Attachment 2 Document Review

Contents

1. DCP Parking Rate Summary

Major Town Centre/Local Government Area (LGA)	Document Reference	Commercial Parking Rate	Retail Parking Rate	Restaurant/Entertainment Facilities	Medical Centres
Hurstville	Hurstville DCP No. 1 – LGA wide (sites located within a Business or Industrial zone) Section 3.1	**Business/Office Premises:** 1 space per 60m^2 GFA	1 space per 50 m^2	Require Transport & Parking Study	1 space per practitioner + 1 space per consulting room
	Hurstville DCP No. 2 - Hurstville City Centre Section 6	1 space per 50m^2 GLFA	**CBD Fringe:** 1 space per 25m^2 GLFA **Intermediate:** 1 space per 27.5m^2 GLFA **CBD Core:** 1 space per 30m^2 GLFA	**Restaurants:** Greater of 15 spaces per 100m2 GFA or 1 space per 3 seats **Entertainment Facility:** 1 space per 10 m^2 GLFA or 1 space per 6 seats (whichever is greater)	3 spaces per consulting room
Kogarah	Kogarah DCP 2013 Section E1: Kogarah Town Centre	1 space per 40m^2 for any floor space at ground level 1 space per 50m^2 for all other floor space above ground level	1 space per 40m^2 for any floor space at ground level 1 space per 50m^2 for all other floor space above ground level	1 space per 40m^2 for any floor space at ground level 1 space per 50m^2 for all other floor space above ground level	1 space per 40m^2 for any floor space at ground level 1 space per 50m^2 for all other floor space above ground level
	Kogarah DCP 2013 Section E2:	**CBD Fringe:** 1 space per 50 m^2	**CBD Fringe:** 1 space per 25 m^2	**Shops:** 1 space per 25m^2 GLFA **Entertainment Facility:**	1 space per 40m^2 GFA

Major Town Centre/Local Government Area (LGA)	Document Reference	Commercial Parking Rate	Retail Parking Rate	Restaurant/Entertainment Facilities	Medical Centres
	Hurstville Town Centre	**Intermediate:** 1 space per 55 m^2 **CBD Core:** 1 space per 60 m^2	**Intermediate:** 1 space per 27.5 m^2 **CBD Core:** 1 space per 30 m^2	1 space per 5m^2 GFA	
Bankstown	Bankstown DCP 2015 Part B5: Parking	**Bankstown CBD, Chester Hill Village Centre and Sefton Small Village Centre:** 1 space per 40 m^2 of half of GFA **Other Centres:** 1 space per 40 m^2	**Development <4,000 m^2 GFA:** 1 space per 40 m^2 GFA **Development ≥ 4,000 m^2 GFA:** Parking study required	**Bankstown CBD:** Not required if total dining/bar area ≤ 100 m^2 If ≥ 200 m^2 total dining/bar area: Parking study required **Other Centres:** Not required if total dining/bar area <100 m^2 0.15 spaces per 1 m^2 above 100 m^2 **Outside Town Centres:** 0.15 spaces per 1 m^2 of total dining/bar area	1 space per 25 m^2 GFA
Canterbury	Canterbury DCP 2012' Section B1: Transport & Parking	**B2 Zone (Large Local Centres):** 1 space per 60 m^2 GFA **B2 Zone – Accessible Local Centres:** 1 space per 50 m^2 GFA **Other Locations:** 1	**B2 Zone (Large Local Centres):** 1 space per 66.7 m^2 GFA (<120 m^2) 1 space per 33 m^2 GFA (120 m^2 – 1,000 m^2 GFA)	**Less than 120 m^2**: 1 space per 40 m^2 GFA **120 m^2 – 1,000 m^2**: 1 space per 30 m^2 GFA **Greater than 1,000 m^2**: Traffic & Parking Assessment required.	**Health Consulting Rooms:** 2 spaces per health consulting room

Major Town Centre/Local Government Area (LGA)	Document Reference	Commercial Parking Rate	Retail Parking Rate	Restaurant/Entertainment Facilities	Medical Centres
		space per 40 m^2	1 space per 27 m^2 GFA (>1,000 m^2)		
Sutherland	Sutherland Shire DCP 2015	1 space per 30m^2 GFA	1 space per 30m^2 GFA	Refer to RMS Guide to Traffic Generating Developments. **RMS Rate:** Greater of 15 spaces per 100m^2 GFA or 1 space per 3 seats	1 space per 30m^2 GFA
Rockdale	Rockdale DCP 2011 Section 4.6: Car Parking, Access & Movement	1 space per 40m^2 GFA	1 space per 40m^2 GFA	1 space per 40m^2 GFA	1 space per 40m^2 GFA
Botany Bay	Botany Bay DCP 2013	1 space per 40m^2 GFA	1 space per 25m^2 GFA	1 space per 2 employees; plus 1 space per 3 seats; or 1 space per 10 m^2 GFA (whichever is greater)	2 spaces per consulting room

2. Section 94 Development Contributions Summary

The levy under the Georges River Council's Section 94A Development Contributions Plan is calculated through the following method:

$$Levy\ Payable = \%\ C * \$\ C$$

Where:

% C is the levy rate applicable to the development as per the following table; and

$ C is the proposed cost of carrying out the development as certified.

The following table summarises the levy rate determined according the development type.

Table 1 – Calculation of levy

Type of Development	Levy Rate (% of development cost)
(a) $100,000 or less	Nil
(b) Between $100,001 and $200,000	0.5%
(c) $200,001 or more	1.0%

The Section 94 Development Contributions Plan for Bankstown, Sutherland Shire and City of Botany Bay align with Georges River Council, adopting the same method of calculation shown above in Table 1. The remainder reflected alternative calculation methods for the determination of contribution rates and are summarised in Table 2 below.

