	<ul style="list-style-type: none"> Cook Street car park can be redeveloped upon acquisition of additional lots for Cook Lane car park 	<ul style="list-style-type: none"> Council's Commercial Property Strategy recommends redevelopment or

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
	acquire 23 and 25 Cook Street to undertake car park expansion. Recommend incorporate provision currently provided in Cook Street car park in the expansion plans.	expansion. <ul style="list-style-type: none"> Existing parking spaces within the Cook Street car park are to be incorporated into the extended car park to accommodate current users. 	divestment opportunity but in conjunction with a redevelopment of the Cook Street Car Park.
Cook Street, Mortdale	<ul style="list-style-type: none"> Potential re development site to subsidise car park expansion in Cook Lane car park. 	<ul style="list-style-type: none"> Existing parking spaces are to be incorporated into the extended Cook Lane car park to accommodate current users. 	<ul style="list-style-type: none"> Council's Commercial Property Strategy recommends the site as a redevelopment opportunity but in conjunction with a redevelopment of the Cook Street Car Park.
Letitia Street, Oatley	<ul style="list-style-type: none"> Convert unrestricted spaces to 3P 8:30am-6pm MF, 8:30am-12:30pm Sat 	<ul style="list-style-type: none"> Car park at full capacity during weekday and weekend. Introduce time restriction to increase turnover. 	<ul style="list-style-type: none"> Support PTC recommendation. Council's Commercial Property Strategy identifies site as a development opportunity.
Ramsgate Road, Ramsgate	<ul style="list-style-type: none"> Convert unrestricted spaces to 3P 8am-6pm MF 	<ul style="list-style-type: none"> High peak occupancy level during weekday (93%). Introduce time restriction to increase turnover during weekdays. 	<ul style="list-style-type: none"> Support PTC recommendation for the Council-owned part of the car park. Council's Commercial Property Strategy identifies site as a development opportunity.
(Along Princes Hwy) Park Road, Kogarah Bay	<ul style="list-style-type: none"> Retain 	<ul style="list-style-type: none"> No changes proposed. 	<ul style="list-style-type: none"> Recommendation is not required for this site; as the site is subject to legal action in relation to the redevelopment with the adjoining site. Council's Commercial Property Strategy recommends divestment
Connelly Street, Penshurst	<ul style="list-style-type: none"> Convert some 3P time restricted spaces to unrestricted (e.g. 50% unrestricted and 50% 3P) – encourage all day parkers to park off-street. 	<ul style="list-style-type: none"> Currently weekday peak occupancy level of 63% (relatively low). Short term parking should be accommodated on-street whilst all-day parkers accommodated within off-street facility. 	<ul style="list-style-type: none"> PTC recommendation not supported as the car park provides convenient parking for local residents and shoppers. Council's Commercial Property Strategy recognises potential redevelopment site

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
	<ul style="list-style-type: none"> If required, extend time restricted area on-street to meet short term parking demand – e.g. Connelly Street. 		<ul style="list-style-type: none"> Council's draft Commercial Car Park Review recommends that Pay and Display units be relocated to this car park following parking control installation at Empress, Greenbank and Derby Street car parks.
Stuart Lane, Blakehurst	<ul style="list-style-type: none"> Convert unrestricted spaces to 3P 8am-6pm M-F. 	<ul style="list-style-type: none"> 96% peak occupancy during weekday and weekend. Introduce time restriction to increase turnover 	<ul style="list-style-type: none"> Support PTC recommendation Explore implementation of sensors.
Water Street, Blakehurst	<ul style="list-style-type: none"> Potential redevelopment site. 	<ul style="list-style-type: none"> Located away from shops with high length of stay and low turnover (potentially used by residents). 	<ul style="list-style-type: none"> PTC recommendation not supported. The car park is needed at this stage as development activity is occurring in the centre. Future redevelopment strategies to be explored as part of the Property Strategy.
Morgan Street, Kingsgrove	<ul style="list-style-type: none"> Convert unrestricted spaces to 2P. First half closest to shops to be 1P 8.30am-6pm Mon-Fri. Second half away from shops to be 2P 8.30am-6pm Mon-Fri. Convert some time-restricted spaces to unrestricted spaces on Saturdays (weekend occupancy is currently low). For example, 50% unrestricted, 50% to retain current restriction. 	<ul style="list-style-type: none"> Provide time restricted parking to increase overall turnover, with restriction dependent on distance to shops. 	<ul style="list-style-type: none"> Council recommends no change – timed parking already exists and parking is available within the local streets. The Pottery development in Kingsgrove has a multi-level public car park.
Connells Point Road,	<ul style="list-style-type: none"> Retain 	<ul style="list-style-type: none"> No changes proposed. 	<ul style="list-style-type: none"> Support PTC recommendation. It has a

