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Our Ref: 08223
Date: 3 November 2008
Attn: Ms Annette Birchall

Strategic Assessments
Department of Planning
23-33 Bridge Street
SYDNEY NSW 2000

Via: email: Annette.Birchall@planning.nsw.gov.au

Dear Ms Birchall

**RE: MAJOR PROJECT APPLICATION
SYDNEY WATER WORKPLACE FACILITY POTTS HILL (MP 08_0049)
Clarification of Car Parking Allocation**

In response to your request and further to our letter dated 17 October 2008, we write to provide additional clarification of the car parking allocation at the proposed Sydney Water Workplace Facility at Potts Hill (MP 08_0049).

As noted in our earlier advice, the nature and distribution of the existing facilities on the site is such that the total number of existing car spaces across the site is indistinct. Historically there has been enough space to accommodate all requirements.

Although our earlier advice states that the total parking provision proposed is 509 vehicle spaces, it is important to note that this figure includes all parking, including 53 trucks/trailers spaces and 21 motorcycles spaces. It also includes approximately 100 Sydney Water pool vehicles that need to be accommodated on the site. These vehicles are required for staff to enable them to perform their daily duties, irrespective of whether or not they drive to the site in personal vehicles. In addition as previously advised, 40 car spaces are allocated to the warehouse building, some 50 car spaces are required for the new training centre and 15 car space are proposed for visitors. Therefore the actual number of car parking spaces proposed for the new office component is 230.

We note that Bankstown Development Control Plan (DCP) 2005 – Part D8 – Parking sets a parking requirement of 1 space/40m² of gross floor area (GFA) for office premises and 1 space/300m² GFA for warehouses. As noted in the traffic report in the Environmental Assessment (EA), this leads to a minimum requirement of 40 spaces for the warehouse component, as proposed, and 135 spaces for the office component.

The objectives of Part D8 of Bankstown DCP include:

- (a) *to meet the car parking demands of new developments;*
- (b) *to ensure that the layout and design of car parks function efficiently and safely;*
- (c) *to ensure developments achieve parking requirements;*
- (d) *to ensure the design of open-air car parks incorporates landscaping areas to minimise the visual impact; and*
- (e) *to achieve balance between parking requirements, visual aesthetics, pedestrian safety including people with a disability and convenience for drivers.*



Furthermore the objectives of Section 2 – Off Street Parking are:

- (a) *to meet car parking demands generated by various land uses;*
- (b) *to ensure that traffic flow is not adversely affected due to vehicles parked on the streets; and*
- (c) *to minimise on-street car parking in order to ensure road safety and visual aesthetics.*

The reasons for the additional parking, over and above the minimum requirement in the Bankstown DCP, are in response to these objectives as well as the physical limitations of site and special requirements of the facility.

Firstly, as noted in our earlier advice, apart from uniting all of the existing facilities on the site and accommodating others presently off site, the new facility is designed to function as an **emergency response centre**, dealing with any and all events, that could occur to Sydney's water supply system. In practical terms this means that up to 100 additional people may need to be accommodated in the office component, some for extended periods, to deal with emergency situations. Some of the additional parking is intended for this purpose, so that staff can arrive at any time of the day or night confident that convenient parking will be available to enable them to quickly and safely reach their destination to deal with the tasks at hand. The alternative of allowing parking on open unlit grassed areas adjacent to the new facility is considered unsafe and inappropriate particularly in terms of occupational health and safety.

Secondly, although the site has **access to public transport**, this access is **indirect, inconvenient and at times unsafe**. The existing gate at the Cooper Street entrance is some 600m (15 minutes walk) from Birrong Railway Station and about 1km (30 minutes walk) from Regent's Park Railway Station. The new facility is some 900m from this gate, extending these distances to 1.5km and almost 2km respectively. Until the housing is developed on the western portion of the site, most of this travel will be considered unsafe, particularly at night in winter, and especially so for the portion of staff who work shifts from 7:30 am to 2:30 pm or 2:30 to 10:30 pm. Bus services will be closer to the new facility, some 300m to Rookwood Road.

However, we note that both train and bus services are limited outside peak times. The service at Birrong Station is every 15-20 minutes from 6:00 am until 9:00 pm and every 30 minutes after 9:00 pm. The main train line is the Bankstown Line, City Circle to Bankstown via Strathfield (all stops) then via Sydenham back to City Circle (and vice versa). Two trains an hour run from Liverpool via Birrong to the City via Bankstown until 9:30 pm each day. Buses run from Lidcombe Station to Bankstown Station along Rookwood Road every 30 minutes during peak periods (6:00 am–9:00 am and 4:00 pm–6:30 pm) and every 60 minutes outside peak. Two bus services run from Auburn to Bankstown via Brunner Road at similar frequencies.

Therefore, despite the fact that staff have access to a 'Travel Pass Scheme' under which Sydney Water purchases passes for travel to and from work using public transport, this option is under-utilised due to the physical limitations of the site and the limited services available.

Consequently, it is concluded that the proposal:

- meets the car parking demands of the new development
- has a car parking layout and design that will function efficiently and safely
- achieves the parking requirements
- incorporates landscaping areas in the car parks to minimise visual impact
- achieves a balance between parking requirements, visual aesthetics, pedestrian safety including people with a disability and convenience for drivers
- meets the car parking demands generated by various land uses
- ensures that traffic flow is not adversely affected due to vehicles parked on the streets (by providing an appropriate level of on site parking), and
- minimises on-street car parking in order to ensure road safety and visual aesthetics.



Finally we reiterate Sydney Water's intention to prepare a car parking strategy, in order to minimise parking requirements as far as possible. Such a strategy would not only minimise any future parking needs, but also assist staff in having more choices about travel modes, in the interests of sustainability.

We trust this information addresses the matters to the Department's satisfaction, however should further details or clarification be required, please do not hesitate to contact the writer by telephone.

Yours faithfully

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Silvija Smits

Senior Partner – Planning

cc Sydney Water
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