



30 October 2020

Billbergia  
Suite 101/25 Angas Street  
Meadowbank  
NSW 2114

Attention: Chris Kang, Development Division

Our ref: 20-171-3

Dear Sir,

**PRELIMINARY ANALYSIS OF PARKING PROVISION**  
**PROPOSED MIXED USE DEVELOPMENT**  
**EDEN STREET, ARNCLIFFE**

Reference is made to our recent discussions and your request for this Practice to undertake a preliminary analysis of the required and proposed parking provision with respect to a proposed mixed use development at Eden Street, Arncliffe. The following preliminary assessment is provided to assist in the evolution of the design and to inform a pre development application design package being prepared by Group GSA.

**Development Yield**

The preliminary assessment contained within this correspondence is based upon the following development yield:

- 534 market housing residential apartments, comprising:
  - 171 one bedroom dwellings
  - 207 two bedroom dwellings
  - 156 three bedroom dwellings
- 182 social housing residential apartments, comprising:
  - 110 one bedroom dwellings
  - 64 two bedroom dwellings
  - 8 three bedroom dwellings
- 3,649m<sup>2</sup> of retail / commercial floor space.
- A child care centre accommodating:
  - 120 children
  - 28 staff

### Car Parking Requirements

Rockdale Development Control Plan 2011 (RDCP 2011) provides the following requirements relevant to the development:

- Market housing residential flat buildings:
  - 1 space per one bedroom dwelling
  - 1 space per two bedroom dwelling
  - 2 spaces per three bedroom dwelling
  - 1 visitor space per 5 dwellings
- 1 space per 40m<sup>2</sup> retail floor space.
- Child care centres:
  - 1 space per 20 children
  - 1 space per 2 staff

State Environmental Planning Policy (Affordable Rental Housing) 2009 provides the following requirements relevant to the development:

- Social housing residential flat buildings:
  - 0.4 space per one bedroom dwelling
  - 0.5 space per two bedroom dwelling
  - 1 space per three bedroom dwelling

### Car Parking Calculations

Table 1 below provides a summary of the parking requirements

TABLE 1 OFF-STREET PARKING REQUIREMENTS			
Measure	Yield	Rate	Spaces Required
<b>MARKET HOUSING</b>			
1 bedroom	171	1/dwelling	171
2 bedroom	207	1/dwelling	207
3 bedroom	156	2/dwelling	312
		<b>Subtotal</b>	<b>690</b>
<b>VISITOR</b>			
Market Dwellings	534	1/5 dwellings	107
		<b>Subtotal</b>	<b>107</b>
<b>SOCIAL HOUSING</b>			
1 bedroom	110	0.4/dwelling	44
2 bedroom	64	0.5/dwelling	32
3 bedroom	8	1/dwelling	8
		<b>Subtotal</b>	<b>84</b>
<b>RETAIL COMMERCIAL</b>			
GFA	3,649m <sup>2</sup>	1/40m <sup>2</sup>	92
		<b>Subtotal</b>	<b>92</b>
<b>CHILD CARE CENTRE</b>			
Children	120	1/20 children	6
Staff	28	1/2 staff	14
		<b>Subtotal</b>	<b>20</b>
		<b>TOTAL</b>	<b>993</b>

Strict application of RDCP 2011 and State Environmental Planning Policy (Affordable Rental Housing) 2009 requires 993 parking space.

### Car Parking Discussion

#### Market Resident

The Department of Planning & Environment's *Apartment Design Guide* provides design criteria and general guidance about how development proposals can achieve the design quality principles identified in SEPP 65 (*State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development*).

Objective 3J-1 of the *Apartment Design Guide* specifies that development within 800m of a railway station in the Sydney metropolitan area are to use the minimum car parking requirement for residential developments as set out in TfNSW's *Guide to Traffic Generating Developments*, or the car parking requirement prescribed by the relevant council, whichever is less.