Table 2 – Summary of Contribution Rates for Neighbouring Areas

LGA / Area	Type of Development	Contribution rate
Hurstville	Non-residential that results in increase gross floor area (GFA) in **Hurstville City Centre** (for public domain works)	$161,76 per m^2 of GFA
	Non-residential onsite parking provision in **Hurstville City Centre**	$54,556.91 per deficient parking space
	Non-residential onsite parking provision in **Penshurst, Mortdale, Beverly Hills and Riverwood local commercial centres**	$31,717.97 per deficient parking space
	Non-residential onsite parking provision in the **Kogarah commercial centre**	$32,814.07 per deficient parking space

Bankstown*	*Same as Georges River LGA*	
Canterbury (Town Centre)	Development involving redeveloping of land in the Canterbury Town Centre	$149.59 per m^2 of GFA
Sutherland Shire*	*Same as Georges River LGA*	
Rockdale	Bexley	$21,080 per deficient parking space
	Bexley North	$19,990 per deficient parking space
	Brighton Le Sands	$24,790 per deficient parking space
	Kingsgrove	$23,815 per deficient parking space
	Rockdale	$24,714 per deficient parking space
Botany Bay*	*Same as Georges River LGA*	

* Same calculation method as Georges River Council Section 94A Development Contributions Plan 2017

3. Review of State Significant Projects

WestConnex is a 33km motorway providing improved transport links between Sydney's western suburbs to the airport and the Port Botany precinct. A map providing an overview of the WestConnex project is illustrated in Figure 1.

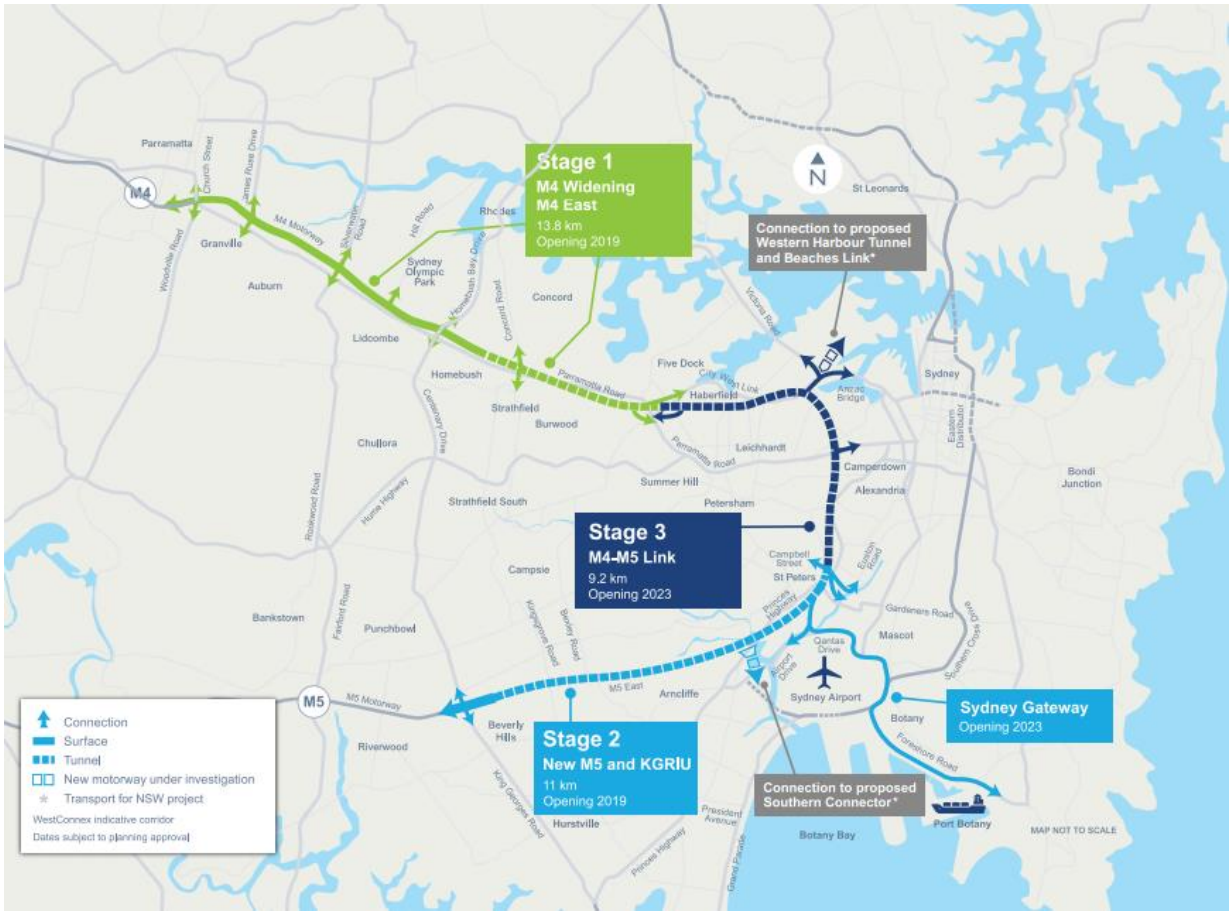

Figure 1 - Overview of WestConnex (Source: WestConnex, 2015)

In accordance with the State Significant Infrastructure (SSI) Application Report prepared by RMS in May 2014, the interchange at the M5 Motorway and King Georges Road in Beverly Hills experiences poor performance with significant queuing during the peak hours.

The interchange upgrade aims to reduce congestion and improve travel times for commuters travelling along the M5 between Beverly Hills and St Peters from Sydney's Southern region. The upgraded King Georges Road interchange was opened to traffic in December 2016.

It is noted that the King Georges Road interchange is the final westbound exit prior to the toll charge along the M5 South-West Motorway. In light of this, there could be potential for toll-avoiding drivers to exit the M5 at this location, which may have an impact on the traffic activity and parking demand within the immediate vicinity of King Georges Road however it is difficult to determine the extent of this impact (if any), and not within the scope of this study.

4. Sydney Clearways Strategy

The Sydney Clearways Strategy (SCS) considers Sydney's growing travel demands into the future which places increased pressure on the State road network. In light of this, the NSW Government recognises that the anticipated population growth will result in longer travel times for road users. Typical peak hour clearways during the morning and evening peak have been implemented between 6am – 10am and 3pm – 7pm on weekdays.

Due to increasing levels of congestion on King Georges Road during the weekend, RMS has extended the existing weekday clearway hours by introducing weekend clearways on King Georges Road between Stoney Creek Road, Beverly Hills and Princes Highway, Blakehurst (refer to Figure 2).