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
South Hurstville			<p>capacity of 103 car spaces and is nearly 90% occupied on weekdays and weekends.</p> <ul style="list-style-type: none"> Council's Commercial Property Strategy recommends divestment of 63 Connells Point Road (which accommodates 10 of the 103 spaces) as it has no direct frontage. It is recommended that the capacity of 10 spaces needs to be accommodated into any future redevelopment.
Allen Street, South Hurstville	<ul style="list-style-type: none"> Extend restrictions to weekend 	<ul style="list-style-type: none"> 100% peak occupancy identified during weekend. Extend time restrictions to manage parking during weekend period. 	<ul style="list-style-type: none"> Recommendation not valid as the site has been sold.
B12- Shops Shaw Street, Kogarah	<ul style="list-style-type: none"> Retain 	<ul style="list-style-type: none"> No changes proposed. 	<ul style="list-style-type: none"> Support PTC recommendation.
B16-Shops Carwar Ave, Carss Park	<ul style="list-style-type: none"> Retain. Convert Carwar Avenue unrestricted spaces to 1P to match other on-street parking restrictions. 	<ul style="list-style-type: none"> Operating at 100% capacity during weekday, 79% weekend. Provide time restricted parking to increase overall turnover. 	<ul style="list-style-type: none"> Commercial Property Strategy recommends divestment, however the current capacity of 24 car spaces need to be accommodated into any future redevelopment.

Notes:

1. Council's Commercial Property Strategy was adopted by Council (FIN080-19) on 25 November 2019.
2. Council's draft Commercial Car Park Review will be reported to Council in 2020.
3. Only the Car Parking Strategy is attached to this Report. All attachments to the Car Parking Strategy are available on request.
4. **Table 19** refers to the corresponding table number in the Position Paper (April 2020).

Recommended Section 7.11 (formerly S94) Development Contributions

47. Council levies contributions where there is a deficiency in the provision of car parking for non-residential development. The contribution for Hurstville City Centre is \$56,237.80 and for the local centres of Penshurst, Mortdale, Beverly Hills and Riverwood it is \$32,695.20 under the Hurstville S94 Contributions Plan 2012. The contribution for the Kogarah Town Centre is approximately \$34,247.99 per deficient space under the Section 94 Plan No. 8 – Kogarah Town Centre.

48. Council will continue to levy the current contributions for the deficient car parking spaces in non-residential developments. Consultants have been engaged to undertake the preparation of the new Section 7.11 Plan.

Georges River Council Transport Strategy

49. Council resolved on 27 November 2017 to commence the preparation of a new city-wide Transport Strategy for the Georges River LGA in 2018. The Georges River Council Transport Strategy (GRCTS) is to address all modes of transport including public transport, private vehicles, freight movements, active transport (walking and cycling) and non-government transport services.
50. Council commissioned Cardno in November 2019 to prepare the GRCTS. The GRCTS will aim to shape an integrated transport system for the LGA by maximising on the opportunity to:
- Integrate long-term transport planning and land-use planning;
 - Integrate transport systems;
 - Look into emerging trends in transport options and how we adopt these in transport, e.g. public and active transport (walking and cycling possibilities) including bike share schemes and Pedestrian Access and Mobility Plans;
 - move local freight so as to support economic development without compromising urban amenity and the environment.
 - improve local traffic access and parking, e.g. car share schemes; and
 - reduce the length of trips on the transport system.
51. The key components of the GRCTS include:
- Task 1: Where are we now? (Review, data collection and SWOT Analysis).
- Task 2: Where do we want to be? (Vision, Policies and Objectives of the Strategy).
- Task 3: How do we get there? (Forecasting, Analysis and Preparation of the draft GRCTS including an Implementation and Monitoring Plan).
- Task 4: Have we got it right? (Stakeholder Engagement).
- Task 5: Finalisation of the GRCTS.
52. The GRCTS is anticipated to be finalised by late 2020/early 2021 and the final recommendations of the Car Parking Strategy will inform the GRCTS.

Comprehensive LEP and DCP Process

53. To satisfy the legislative requirement under Section 3.8(4) of the *Environmental Planning and Assessment Act 1979*, all councils in the Greater Sydney Region are required to undertake a review of their LEP(s), following the making of the District Plans in March 2018. A key component of this process is the preparation of various studies/strategies that will inform the comprehensive LEP and DCP. Among the various studies informing the LEP review are the Hurstville City Centre Urban Design Strategy, the Local Housing Strategy, the Inclusive Housing Strategy, the Commercial Centres Strategy and the Georges River Car Parking Strategy.
54. As part of the preparation of the comprehensive DCP, Council will incorporate the updated/harmonised car parking rates and other key recommendations from the Car Parking Strategy.

NEXT STEPS

55. It is recommended that Council endorse the Position Paper for the Car Parking Strategy along with the Georges River Council Car Parking Strategy as a strategic planning

document that will inform the Georges River LEP and DCP and the Georges River Council Transport Strategy.

FINANCIAL IMPLICATIONS

56. Within budget allocation.

RISK IMPLICATIONS

57. No risks identified.

COMMUNITY ENGAGEMENT

58. Community engagement was conducted for 64 days (July to September 2019) in accordance with the Engagement Strategy.

FILE REFERENCE

17/3141

ATTACHMENTS

- | | |
|--------------|---|
| Attachment 1 | Amended Position Paper - Georges River Car Parking Strategy - April 2020 |
| Attachment 2 | Georges River Car Parking Strategy - July 2018 |
| Attachment 3 | Council Report and Minutes - ENV012-19 27 May 2019 - Georges River Car Parking Strategy |
| Attachment 4 | Summary of general submissions - Georges River Car Parking Strategy |
| Attachment 5 | Summary of NSW Health Submission - Georges River Car Parking Strategy |