

**POSITION PAPER ON
GEORGES RIVER COUNCIL
CAR PARKING STRATEGY**

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POLICY ADMINISTRATION

Exhibition Period	24 July to 25 September 2019
Position Paper Owner	Strategic Planning Environment & Planning Directorate
Related Documents	<ul style="list-style-type: none"> • Georges River Council Car Parking Strategy including 14 attachments • Environment and Planning Committee Reports and Minutes dated: <ul style="list-style-type: none"> ○ 27 August 2018 ○ 27 May 2019 ○ 14 April 2020
References & Legislation	<i>Environmental Planning & Assessment Act 1979</i> <i>Environmental Planning and Assessment Regulation 2000</i>
Document Identifier	D20/115865
Breaches of Policy	Breaches of any policy will be dealt with and responded to in accordance with adopted codes and/or relevant legislation.
Record Keeping	All documents and information obtained in relation to the implementation of this policy will be kept in accordance with the <i>NSW State Records Act 1998</i> , Georges River Council's and adopted internal procedures.

RESPONSIBILITIES

Position	Responsibility
Senior Strategic Planner, Strategic Planning	Maintain the Position Paper

VERSION CONTROL AND CHANGE HISTORY

Version	Amendment Details	Policy Owner	Period Active
1.0	Prepare the Position Paper	Strategic Planning Environment & Planning Directorate	June 2019

2.0	Finalise the Position Paper	Strategic Planning Environment & Planning Directorate	April 2020
3.0	Amend the Position Paper post Council resolution of 27 April 2020	Strategic Planning Environment & Planning Directorate	May 2020

PURPOSE

The Georges River Council Car Parking Strategy (the 'Strategy') mainly reviews the existing public car parking available in the commercial centres across the Georges River Council LGA and makes recommendations for its disposal, retention and enlargement and reviews the car parking rates in Council's Development Control Plans. The Position Paper on the Strategy provides strategies and recommendations from the Strategy along with Council position on the strategies and recommendations. This Paper has been amended as a result of submissions received and provides Council's final position on the Car Parking Strategy's recommendations.

SCOPE

- Private car parks providing timed parking for public use such as Waratah hospital and Westfield were not investigated as part of the Strategy.
- The following surveys were conducted from 8am-6pm on one weekday and one Saturday:
 - Occupancy surveys for all key centres and business centres; and
 - length of stay and turnover surveys for all key centres and ten business centres

DEFINITION OF TERMS

Term	Meaning
LGA	Local Government Area
LEP	Local Environmental Plan
PTC	Parking and Traffic Consultants Pty Ltd
TfNSW	Transport for NSW
RMS	Roads and Maritime Services

RFB	Residential Flat Building
GFA	Gross Floor Area
SESLHD	South Eastern Sydney Local Health District

