

Technical Memorandum

Quality Information	
Project:	Kellyville and Bella Vista Station Precinct Concept Proposals
Project Number:	SCT_00111
Document Name:	Post-Exhibition Response to Submission (RtS) – confirmation of parking rates
Date:	22 April 2020
Prepared:	Andy Yung, Director
Reviewed:	Jonathan Busch, Associate Director
Authorised:	Andy Yung, Director

Background

As part of the Sydney Metro North West project, the Bella Vista and Kellyville Station Precincts were announced as Priority Precincts by the NSW Government in August 2014. The Bella Vista and Kellyville Station Precincts are two of the eight Station Precincts along the Sydney Metro Northwest corridor and identified for urban transformation in Sydney's northwest by the NSW Government to provide opportunities for creation of new vibrant town centres around the new stations. A focus on place-making underpins the master planning of the Kellyville and Bella Vista Station Precincts to create sustainable and liveable communities.

Landcom submitted a Concept State Significant Development (SSD) Application for the development of the Kellyville and Bella Vista Station Precincts. The Concept SSD Application sets out the concept proposal for the future development of the Kellyville and Bella Vista Station Precincts. It does not seek development consent for any physical works but only requires an evaluation of the likely impacts associated with the concept proposal, not the likely impact of any development that would be subject to a separate development application.

The combined Kellyville and Bella Vista precincts can provide up to 8,400 new homes over the next twenty years, capped through a clause in the Hills Council Local Environmental Plan to align with the local and State infrastructure that has been planned to support the precincts' growth. The current SSD application seeks approval for 5,715 of these units proposed by Landcom. The Bella Vista Station Precinct also seeks consent for the indicative location of a future primary school.

The Bella Vista Station Precinct is planned to have a mix of residential and employment land use. The employment will be focused near Celebration Drive adjacent to the existing employment in the Norwest Business Park. Bella Vista Precinct is forecast to provide 7,130 jobs within its commercial areas and a further 380 jobs in its retail areas once completed. Kellyville is planned to be predominately residential but with retail focused around its town centre near Samantha Riley Drive and the metro station and expected to create 270 new jobs.

Car parking comments raised during the submissions period include the following by Roads and Maritime Services (now Transport for NSW) and The Hills Shire Council:

Table 1 Agency comments

Agency	Roads and Maritime	The Hills Shire Council
Comment	In order to facilitate the Kellyville and Bella Vista Station Precinct Rezoning Transport Plan's target mode share of 47.5% car usage it is recommended that the Residential Parking Rates be amended as follows: 0.4 spaces per 1 bedroom unit. 0.7 spaces per 2 bedroom unit. 1.20 spaces per 3 bedroom unit. 1space per 10 units (visitor parking)	Concern is raised with respect to the proposed parking rates (0.6 – 1.4 spaces per unit, 1 visitor space per 10 units and 1 space per 145m ² of commercial gross floor area). It is recommended that parking rates for residential flat buildings be included within the Urban Design Guidelines which are consistent with Council's housing diversity provision (1 space per apartment and 1 visitor space per 5 apartments). It is further recommended that parking rates be considered for commercial uses which are more in line with current requirements within the Shire (Council's current 'Commercial Centres' rate is 1 space per 40m ²).

Source: Roads and Maritime and Hills Shire Council

It is noted that it would not be possible to satisfy both comments.

Landcom has reviewed all the submissions to the SSDA and this technical memo confirms and justifies the parking rates recommended for Bella Vista and Kellyville Station Precincts.