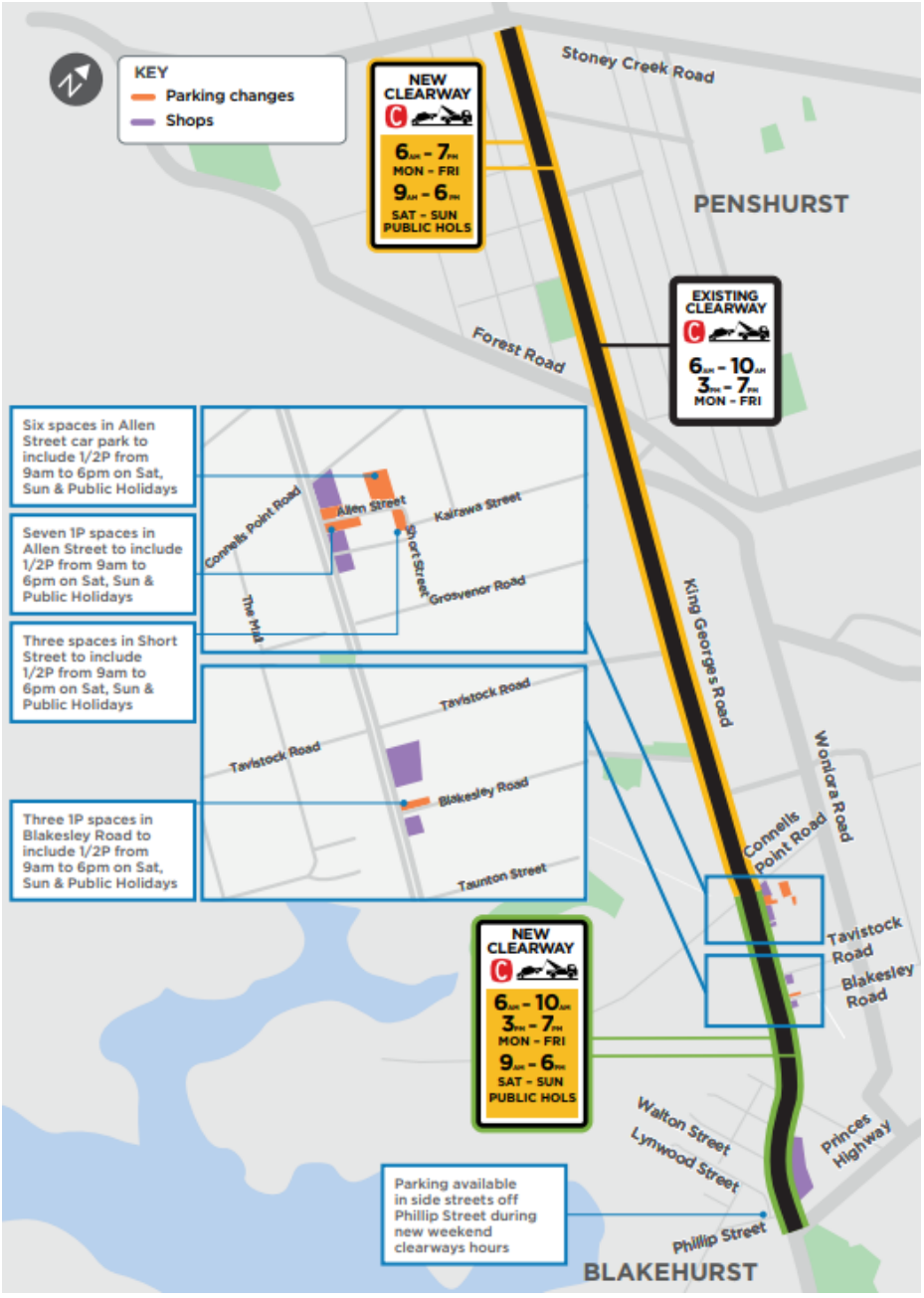

Figure 2 - Clearways on King Georges Road from Beverly Hills to Blakehurst (Source: RMS, 2018)

A comparison of the previous and the current clearway hours are presented below in Table 3 and Table 4. A map of the section of King Georges Road between Beverly Hills and Blakehurst affected by the current clearway times is shown in Figure 2. The current clearway hours came into effect on Monday, 25th June 2018.

Table 3 - Clearway Hours between Stoney Creek Road & Connells Point Road (Source: RMS, 2018)

Stoney Creek Road to Connells Point Road	Previous Clearway Operation Times prior to 25 June 2018	Current Clearway Operation Times effective from 25 June 2018
Weekdays	6am – 10am, 3pm – 7pm (both directions)	6am – 7pm (both directions)
Weekends and Public Holidays	No clearways	9am – 6pm (both directions)

Table 4 - Clearway Hours between Connells Point Road to Princes Highway (Source: RMS, 2018)

Connells Point Road to Princes Highway	Previous Clearway Operation Times prior to 25 June 2018	Current Clearway Operation Times effective from 25 June 2018
Weekdays	6am – 10am, 3pm – 7pm (both directions)	No changes
Weekends and Public Holidays	No clearways	9am – 6pm (both directions)

5. Greater Sydney Commission South District Plan

The Greater Sydney Commission South District Plan 2018 was released in March 2018. It concentrates on addressing the Sydney Southern Subregion with a twenty-year district plan broken down into the economic, social and environmental contexts reflecting the feedback from the initial exhibition period and consultation throughout the development of the draft of the Greater Sydney Region Plan which comprises a forty-year vision. The focus of the South District Structure Plan 2036 is driven by the planning priorities of the improvement of infrastructure and collaboration, liveability, productivity, sustainability and implementation in compliance with the EP&A Act 1979.

Figure 3 below shows the relationship in the planning process at a regional, district and local level:

Figure 3 – Relationship of the District Plan with Regional and Local Plans (Source: Greater Sydney Commission, 2018)

There are five main planning priorities in the South District Plan 2018 that address specifically the infrastructure, collaboration and liveability of Southern Sydney as follows:

- Planning Priority S1: Planning for a city supported by infrastructure
- Planning Priority S2: Working through collaboration
- Planning Priority S3: Providing services and social infrastructure to meet people's changing needs
- Planning Priority S4: Fostering healthy, creative, culturally rich and socially connected communities
- Planning Priority S5: Providing housing supply, choice and affordability, with access to jobs, services and public transport

The main drivers of traffic generation in the town centres within the southern district are the current occupations of the population which will in turn experience significant growth by 2036. This is summarised in the snapshot found in the Metropolitan Plan shown in Figure 4 and Figure 5 overleaf:

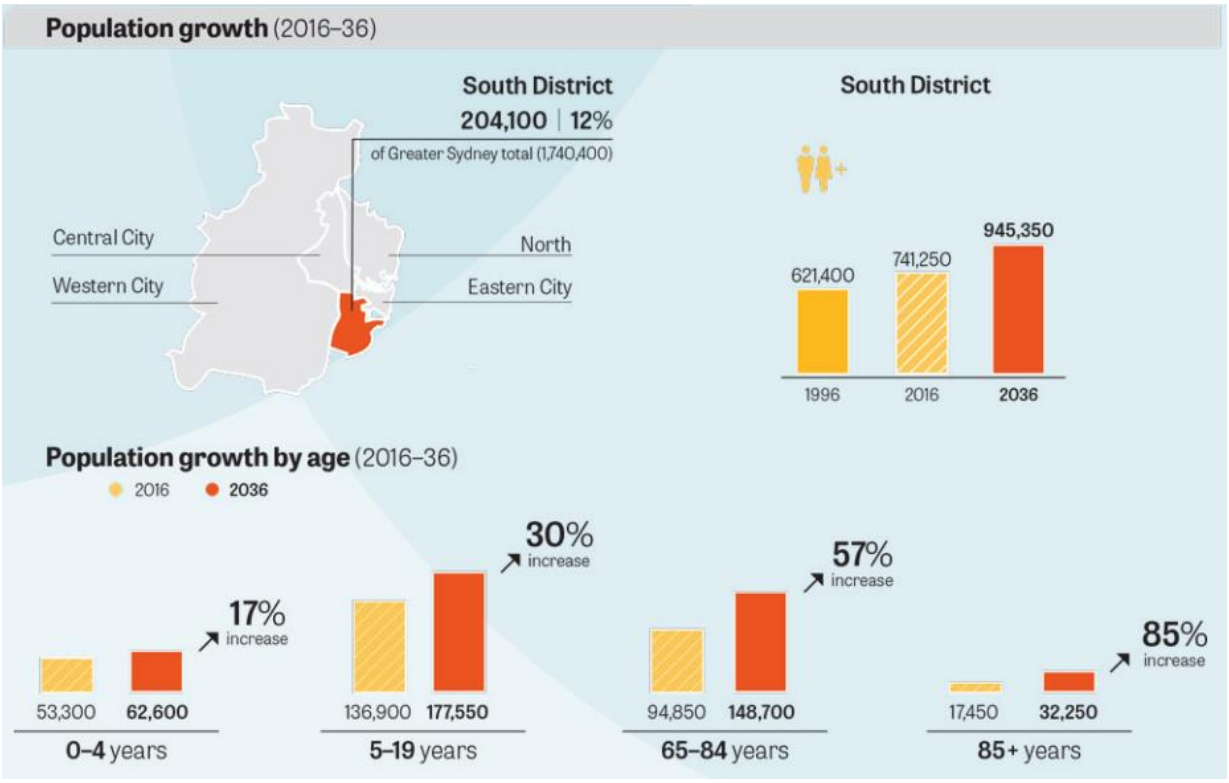

Figure 4 - Snapshot of People in the Southern District (Source: Greater Sydney Commission, 2018)

As shown in Figure 4 above, the population is forecasted to grow from 741,250 to 945,350 by 2036 with a 57% increase in the population aged 65 years and older in the next twenty years. This will be reflected through the use of different modes of transport to access town centres across the southern district.

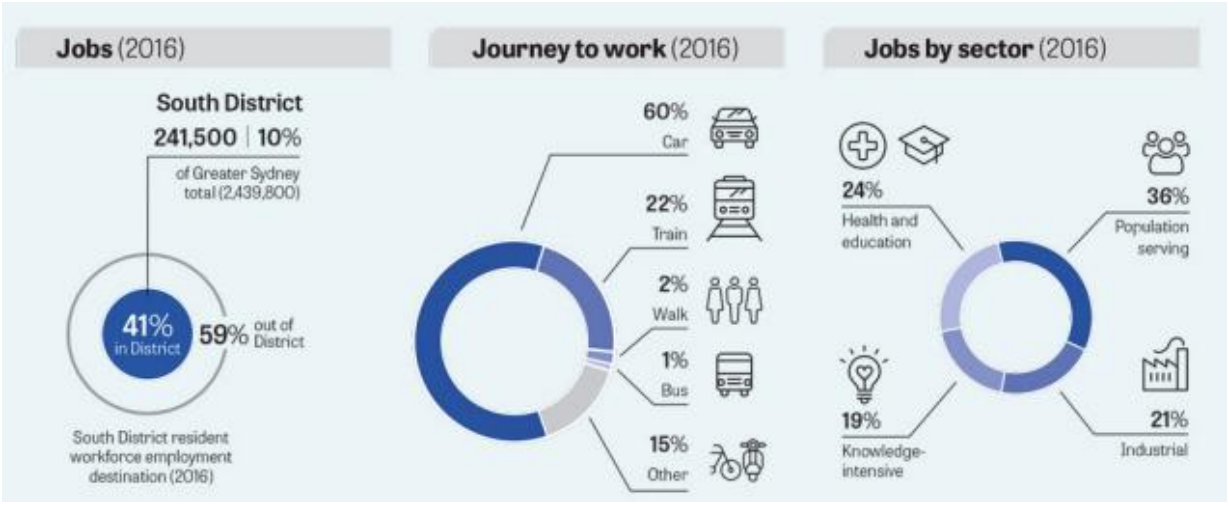

Figure 5 - Snapshot of Jobs in the Southern District (Source: Greater Sydney Commision, 2018)

As reflected in Figure 5 above, the southern district contributes to 10% of the total number of jobs in Greater Sydney, equating to 241,500 occupations predominantly within the sectors of population serving, health and education and industrial. The majority of workers travel to work by car which generates significant traffic during morning and afternoon peak hours.

By 2036, Hurstville and Kogarah town centres are targeted to comprise 15,000-20,000 and 16,000-20,500 jobs respectively as opposed to the existing 11,600 jobs in Hurstville and 11,800 jobs in Kogarah for 2016. This growth will in turn impact the existing traffic network and parking demand due to an increase in traffic generation. Thus, it is essential for strategies to promote public transport usage through the integration of transport modes.