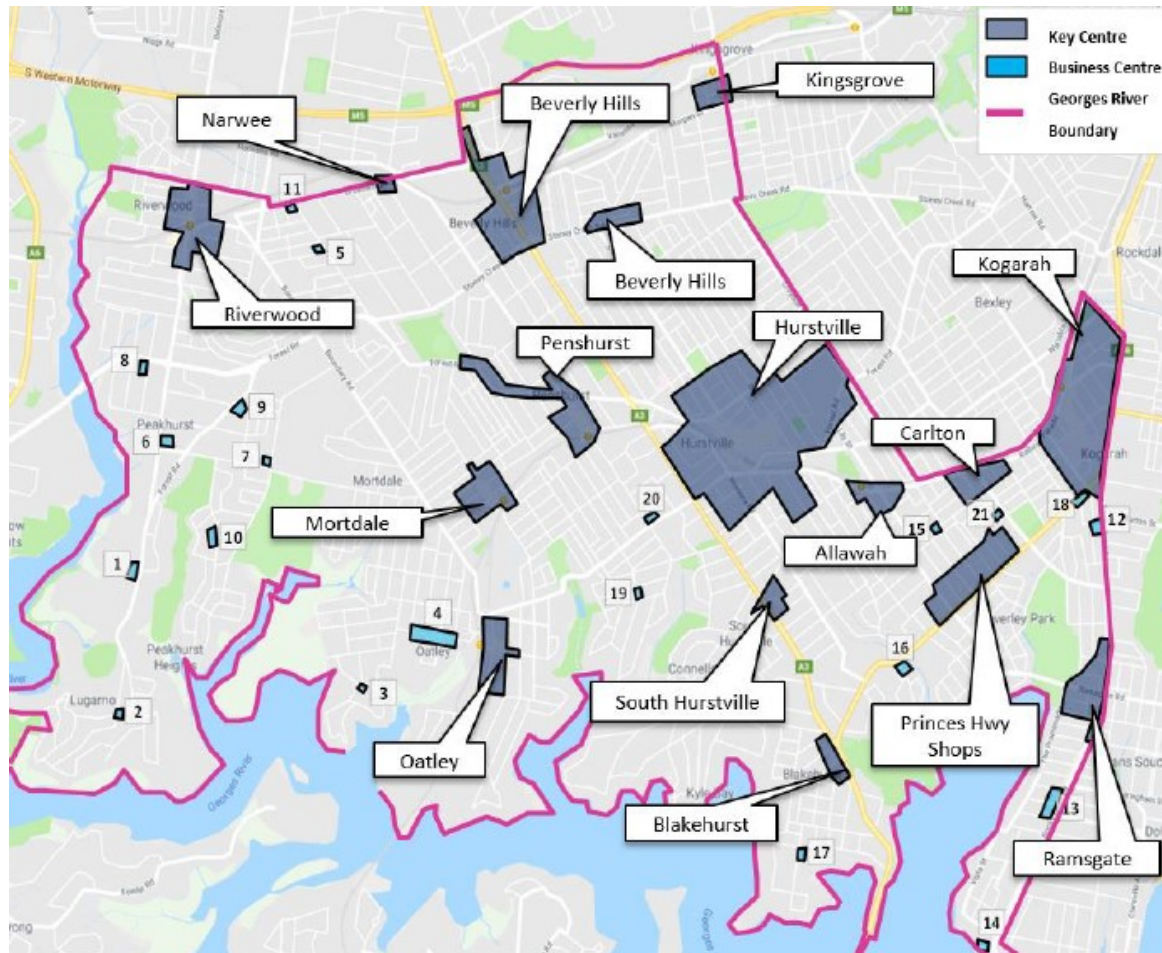
Project Background

1.1. 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). The Georges River Council Car Parking Strategy (the 'Strategy') applies to all of the commercial centres across the LGA.

1.2. 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).

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



1.3. 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 1**.

Table 1: Key Centres and other Business 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.

Key Strategies and Recommendations of the Strategy

- Improve the use of existing supply;
- Encourage more non-car trips; and
- Increase supply.

The following tables contain the recommendations of the Strategy under the three main categories and Council officer responses.

2.1 Improve the use of existing supply

2.1.1 User Group Allocation

Table 2: User Group Allocation

PTC Strategy	PTC comment	Council comment
1. Council to consider the needs and priorities of the various user groups to create a safe environment and improve kerbside road efficiency whilst fostering a vibrant environment in the key centres and business zones and to ensure that the aged and people with a disability are not disadvantaged.	As in many commercial centres and business zones, there is strong competition for parking from a number of user groups. An action plan to prioritise user groups needs to be prepared noting that the priority may vary depending on the centre.	<p>Council supports PTC recommendations covering:</p> <ul style="list-style-type: none"> • Consult with special needs groups such as those representing people with a disability, school, senior, bicycle groups as well as delivery/transport companies to determine the demand and locations for parking for these groups. • A detailed analysis of accessible parking spaces by location and utilisation identified opportunities for consideration by Council as detailed in Table 3 below. • 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. • Consult with local businesses/agencies • The investigation of car share car parking provision in RFB development in centres where car parking rates required are less than Council controls.
PTC Recommended Actions	PTC comment	Council comment
1. Consult with user groups	Consult with special needs groups such as those representing people	Council supports PTC recommendation.

