

Memo to **General Manager**
From **Economic & Property Development Director**
Date **25th May 2010**

Thomas Street Redevelopment – Car Parking Provision

Background

Willoughby Local Environmental Plan 1995 (Amendment No 65) inter alia undertook to rezone land in the Chatswood Town Centre in order to support the Civic Place outcomes and fix development standards having regard to the location of that land and any adjoining residential land on the periphery of the Centre.

In relation to the subject site, Amendment No 65 rezoned the site Commercial 3(c2), permitted a FSR of 5.5:1 and also imposed a requirement that the consent authority must not consent to development of the land unless a car parking station will be provided on or under the land, comprising not less than **200 car parking spaces** in addition to any car parking required by the consent authority to serve the needs of any development of the land.

This requirement reflects a desire and obligation to replace the existing public car park (currently 181 spaces) with a commensurate facility.

During negotiations for the sale of the subject site a larger car parking station was achieved comprising 250 car parking spaces together with a 100m², bicycle storage and end of trip facility. This position was reflected in the current contract for sale of the subject site.

Development Application

The applicant's current Part 3a application proposes a FSR of 10.5:1 (Commercial 5.5:1 and Residential 5:1), incorporates the contracted, larger 250 space car parking station together with bicycle facilities and provides an additional 256 spaces to service the needs of the development (506 spaces in total)

In considering the development application Council Officers assessed that the proposal requires the following car parking provision.

Use	Number of Spaces
Commercial/Retail	96
Residential	193
Residential Visitor	18
Subtotal	307
Public Car Park	250
Total	557

It is noted that the calculations adopt/accept the following:

- A waiving of car parking for the affordable housing units (on the basis of the inclusion of car share spaces)
- No provision for retail/café premises as they serve the commercial/residential uses.
- A reduced residential visitor number due to the availability of the public car park particularly as it will have limited use by the commercial core on weeknights and on weekends.

As the applicant's plans indicate the provision of 506 spaces an additional 51 spaces have been requested to be provided in conjunction with the development by way of additional

basement parking. Initially the applicant proposed to pay a Section 94 contribution for 40 spaces however this was discounted by the Council assessing officer.

Comment

It is considered reasonable to accept a Section 94 Contribution in lieu of providing car parking for up to 50 spaces associated with the development.

On this basis it is recommended that parking associated with the site be provided as per the following table.

Use	Physical Spaces (On-site)	Spaces (by way of S94)	Total
Commercial/Retail	64	32	96
Residential	193	-	193
Residential Visitor	-	18	18
Subtotal	257	50	307
Public Car Park	250	-	
Total	507		

This position is supported for the following reasons:

- The proposed public car park provides 50 spaces in addition to the minimum 200 space requirement and as such there is capacity to accept contributions up to that amount, it is noted that there would be a remaining capacity of 19 spaces for additional use of Section 94 Contributions for further unrelated development within the Chatswood Commercial Core.
- Given the mixed use of the site, the use of the public car parking spaces is efficient, particularly for commercial and visitor parking as it responds well to the different peak demands for the different land uses.
- Efficiently utilising the public car parking spaces reduces duplication of parking spaces or an over supply of parking spaces and potentially minimises the traffic generation of the site.
- This dual use would also help to negate the increased traffic generation attributable to the increase in FSR to 10.5:1.
- Use of the public car park for residential and commercial visitor parking associated with the development is the most suitable in terms managing the equitable use of the visitor car parking and can also provide much greater capacity for peak demand.

The S94 Contribution will assist in providing the car park management equipment and also fitting out the bicycle facility both of which will benefit the wider community and make the car park more efficient and user friendly.

Recommendation

That Welles Thomas be permitted to make a Section 94 Contribution for up to 50 of the car parking spaces associated with the development provided the car parking is allocated as per the table above, in total 507 car spaces are to be provided on site.

Jeff Ellis
Economic & Property Development Director