6. Georges River Employment Lands Study

Timeline	Key Findings
April 2013	• SGS Economics & Planning Pty Ltd prepared the Kogarah Employment Lands & Economic Development Strategy. • Key recommendations from this study have been incorporated into Council's New City Plan.
September 2014	• JLL prepared Employment Lands Study within the former Hurstville LGA (inclusive of all B1 Neighbourhood Centre, B2 Local Centre & IN2 Light Industrial zones).

March 2017	• Objective of study to expand application of the Employment Lands Study to include former Kogarah LGA.
	• Georges River age profile shows an ageing population – aim to attract a younger, educated and skilled workforce.
	• Study identified opportunity to raise housing density within walking distance of the 11 railway stations serving the LGA to attract young, knowledge-based workforce in the local centres.
	• Younger workforce shown to have a lower car ownership rate and relying more heavily on public transport than any earlier generation – serves as opportunity to reduce the growing congestion.
	• Comparison with Willoughby LGA & Chatswood indicates a need to improve retail facilities in Hurstville Town Centre to increase attractiveness for multi-unit housing and establishment of larger supermarkets.
	• Investigate opportunity to locate a university campus in Hurstville to stimulate employment growth (e.g. Macquarie Uni in Macquarie Park).
	• Potential for development of a business park in Kingsgrove to drive growth in Hurstville.
	• Current parking rates make significant developments within the Hurstville centres to be non-feasible due to high cost of providing on-site parking.
	• Common barriers across the commercial centres include:
	  • Restrictive car parking requirement when compared to surrounding LGAs (review of parking rates in Hurstville found to be typically higher)
	  • Minimum non-residential floor space allocation of 0.5:1 considered too excessive, inhibiting redevelopment.
	  • Inconsistent parking controls across the LGA
	• Recommend reducing the parking controls to be at least comparative to adjoining LGAs to increase likelihood of redevelopment within the centres.

7. New City Plan Kogarah LEP (Amendment No. 2)

A summary of the amendments to the building height and FSR requirements are provided in Table 5.

Table 5 - Summary of Proposed Changes to Kogarah LEP 2012[1] (Source: Kogarah City Council, 2015)

Land Use Zone	Maximum Building Height	Maximum FSR
R2 Low Density Residential	8.5m	Maximum 0.55:1 (however, this may be less depending on the size of the site and is dependent on sliding scale)
R3 Medium Density Residential	9m – 21m	0.7:1 – 2:1
R4 High Density Residential	33m	4:1
B1 Neighbourhood Centre	9m	1:1 – 2:1
B2 Local Centre	21m – 33m	1.3:1 – 4:1
B4 Mixed Use	39m	4:1 – 4.5:1
B6 Enterprise Corridor	21m	2:1
IN2 Light Industrial	10m	1:1
SP2 Infrastructure RE1 Public Recreation E2 Environmental Conservation W2 Recreational Waterways	No height requirement	No floor space ratio requirement

During the exhibition phase, the community raised concerns regarding overshadowing and loss of privacy in regards to the increased building heights and density around the commercial centres. Correspondence between the Deputy Secretary, Planning Services and Georges River Council indicate that such concerns would need to be addressed during the Development Application stage on a merit basis.

[1] Kogarah City Council – New City Plan – Fact Sheet 3 (April 2015)

8. ABS Method of Travel to Work Data

The Census of Population and Housing 2016 indicates that 73.7% of residents within Georges River LGA work outside of the area; 25.8% of these workers travel to the Sydney CBD for work contributing the majority of this outgoing working population, followed by other neighbouring areas such as Canterbury-Bankstown, Sutherland Shire and Rockdale at 7.2%, 6.1% and 5.1% respectively.

The census data also indicates that the working population within Georges River LGA residing outside the area equates to 63%, resulting in only 37% of this population being local residents. This incoming working population mostly resides in the Sutherland Shire, Canterbury-Bankstown and Rockdale, contributing to 16.5%, 11.2% and 9.8% respectively, to the working population within Georges River LGA.

Travel to work for residents of Hurstville (City Centre) and Kogarah for 2011 and 2016 were reviewed and indicated the main method from both town centres was train, followed by car as driver. In 2011, 45.9% of Hurstville City Centre residents and 39.1% of Kogarah residents travelled by train; by 2016, a growth was recorded to 50.1% and 41.5% respectively. For car drivers, the percentages were 32.3% and 33.4% (for Hurstville City Centre and Kogarah respectively) and by 2016 they reduced to 27.7% and 31.0% respectively.

The transition from driving to work to commuting by public transport (by train) is illustrated in Figure 6, Figure 7, Figure 8 and Figure 9 below:

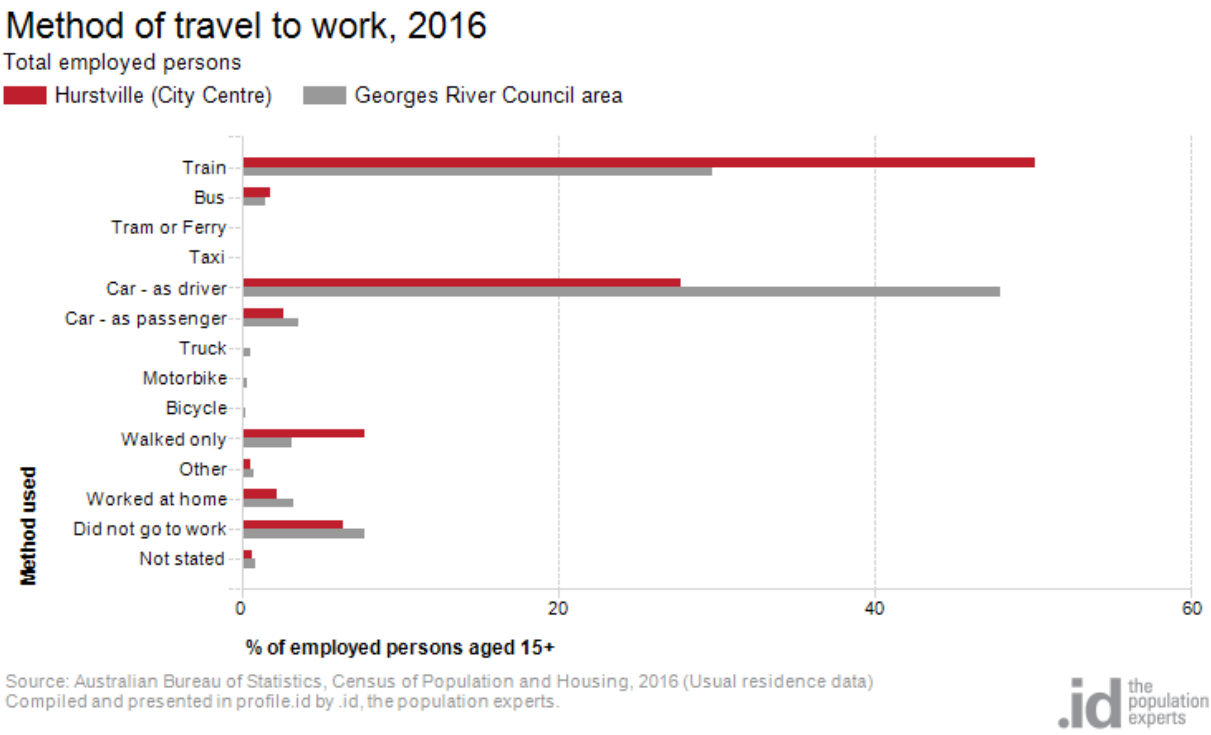

Figure 6 – Method of Travel to Work of employed persons residing in Hurstville (City Centre) in 2016

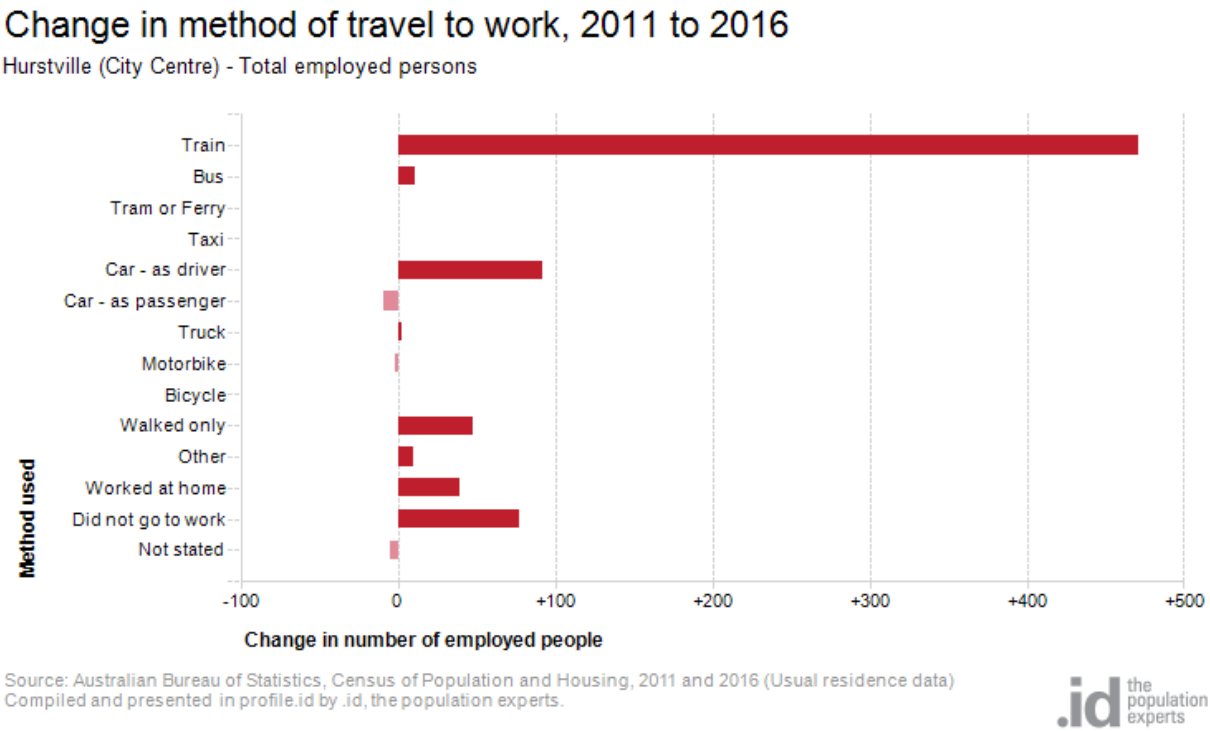

Figure 7 – Change in Method of Travel to Work of employed persons residing in Hurstville (City Centre) from 2011 to 2016