	with a disability, school, senior, bicycle groups as well as delivery/transport companies to determine the demand and locations for parking for these groups.	
2. Improve Accessible Parking	A detailed analysis of accessible parking spaces by location and utilisation identified opportunities for consideration by Council as detailed in Table 3 below.	Recommendation supported and lodgement of a submission requesting that state government review parking regulation relating to the disability parking scheme.
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>
4. All day parking	<p>Consult with local businesses/agencies:</p> <ul style="list-style-type: none"> to determine the demand for all day parking (staff working in the area/volunteers coming to the centre to work in facilities such as hospitals, libraries and the like) not satisfied by the private parking provision and where staff currently park. to understand the utilisation of private car parks and whether there is scope to increase utilisation at non-peak times by making the spaces available for others to use. <p>This will enable Council to determine:</p> <ul style="list-style-type: none"> the parking demand profile within the study areas and better inform the required parking ratios for future developments. if there is insufficient parking adjacent to local businesses because their staff are parking 	<p>Council supports PTC recommendation.</p> <p>This is subject to a separate study based on each centre.</p> <p><u>Note:</u> The current train frequency and stopping patterns results in more people using cars and needing parking, e.g. Kogarah.</p> <p>As part of the consultation with local businesses / agencies, Council investigate ways to encourage business parking turnover.</p>

	in the most conveniently located spaces that should be used by short term parkers.	
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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 3 – Key opportunities to consider for accessible parking in key centres

Location	PTC Recommendations	Council comment
Kogarah	Additional 1 to 2 time-restricted (1/2P) accessible spaces along Railway Parade.	<p>PTC recommendation not supported because additional Mobility Parking Scheme (MPS) zones will affect/reduce the availability of on-street parking for general uses.</p> <p>The Roads and Maritime Services allows flexibility and unrestricted parking for MPS permit holders where greater than half hour is permitted in on-street and Council owned car-parks. Refer the link below: https://www.rms.nsw.gov.au/roads/using-roads/mobility-parking/using-your-permit/special-parking-conditions.html</p> <p>This current provision of on street and off-street accessible car parking is satisfactory.</p>
Riverwood	Conversion of loading zones to additional on-street accessible spaces (2) and public parking.	PTC recommendation not supported due to adverse effect on businesses and limited loading zones available.
Beverly Hills	Additional 2 spaces west of King Georges Road - preferably Edgbaston Road given the greater road width and proximity to businesses and 2 within the Edgbaston car park.	PTC recommendation not supported due to adverse effect on businesses and limited loading zones available.
Penshurst	Reducing the off-street accessible parking provision to 4 spaces and reallocating the other spaces to public use.	Support PTC recommendation and investigate further.

Location	PTC Recommendations	Council comment
Kingsgrove	Additional space recommended on Kingsgrove Road.	Support PTC recommendation and investigate further.

Note: Refer **Table 44** in the Strategy in relation to accessible parking

Table 4 – Key Recommendations for Loading Zones

Location	PTC Recommendations	Council comment
Hurstville, Oatley	Explore the introduction of time restricted Loading Zones to increase turnover; other times clearways to improve traffic flow.	Only drivers of vehicles principally constructed for carrying goods may park in a loading zone for up to 30 minutes; if they are being loaded or unloaded. A station wagon or a three-wheeled goods vehicle may stop for up to 15 minutes. Any other vehicle may only stop to pick up or set down passengers at the kerb.
Hurstville	Loading zones to be used at times outside peak hours to reduce congestion.	Agree as above.
Riverwood, Carlton, Kogarah Bay	Reallocate Loading Zones to accessible parking due to low utilisation (subject to business consultation).	PTC recommendation not supported. The Roads and Maritime Services allows flexibility and unrestricted parking for MPS permit holders where greater than half hour is permitted in on-street and Council owned car-parks.
Mortdale, Oatley, South Hurstville, B2 Bar & Café Lugarno	Engage with local businesses to determine the adequacy of Loading Zones.	Analysis will be undertaken based on needs.

