

Reference: #16S9000000

14 April 2016

Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Rebecca Sommer**

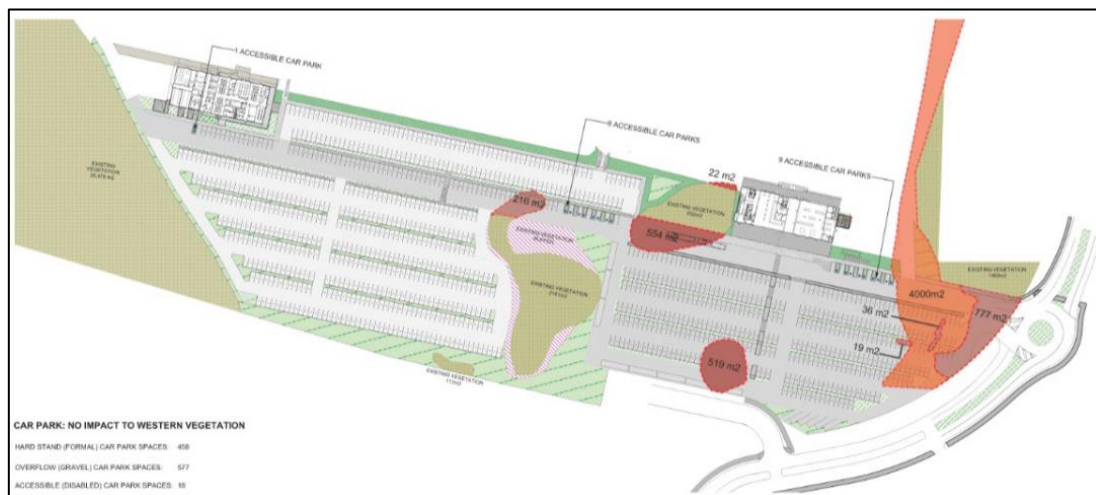
Dear Rebecca

**RE: SYDNEY ZOO DEVELOPMENT - RESPONSE TO REQUEST FOR INFORMATION**

Background

The project team has reviewed the submissions provided to-date in regards to the proposed Sydney Zoo Development. It is understood that the Office of Environment and Heritage, NSW Environmental Protection Authority and the NSW Department of Planning & Environment have requested that the proposed car park layout be revised to avoid any intrusion into the riparian bushland, located along the north-western boundary of the site. On this basis, the project team has revised the proposed Sydney Zoo car park layout, as shown in Figure 1.

**Figure 1: Revised Car Park Layout**



melbourne  
**sydney**  
brisbane  
canberra  
adelaide  
gold coast  
townsville  
perth

Level 6, 15 Help Street  
CHATSWOOD NSW 2067  
PO Box 5254  
WEST CHATSWOOD NSW 1515  
t// +612 8448 1800

The revised car park layout results in the provision of 1,053 car parking spaces, including 476 formal (sealed) car parking spaces. This equates to a reduction in proposed car parking supply of 161 spaces, as outlined in Table 1.

**Table 1: Comparison of Car Parking Supply**

Type	Formal	Disabled	Overflow	Total
SSDA Car Park Layout	475	9	840	1,324
Revised Car Park Layout	458	18	577	1,053
<b>Difference</b>	<b>-17</b>	<b>+9</b>	<b>-263</b>	<b>-271</b>

On the basis of the above, Sydney Zoo has requested that GTA review the adequacy of the revised parking supply.

### Overview of Parking Demand Assessment

The car parking assessment included in the Transport Impact Assessment was based on a first principles approach, with consideration for the following:

- conservative visitation forecasts (up to 800,000 people per annum) provided by Sydney Zoo to estimate the minimum and maximum daily visitation on a weekday or weekend during the peak, shoulder and off-peak periods
- anticipated duration of stay for visitors provided by Sydney Zoo to estimate a visitation profile
- anticipated daily visitor composition (families, couples and singles) provided by Sydney Zoo to conservatively estimate the average number of people per vehicle who would likely visit Sydney Zoo
- 85% vehicle mode share (decreasing to 75% on peak days).

The peak visitor parking demand for the three modelled scenarios on a weekday and a weekend, as presented in the Transport Impact Assessment are summarised in Table 2.

**Table 2: Visitor Parking Demand**

Period	Estimated Parking Demand	
	Weekday	Weekend
Peak	950	1,350
Shoulder	450	650
Off-peak	300	400

Further to the above, staff (up to 50) would be encouraged to car pool and use public transport, particularly on weekends and during peak periods.

### Adequacy of Revised Parking Supply

Similar to the original proposed formal parking supply (484 spaces), the revised formal car parking supply (476 spaces) would typically be capable of accommodating the weekday parking demand including staff during off-peak and shoulder periods, with the overflow (gravel etc.) car park (577 spaces) required on weekends during the shoulder period and during the peak period.

As such, the parking demand would only exceed the total supply on peak days (i.e. summer holiday weekends and public holidays), with a shortfall of up to 297 spaces. This is an increased shortfall of 271 spaces from the proposed car park layout submitted with the SSDA.

It is reiterated that the above assessment is conservative and would only occur in the high case visitation scenario of 800,000 per annum. Furthermore, the frequency of this potential shortfall equates to around 5% of the year.

### Peak Parking Management

As discussed within the Transport Impact Assessment, a number of operational transport management measures are being considered to further reduce the shortfall in car park demand. In particular, Sydney Zoo is working with Western Sydney Parklands Trust on the provision of access to an off-site overflow car park for use during peak periods. This could potentially be provided on the site located immediately south of Sydney Zoo, within Western Sydney Parklands.

Further to the above, Sydney Zoo is investigating the introduction of time-of-day ticketing to spread and flatten the peak parking demand by offering a differential pricing structure.

### Conclusion

Based on the assessment provided above, the revised car park layout has a supply of 1,053 spaces in response to environmental constraints. This equates to a loss of 271 spaces from the proposed car park layout submitted with the SSDA. Therefore, a maximum parking shortfall of 297 spaces could occur, during the peak weekend period and assuming the high case visitation scenario of 800,000 per annum.

Notwithstanding the above, peak period parking management measures have been identified to reduce any associated impact should this shortfall occur. The proposed car parking arrangements for Sydney Zoo remains adequate on this basis.

I trust the above provides you with the information you require. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

**GTA CONSULTANTS**



**Brett Maynard**  
**Director**