**Table 2** below provides the resident parking requirements for high density residential flat buildings located within Metropolitan Sub-Regional Centres contained within section 5.4.3 of TfNSW's *Guide to Traffic Generating Developments*:

- Market housing residential flat buildings:
  - 0.6 space per one bedroom dwelling
  - 0.9 space per two bedroom dwelling
  - 1.4 spaces per three bedroom dwelling

**Table 2** below provides a summary of the reduced parking requirements

TABLE 2 REDUCED OFF-STREET PARKING REQUIREMENTS			
Measure	Yield	Rate	Spaces Required
<b>MARKET HOUSING</b>			
1 bedroom	171	0.6/dwelling	103
2 bedroom	207	0.9/dwelling	187
3 bedroom	156	1.4/dwelling	219
<b>Subtotal</b>			<b>509</b>

Application of TfNSW's *Guide to Traffic Generating Developments* parking rates to the market residential dwellings results in a reduced parking requirement of 509 spaces, some 181 fewer spaces than required under RDCP 2011.

It is expected that TfNSW will provide advice to Council that these reduced rates should be strongly considered.

### Visitor

Demand for visitor parking within large residential developments is typically lower than that for smaller developments. Consideration could accordingly be given to reducing the RDCP 2011 visitor parking rate of 1 space per 5 dwellings.

TfNSW's *Guide to Traffic Generating Developments* (which can be considered in accordance with SEPP 65) specifies that visitor parking for residential developments are typically 1 space per 5 to 7 dwellings. The Guide however further specifies that '*Councils may wish to reduce this requirement for buildings located in close proximity to public transport, or where short term unit leasing is expected*'.

The immediate proximity of the site to rail and bus services, in consultation with the large number of apartments is such that there is warrant to consider a reduced visitor parking rate of 1 space per 10 dwellings.

Application of the abovementioned reduced rate results in residential visitor parking requirements of 54 spaces, or some 53 paces less than that required by RDCP 2011.

### **Car Parking Provision**

The current scheme provides the following:

- 690 market housing spaces, complying with RDCP 2011.
- 84 social housing spaces), complying with State Environmental Planning Policy (Affordable Rental Housing) 2009.
- 55 residential visitor spaces, complying with the intent of SEPP 65.
- 92 retail parking spaces, complying with RDCP 2011.
- 20 child care centre spaces, complying with RDCP 2011.

It is however noted that an isolated reduction in the visitor parking provision, without a similar residential to the market resident parking provision is unlikely to be supported by GANSW / TfNSW. It is envisaged that GANSW / TfNSW will require a significant reduction in the market resident parking provision. It is considered appropriate that a parking rate somewhere between TfNSW and RDCP 2011 rates will be viewed as a fair compromise.

### **Motorcycle Parking**

RDCP specifies the following motorcycle parking requirements relevant to the subject development:

- 1 space per 15 market housing dwellings.
- 1 space per 20 retail car spaces.

The following motorcycle parking spaces are accordingly required:

- 36 spaces within the residential parking area.
- 6 spaces within the retail parking area.

Whilst there is not a requirement for motorcycle parking for social housing, it is recommended that consideration be given to the provision of motorcycle parking to this component of the development in accordance with RDCP 2011 rates for market housing. This will result in an additional requirement for 13 motorcycle spaces.

**Bicycle Parking**

RDCP specifies the following motorcycle parking requirements relevant to the subject development:

- 1 space per 10 market housing dwellings.
- 1 space per 200m<sup>2</sup> retail floor space.
- 1 space per 10 children within a child care centre.

The following motorcycle parking spaces are accordingly required:

- 54 spaces within the residential parking area.
- 19 spaces within the retail parking area, 3 of which are to be allocated to visitors.
- 12 spaces for staff of the child care centre.

Whilst there is not a requirement for bicycle parking for social housing, it is recommended that consideration be given to the provision of bicycle parking to this component of the development in accordance with RDCP 2011 rates for market housing. This will result in an additional requirement for 19 bicycle spaces.

The RDCP 2011 bicycle parking requirement for retail floor space is considered to be particularly low. It is considered that there is significant opportunity to provide additional customer bicycle parking within the public domain being provided as part of this development, over and above the minimum requirements of RDCP 2011.

Submitted for your consideration.

Yours sincerely,



Morgan Stanbury  
**Director**  
**Traffic Engineer**