Note: Refer **Table 45** in the Strategy in relation to loading zones

2.1.2 Review Time Restrictions

Table 5 – Time Restrictions

PTC Strategies	PTC comment	Council comment
1. The closer the parking supply is to the key centres and business zones the shorter the time restriction.	<ul style="list-style-type: none"> An example of recommended time restrictions based on the distance from commercial centres is as follows: <ul style="list-style-type: none"> 0-50m: ½ P 50-150m: 1P 	Support PTC recommendation for investigation of all centres except Kogarah; due to the hospital/medical visitors/patients and infrequent train services. With respect to Kogarah Town

PTC Strategies	PTC comment	Council comment
	<ul style="list-style-type: none"> 150-300m: 2P 300m-500m 4P +500m unrestricted Some exceptions may be provided on a case by case basis such as ¼ P in pick up and drop off in front of medical centres, schools and areas of special need. Council to provide motorcycle parking in areas deemed inappropriate for parking cars to increase kerbside and off-street supply. 	<p>Centre, Council to investigate ways to encourage business parking turnover.</p> <p>Council to explore motorcycle parking in off-street parking (e.g. Hurstville)</p>
<p>2. Shorter time restrictions should apply to on-street parking supply vs. off-street parking supply. Available on-street parking should support high turnover users.</p>	<p>The general principle, recognised across Australian LGAs as well as overseas is that only those drivers who want to make a short stop at a particular location should park in the street, whilst drivers who want to spend longer periods (or even all day) should park in off-street car parks. Off-street car parks in the LGA generally comply with this principle; the majority is 3P whilst the majority of time restricted parking is 2P or less. However, there may be some exceptions with off-street car parks requiring a mix of timed spaces with the majority unrestricted for longer stay parkers.</p>	<p>Support PTC recommendation for investigation of all centres except Kogarah due to the hospital/medical visitors/patients and infrequent train services.</p> <p>With respect to Kogarah Town Centre, Council to investigate ways to encourage business parking turnover.</p>
<p>3. Where occupancy levels exceed 85% on a consistent basis, consider a change in time restrictions to manage parking demand.</p>	<p>As a parking area approaches practical capacity (deemed 85%), consideration should be given to reducing the time restriction and, ultimately, introducing paid parking, therefore managing supply through a pricing strategy.</p>	<p>For Hurstville, Council to consider reducing time restrictions to half hour (make shopping tricky)</p> <p>For Kogarah, Council recommends no change and to consider increasing the time range for parking around the hospital.</p> <p>With respect to Kogarah Town Centre, Council to investigate ways to encourage business parking turnover.</p>
PTC Recommended Actions	PTC comment	Council comment
<p>1. Use parking surveys to inform changes to time restrictions</p>	<p>The review should be informed by the parking surveys undertaken as part of the Strategy, which indicated occupancy exceeds (or was close to) 85% at peak times</p>	<p>For Mortdale, Council recommends leaving the on-street parking as is and review the timed parking restrictions within the off-street car parks, e.g. reduce the</p>

PTC Strategies	PTC comment	Council comment
	as summarised in Table 6 below.	time limit on the Morts Road car park to one hour.
2. Paid Parking	<p>Review pricing strategy. Replace Pay and Display with ticketed access control (e.g. at Woniora and Kogarah Town Square car parks – subject to a cost benefit analysis) as it has the following advantages:</p> <ul style="list-style-type: none"> • Car park no longer requires enforcement by parking officers reducing workload and level of non-compliance, • Minimises revenue leakage and if installed with license plate recognition cameras can manage abuse of free parking periods, and • Data available from the car park management system with respect to length of stay and occupancy for Council analysis on an ongoing basis. 	Council notes that a Commercial Car Parking Review is being pursued for all Council-owned car parks.

Table 6 - Key centres and business zones with peak occupancy > (or close to) 85%

Key Centre/ Business Zone	Total Supply (average no. bays)		Peak Occupancy	Peak Occupancy	PTC Recommendation	Council comment
	On-St.	Off- St.	Wednesday	Saturday		
Mortdale	467	107	86%	89%	The high occupancy relates mainly to unrestricted spaces. A proportion of parkers in these spaces are short stay parkers (<2 hours). Recommend extending time restrictions.	PTC recommendation supported subject to resident consultation.
Oatley	438	45	86%	71%	Convert unrestricted spaces in the Letitia car park to 3P.	Support timed parking until 6pm.
Carlton	325	0	85%	63%	Extend time restricted area as 67% of supply unrestricted spaces and only 50% occupied by all day	PTC recommendation not supported as the majority of the area is already timed