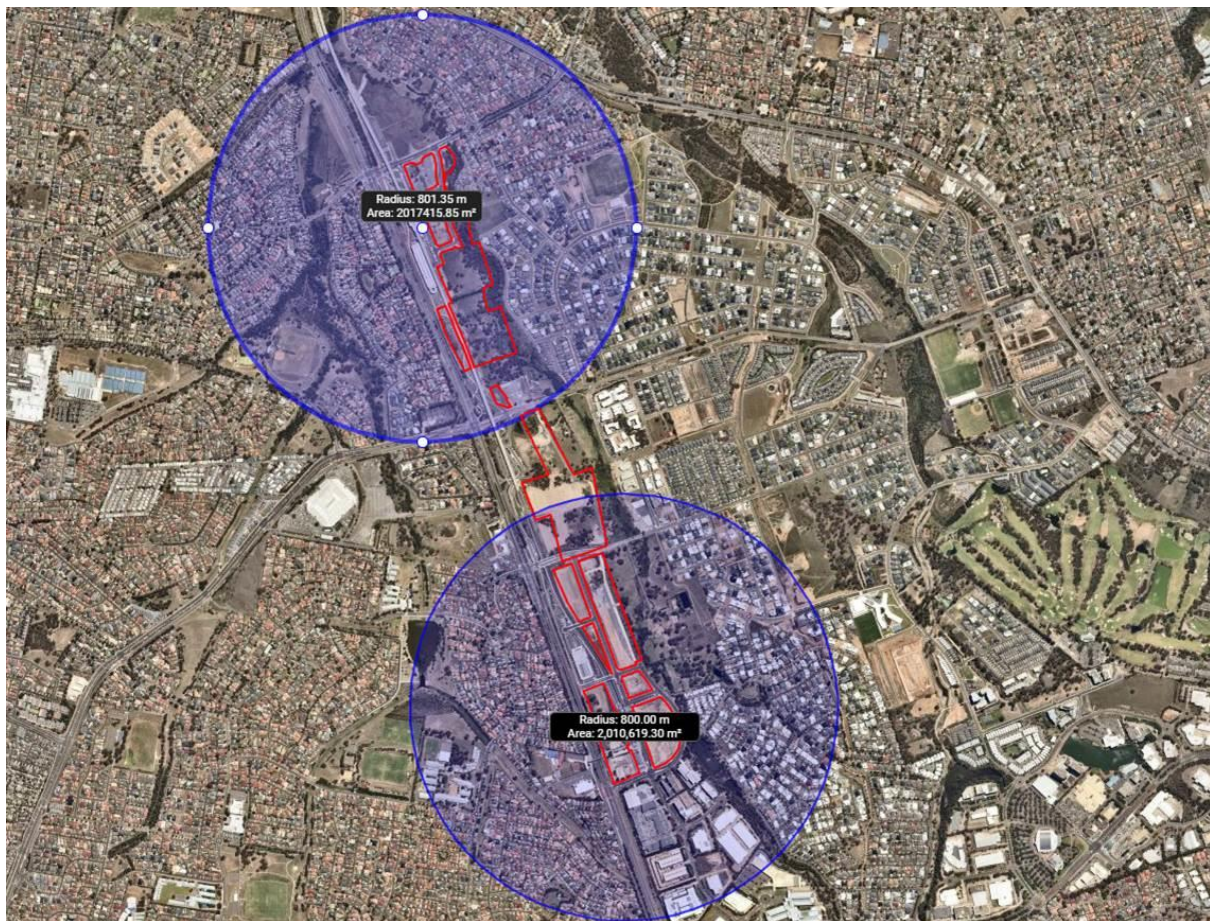
Recommended parking rates

Landcom and Sydney Metro are working in collaboration to develop walkable, attractive, mixed use places around the SMNW stations. The majority of both Bella Vista and Kellyville Station Precincts are within 800m of the respective Metro Stations (as shown in **Figure 1**), with 800m considered as an industry accepted 10-minute walking catchment for public transport patrons. In fact, research by Sydney University¹ indicates that travel lengths even up to 1km attract a similar (70%) proportion of walking trips. This would mean the entire Bella Vista and Kellyville Station Precincts are covered with the station catchments.

The SSDA would facilitate development which supports best practice transit-oriented development principles, by providing increased residential and employment density in proximity to two Metro stations, the T-way and large number of feeder bus services that provides residents and employees with greater access to public transport and employment options, while promoting the use of sustainable travel options.