Key Centre/ Business Zone	Total Supply (average no. bays)		Peak Occupancy	Peak Occupancy	PTC Recommendation	Council comment
	On-St.	Off- St.	Wednesday	Saturday		
					parkers (>7hrs).	parking. As well, key workers for the Kogarah Town Centre and its hospitals park within the vicinity of Carlton. Extending the time restriction area will impact on key worker parking. With respect to Carlton, Council to investigate ways to encourage business parking turnover.
Kogarah	1,259	253	84%	72%	Convert 2P and unrestricted spaces in Kensington Street to 1P, convert unrestricted spaces in Gladstone Street and Montgomery Street to 2P, consider installation of in-ground sensors in 1/2P and 1P spaces to facilitate enforcement.	PTC recommendation not supported until train frequency is improved.
Narwee	42	0	79%	86%	Extend 2P time restrictions in Mercury Street to Berrille Road.	PTC recommendation not supported as the parking spaces already have a high turnover given the scarcity of shops within the centre.
B16 - Shops Carwar Ave, Carss Park	31	24	91%	65%	Extend time restricted on-street parking – 3 times	Council recommends time restrictions

Key Centre/ Business Zone	Total Supply (average no. bays)		Peak Occupancy	Peak Occupancy	PTC Recommendation	Council comment
	On-St.	Off- St.	Wednesday	Saturday		
					the number of all-day parkers on a weekday vs. weekend.	to be introduced in the off-street car parking (one hour is suggested).
B21 – Cheesecake Shop, Carlton	75	0	89%	65%	Extend time restricted on-street parking – 6 times the number of all-day parkers on a weekday vs. weekend	PTC recommendation not supported as this is walking distance from Kogarah.
B1 – Forest Road Shops, Lugarno	49	0	84%	92%	94% supply 1P; 96% of vehicles parking for 1 hour or less. Consider extending time restrictions into Grandview Crescent and/or Chivers Ave.	PTC recommendation not supported because of existing high turn-over. Extending timed parking limits the use of each car parking space per day.
B8 – Shops Ogilvy Street, Peakhurst	45	0	79%	92%	Extend time restrictions on a Saturday to 6pm.	PTC recommendation not supported because of limited demand.
B17 – Coffee Shop, Kyle Bay	73	0	47%	96%	Peak at 9am Saturday – less than 80% other times of the day. No action required.	Support PTC recommendation.

2.1.3 Signage & Way finding

3. One of the most common problems in town centres is that the location of off-street car parks is not always well known. Even for residents, some car parks may have a higher profile than others.
4. PTC has included a number of way finding recommendations in the Strategy as demonstrated in **Table 7** below.

Table 7 – Signage and Way finding

PTC Strategy	PTC comment	Council comment
<p>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>	<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>
PTC Recommended Actions	PTC comment	Council comment
<p>1. Prepare integrated signage plans</p>	<p>Integrated signage plans should be prepared for the key centres with off-street parking, considering technology solutions such as dynamic signage (similar to that installed at Westfield Hurstville), and mobile apps /web based real time data to “find a park”.</p> <p>Examples of where these signs would improve utilisation are as follows:</p> <ul style="list-style-type: none"> • Hurstville - at peak on a weekday the Gloucester Road car park is less than 50% occupied; similarly on a weekend the Woniara car park is less than 50% occupied. The Woniara car park in particular is difficult to locate as it is a basement car park with laneway access. • Town Square car park in Kogarah – the entrance is difficult to locate. 	<p>Support PTC recommendation.</p>
<p>2. Update Council website with parking information</p>	<p>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>	<p>Support PTC recommendation.</p> <p>Upload maps showing location of various parking areas on the Georges River website in most spoken languages in addition to English.</p>

Comment:

5. 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**).

2.1.4 Enforcement Policy

6. The success of any strategy to increase the availability of parking through the management of time restrictions is dependent upon the consistent application of an enforcement regime. Given the size of the LGA, an economically viable solution requires the adoption of technology in conjunction with appropriate resourcing.

Table 8 – Enforcement Policy

PTC Strategy	PTC comment	Council comment
1. Consider more efficient ways to ensure that time restrictions are complied with to maximise turnover of spaces. The selected methodologies and policies are to be applied consistently across all streets and car parks.	To maximise the utilisation of available parking supply, the role of the Enforcement Officer is crucial to the extent that unless the parking time limits are enforced, drivers will tend to abuse them by staying longer thus impacting on turnover.	Support PTC recommendation.
PTC Recommended Actions	PTC comment	Council comment
1. Adopt technology solutions	<p>Investigate and adopt technology solutions to improve the efficiency and productivity of the enforcement team.</p> <p>Examples of the technology solutions available to improve the efficiency of the enforcement team include camera license plate recognition and in-ground sensors.</p> <p>Subject to a cost/benefit analysis, PTC recommends as a first step, sensors are installed in a trial area such as the streets with 1/2P and 1P time restrictions in Kogarah and off-street car parks in Riverwood (Belmore Lane and Belmore Road) to assess the effectiveness of the time restrictions and assist with enforcement.</p> <p>Should the trial be successful, there may be opportunity to extend to other on-street areas and free CBD car parks and other car parks with a capacity of more than 50 spaces within the key centres.</p>	Council to explore workable technology solutions taking into account resourcing/financial issues.
2. Publicise the benefits of time restricted parking	Conduct a publicity campaign utilising the local newspaper, the	Council to amend PTC recommendation; such that the

	Council website and social media to inform the community of the enforcement regime and the importance of enforcing time restrictions in managing parking availability.	location of Council's off-street car parks are included on Council's App.
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2.2 Encourage more non-car trips

2.2.1 Public Transport

Table 9 – Public Transport

PTC Strategies	PTC comment	Council comment
1. Reduce car dependency by working closely with Transport for NSW (TfNSW) in optimising bus and train connections, improving bus stops and increasing the regularity of services.	The train and bus timetables need to be reviewed and aligned better.	Support PTC recommendation. Council's City Strategy and Innovation section is anticipated to work on this recommendation.
2. 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.
PTC Recommended Actions	PTC comment	Council comment
1. Collaborate with TfNSW	Council establish a framework to facilitate collaboration with TfNSW aimed at optimising routes and improving amenity and frequency of services ensuring that all train stations and bus stops are fully accessible.	Support PTC recommendation.
2. Update Council website to promote use of public transport	Council to advertise the use of transport apps on their website and social media platforms.	Support PTC recommendation – Council website to include links to Transport for NSW.

Council Comment:

7. 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**).

2.2.2 Walking and Cycling Considerations

Table 10 – Walking and cycling considerations

PTC Strategy	PTC comment	Council comment
1. Ensure a safe and accessible environment for pedestrians	Improvements to pedestrian and cycling amenity within the LGA will	Support PTC recommendation.

and cyclists.	need to be considered.	
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 across the entire Georges River LGA.	<p>Support PTC recommendation.</p> <p>See comment above regarding the Transport Strategy scope.</p>
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.	<p>Recommendation amended – A PAMP should be developed for each local centre (B2) and strategic centre over time.</p> <p>See comment above regarding the Transport Strategy scope.</p>

Comment:

8. 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**).

2.2.3 Car Share Schemes

Table 11 – Car Share Schemes

PTC Strategy	PTC comment	Council comment
1. Ensure provision for car sharing spaces in any new development and /or in existing on-street and off-street car parks adjacent to major transport hubs.	Dedicated car share parking spaces should be provided (not more than 5% of the parking spaces in a given street or off-street car park) and should be located close to public transport hubs and high density residential and commercial areas.	Support PTC recommendation. Council's City Strategy and Innovation section is currently trialing car share schemes in the two strategic centres.
PTC Recommended Action	PTC comment	Council comment
1. Introduce car share zones where appropriate and incentivise use.	Introduce additional car sharing zones adjacent to major train stations such as Hurstville and Kogarah to provide an alternative option for public transport users.	Support PTC recommendation. To be investigated for both on-street and off-street car parks in our strategic centres and high density areas (see above). Provision to be included in the DCPs once trial period is finished.

2.2.4 Kiss & Ride

Table 12 – Kiss and Ride

PTC Strategy	PTC comment	Council comment
1. Collaborate with local schools to encourage students residing within a suitable walking/cycling distance to use non-motorised forms of transport (e.g. walking and cycling) on their journey to and from school as well as educating students on road safety.	Where travel by private vehicle is necessary, Council can collaborate with local schools to develop travel smart initiatives which encourage the use of car-pooling and public transport services.	Support PTC recommendation.
PTC Recommended Action	PTC comment	Council comment
1. Work with local schools and businesses to promote alternate travel modes.	Council should work with local schools and businesses to promote travel smart initiatives (e.g. public transport, car-pooling, walking and cycling).	Support PTC recommendation. Campaign to be developed by Council's Road Safety Officer.