Future residents and employees of the Precincts would benefit from the increased network coverage, train frequency, journey-time reliability and improved customer offering of Sydney Metro, significantly reduce their reliance on private vehicle usage. SMNW has been shown to encourage rail network usage and increase journey to work trips by non-car modes. The Metro patronage published by Transport for New South Wales has risen to a total monthly trip of 2,207,000² in October 2019, indicated a typical weekday patronage over 74,000.

Figure 1: 800m walking catchment of Kellyville and Bella Vista Metro Stations



Source: Landcom, 2020

¹ Explaining walking distance to public transport: the dominance of public transport supply World Symposium on Transport and Land Use Research, 28-30 July 2011

² <https://www.transport.nsw.gov.au/data-and-research/passenger-travel/metro-patronage/metro-patronage-top-level-chart>

As a result of the feedback / comments received for the proposed parking provision, it is recommended that the following rates are adopted for both Bella Vista and Kellyville Station Precincts as highlighted in **Table 2**.

Table 2: Recommended parking rates for Bella Vista and Kellyville Station Precincts

Land uses		SSDA	
		Minimum	Maximum
Residential	1-bedroom	0.4	0.6
	2-bedroom	0.7	0.9
	3-bedroom	1.2	1.4
	Visitor	0.1	0.1
Retail		1 space per 130m ²	1 space per 60m ²
Commercial		1 space per 145m ²	1 space per 100m ²
Car share		1 bay per 150 parking spaces	

These rates address the Roads and Maritime comment but not the Council request made in the submission.

As a principle, Landcom is committed to reduced car parking provision for both Bella Vista and Kellyville Station Precincts to facilitate:

- An exemplar transit-oriented development (maximising the benefits of fast frequent metro connections with services every 4 minutes in the peak and 10 minutes in off-peak);
- A town centre not dominated by cars;
- Activation and life on the street; and
- A reduction in the congestion of precinct roads.

The recommended parking rates for retail and commercial development remain the same as those suggested in the SSDA Traffic and Transport Assessment Report (Jacobs, 2019).

On the other hand, the parking rates for residential development is recommended to be further reduced as shown in **Table 2** as the minimum range, in order to ensure car ownership can be reduced and traffic impacts can be further managed in both of these Precincts where they are within safe walking distance to two Metro stations and other sustainable transport options.

Alignment with Hills Future 2036 – Local Strategic Planning Statement (LSPS)

Despite Council's request made in the submission, The Hills Shire Council in its suite of LSPS documents state that:

Managing travel behaviour through control of parking cost and availability is one keyway in which Council can influence peoples travel choices and effect meaningful mode shift. This doesn't mean that car users are penalised for their travel choices, rather that the environment is managed in such a way that encourages more alternative travel choices by making them convenient and attractive while still ensuring that private vehicle travel is accommodated and supported appropriately.

Opportunities exist for reconsideration of existing car parking rates for residential and commercial developments in close proximity to public transport, where car ownership levels are typically lower. Reducing parking opportunities at both origin and destination will influence travel choices.

Car sharing is a convenient, affordable and sustainable transport option for residents and businesses located in close proximity to public transport. Car sharing enables more sustainable travel habits and helps keep businesses and residents connected. It is an efficient use of parking space, allowing a single vehicle to be used by a large number of people. This reduces congestion and the competition for parking spaces, which ultimately benefits all road users.

Encouraging car sharing in high density residential and commercial areas within close proximity to transport hubs may be supported through targeted development controls. These could include:

- *Reduced car parking rates for developments incorporating shared parking facilities in station precincts;*
- *Requirements for dedicated car sharing spaces for new developments; or*

- *Provision of dedicated on-street parking for shared vehicles.*

The recommended parking rates for both Bella Vista and Kellyville Station Precincts fully align with Council's initiatives to reduce car ownership and reduce congestion.