2.2.5 Shuttle Bus Operation

Table 13 – Shuttle Bus Operation

PTC Strategy	PTC comment	Council comment
1. Explore alternative locations for all day parking to alleviate parking demand within the town centres.	For example, a shuttle bus service could be provided between the Kogarah St George Leagues Club car park (which seems under-utilised during the day – to be confirmed with the club) and	Support PTC recommendation.

PTC Strategy	PTC comment	Council comment
	<p>Kogarah town centre to provide a convenient connection for those who require a parking space (subject to a cost benefit analysis).</p> <p>This may assist in freeing up on-street parking spaces in Kogarah town centre.</p>	
PTC Recommended Action	PTC comment	Council comment
1. Introduce a shuttle bus service to access underutilised parking if demand warrants.	A shuttle bus service could be provided between key points to provide a convenient connection for those who require a parking space (subject to a cost benefit analysis).	Support PTC recommendation.

2.3 Increase supply

9. Increasing the public parking supply should only be considered by Council as part of its overall strategic development plan for the area as it can be costly and may lead to increased traffic demand. It should be noted that increasing supply would only be required if all other strategies have been exhausted without achieving the desired outcome.

2.3.1 DCP Parking Rates

Table 14 – DCP Parking Rates

PTC Strategy	PTC comment	Council comment
1. Adopt sustainable and consistent parking rates across the LGA for future non-residential developments to encourage reduced car dependency and congestion, facilitating a shift towards sustainable transport modes.	Based on a review of the existing parking rates as well as the previous parking and traffic studies, there is opportunity for the parking requirements for future non-residential developments within the Georges River LGA to be adjusted.	Although none of the submissions received objected to maximum parking rates in the Georges River LGA, as exhibited; Council has no aspiration for maximum parking rates in the Georges River LGA. Therefore the way forward is to include harmonised parking rates in the Georges River DCP 2020.
PTC Recommended Actions	PTC comment	Council comment
1. Recommended DCP Rates for Key Centres	A comparison of the existing parking rates within the major town centres of adjoining local government areas and the recommended harmonised rates are provided in Tables 15 and 16 below.	As above.
2. Recommended DCP Rates for Other Centres (excluding Key Centres)	A summary of the existing parking rates applicable to developments located outside of the key centres in Hurstville, Kogarah and	As above.

	adjoining LGAs and the recommended harmonised rates are provided in Tables 17 and 18 below.	
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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: * 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	Legend: <table border="1"> <tr> <td style="background-color: #ffff00;"></td> <td>Benchmark rate</td> </tr> <tr> <td style="background-color: #d9ead3;"></td> <td>Less than benchmark rate</td> </tr> <tr> <td style="background-color: #f4cccc;"></td> <td>Greater than benchmark rate</td> </tr> <tr> <td style="background-color: #f4cccc;"></td> <td>Non-comparable rate</td> </tr> </table>		Benchmark rate		Less than benchmark rate		Greater than benchmark rate		Non-comparable rate
		Benchmark rate							
	Less than benchmark rate								
	Greater than benchmark rate								
	Non-comparable rate								

Council comments

10. The existing rates for Hurstville 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 subsequently the Position Paper inadvertently.

11. 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)
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

Note: Any car parking provided on site is to remain as car parking. Any excess parking is to be indicated on the Strata Plan and in the Strata by laws as car parking.

Council Comments:

Adoption of minimum harmonised car parking rates

12. 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.

Note: Any car parking provided on site is to remain as car parking. Any excess parking is to be indicated on the Strata Plan and in the Strata by laws as car parking.

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

13. 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 17 – Existing Minimum DCP Parking Rate Summary (Developments outside key centres)

Land Use / Town Centre	Hurstville	Kogarah	Bankstown	Canterbury	Sutherland Shire	Rockdale	Botany Bay
Business and Office	1 per 60 sqm. GFA	1 per 40sqm.	1 per 40sqm.	1 per 40sqm.	1 per 30sqm.	1 per 40sqm.	1 per 40sqm.

Premises		GFA	GFA	GFA	GFA	GFA	GFA
Retail Premises (shops)	1 per 50sqm. GFA	1 per 33.3sqm. GFA	1 per 40sqm. GFA	1 per 40sqm. GFA	1 per 30sqm. GFA	1 per 40sqm. GFA	1 per 25sqm. GFA
Restaurants/ Cafes	1 per 50sqm. GFA	1 per 5sqm. GFA ²⁴	0.15 per sqm. in excess of 100sqm.	1 per 40sqm. GFA	Parking Study Required	1 per 40sqm. GFA	1 per 10sqm. GFA
Medical Centre	1 space per practitioner + 1 space per consulting room	1 per 40sqm. GFA	1 per 25sqm. GFA	2 spaces per health consulting room	1 per 30sqm. GFA	1 per 40sqm. GFA	3 spaces per consulting

Council comment

14. As mentioned in Table 14 above, Council is seeking to harmonise the car parking rates in other centres within the Georges River LGA. The comparison summary in **Table 17** has informed the harmonised car parking rates for other centres in **Table 18** below.

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 30sqm. GFA
Medical Centre	1 space per practitioner + 1 space per consulting room	1 per 40sqm. GFA	1 per 40sqm. GFA	1 per 30sqm. GFA

Council Comment

15. 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.

16. Justification for the rates in other Business Centres is provided below.

Justification for Rates in other Business Centres

17. 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.
18. 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.
19. 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.
20. 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.).
21. 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.

22. 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.

2.3.2 Review Off-street parking supply

PTC Strategy

23. Consider alternative locations for additional parking supply, when and if required. Off-street parking should be located on the periphery of the town centre to minimise traffic flow within the centre. Where possible parking should be consolidated into larger parking areas and smaller car parks either sold for redevelopment or repurposed as public spaces.

24. A review of all off-street car parks surveyed as part of the Strategy is included as 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 Attachment 15 of this Report. Introduce time-restricted parking to increase turnover. 	<ul style="list-style-type: none"> Already 3P – time-restricted parking not 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.

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
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.
Park Road and 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.
Woniara 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 draft Commercial Car Park Review.
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 	<ul style="list-style-type: none"> Investigate as part of the Council's draft Commercial Car Park Review. The investigation is to include comparison with other CBDs such as Rockdale Plaza and Hurstville.

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
		<p>utilisation may be attributed to difficulty in finding this car park.</p> <ul style="list-style-type: none"> Access control to manage paid parking and way finding required to guide users to car park. 	
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 overstays 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 overstays 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.
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,	<ul style="list-style-type: none"> Proposed 	<ul style="list-style-type: none"> Occupancy of existing at-grade 	<ul style="list-style-type: none"> Site proposed for redevelopment for

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
Beverly Hills	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.	<p>car park 70% (weekday) and 51% (weekend) indicates spare capacity. The car park is currently 3P time-restricted.</p> <ul style="list-style-type: none"> 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. 	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.
Beresford Avenue, Beverly Hills	<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 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. 	<ul style="list-style-type: none"> Cook Street car park can be redeveloped upon acquisition of additional lots for Cook Lane car park expansion. Existing parking spaces within the Cook Street car park are to be incorporated into the extended car park to accommodate current users. 	<ul style="list-style-type: none"> Council's Commercial Property Strategy recommends redevelopment or 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 	<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.

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
	Sat		
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. If required, extend time restricted area on-street to meet short term parking demand – e.g. Connelly 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 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- 	<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.

Car Park Town Centre	PTC Recommendation	PTC Comments	Council comment
	<p>6pm- Mon-Fri.</p> <ul style="list-style-type: none"> Convert some time-restricted spaces to unrestricted spaces on Saturdays (weekend occupancy is currently low). For example, 50% unrestricted, 50% to retain current restriction. 		
Connells Point Road, South Hurstville	<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 capacity of 103 car spaces and is nearly 90% occupied on weekdays and weekends. 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 numbers in this document refer to the corresponding table number in the Position Paper (April 2020)

Conclusion

25. Council has finalised its Position Paper on the recommendations of the Georges River Council Car Parking Strategy in response to submissions received, Council resolution of 27 April 2020 and Council's adopted Commercial Property Strategy.