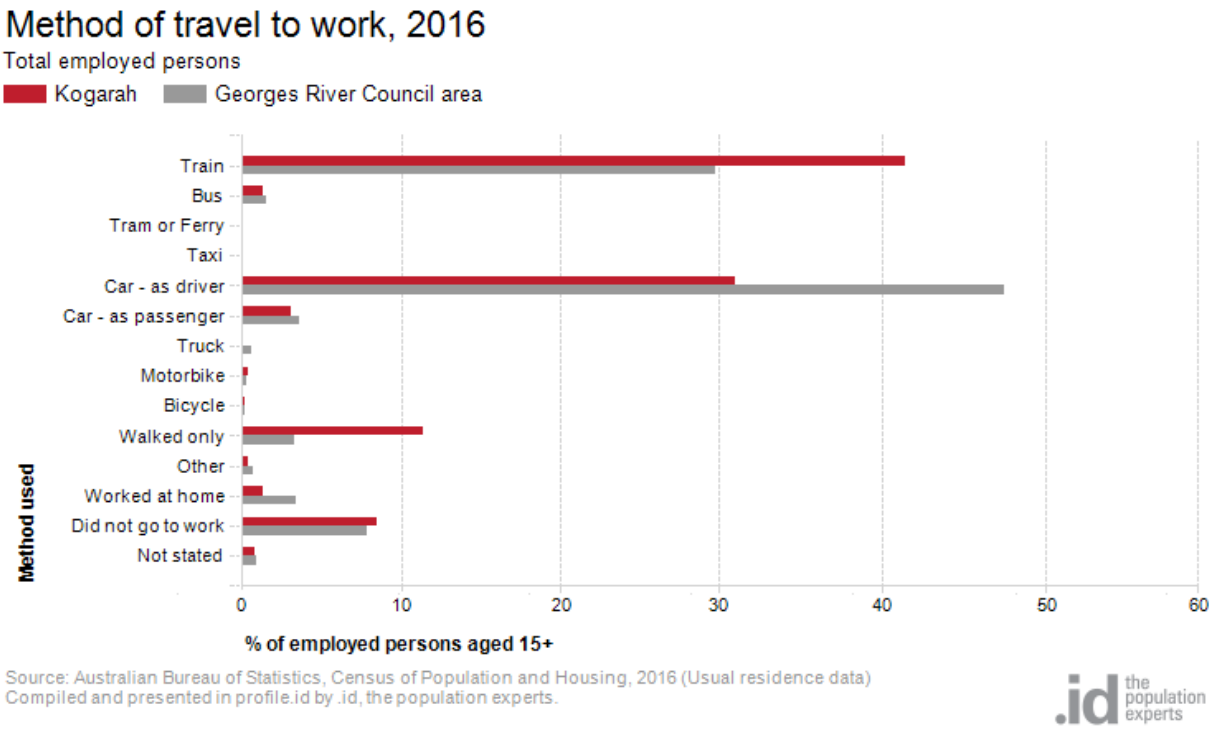

Figure 8 –Method of Travel to Work of employed persons residing in Kogarah in 2016

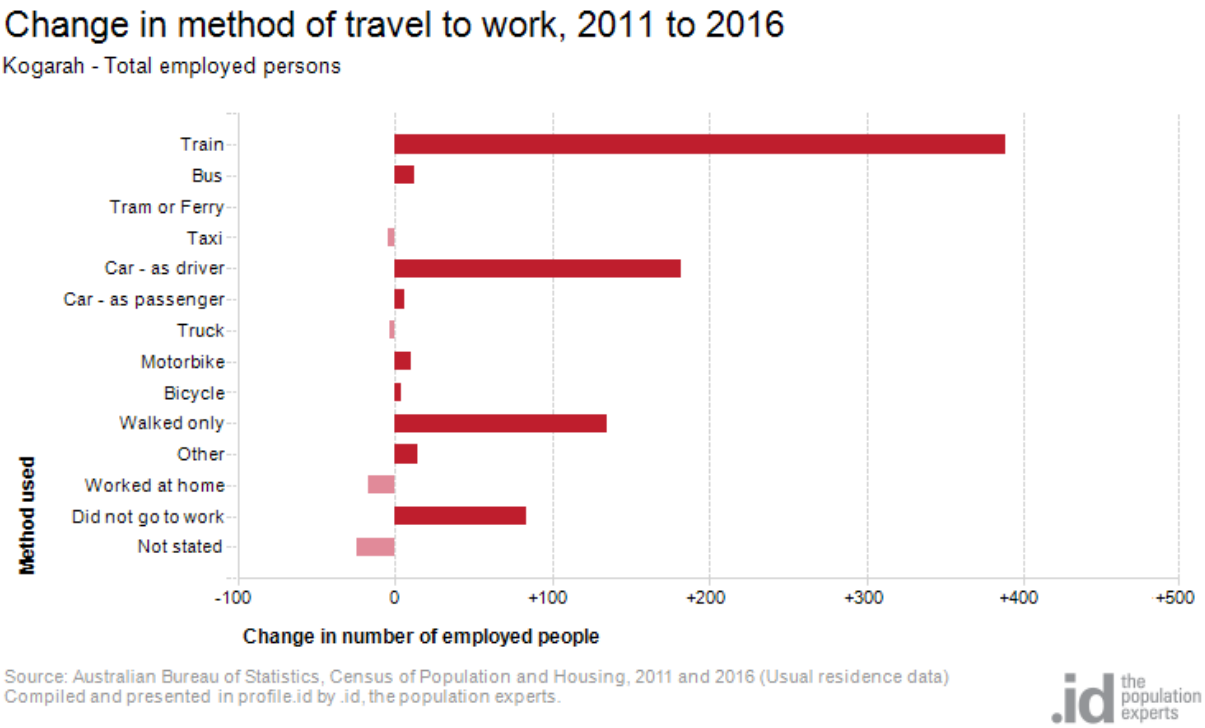

Figure 9 – Change in Method of Travel to Work of employed persons residing in Kogarah from 2011 to 2016

9. Opal Data

A summary of the Opal data for the weekday morning peak (6am-9am) and afternoon peak (4pm-6pm) are displayed in Figure 10 to Figure 13 below:

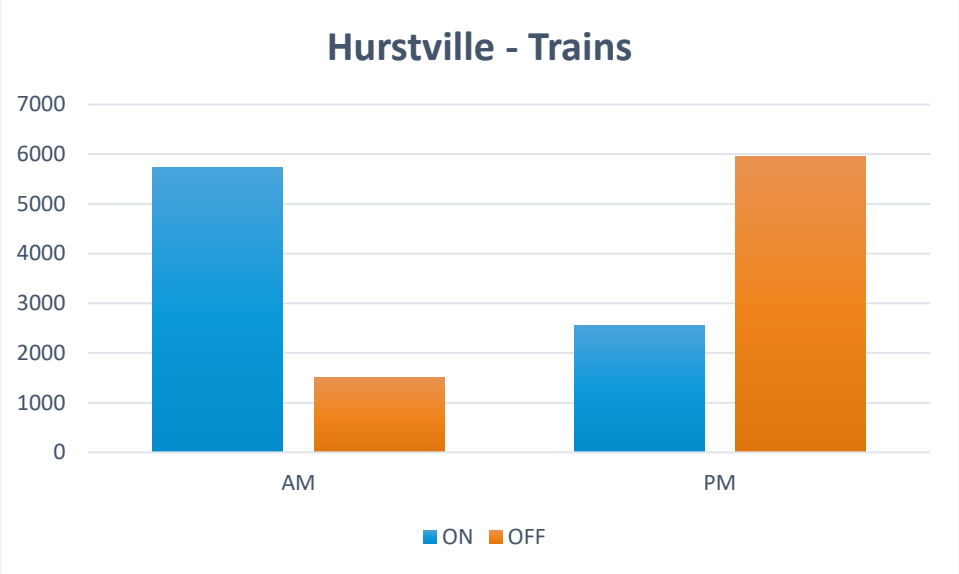

Figure 10 – Hurstville Train Opal Data for AM and PM Weekday Peak

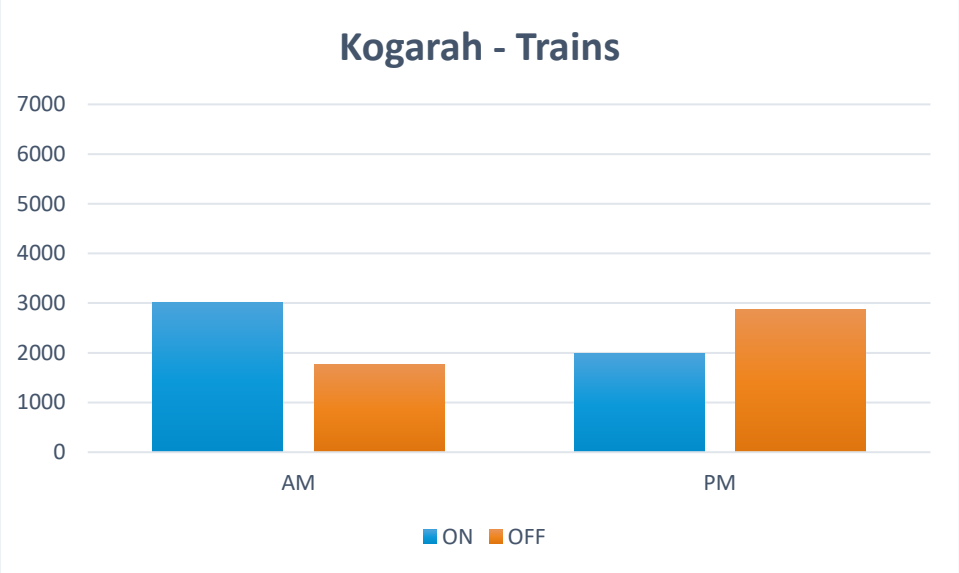

Figure 11 – Kogarah Train Opal Data for AM and PM Weekday Peak

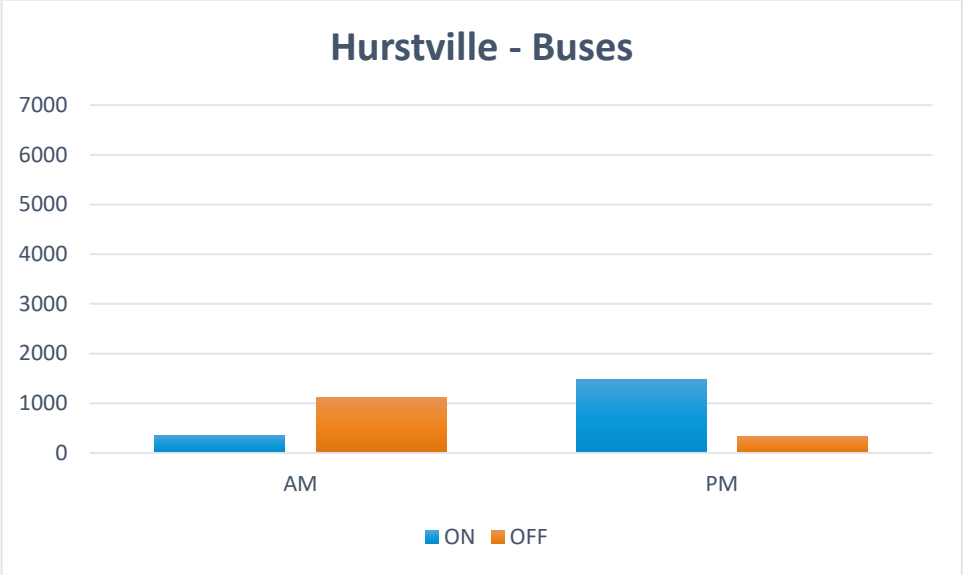

Figure 12 – Hurstville Bus Opal Data for AM and PM Weekday Peak (within 200m radius from Hurstville Train Station)

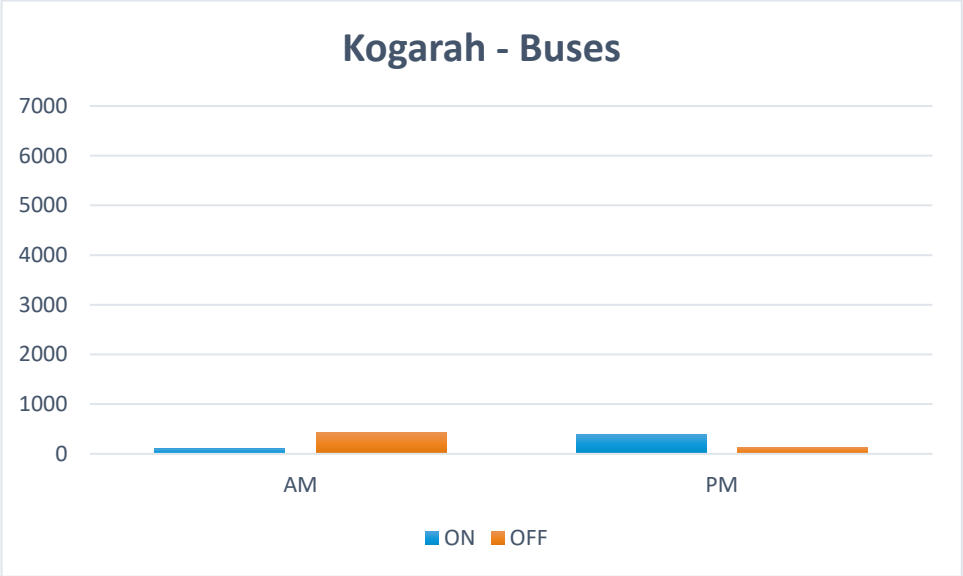

Figure 13 – Kogarah Bus Opal Data for AM and PM Weekday Peak (within 200m radius from Kogarah Train Station)

10. Council Bike Plan

As part of the examination of the bike plan, Urban Arc conducted saddle surveys[2] to determine any constraints or issues related to the bicycle routes. The surveys identified limited cycling infrastructure provided within the locality, primarily in the form of off-road shared paths for cyclists and pedestrians with directional signage advising of preferred on-road routes, where formal cycle routes were not provided.

Key recommendations of this study included the preparation of a new bike plan which meets the requirements of the RMS guideline 'How to Prepare a Bike Plan An Easy 3 Stage Guide' and the provision of new proposed bicycle routes in high priority locations (see Figure 14) including:

- Swanns Lane (Carlton to link with Allawah Station);
- King Georges Road, South Hurstville; and
- Ramsgate Road, Kogarah Bay.

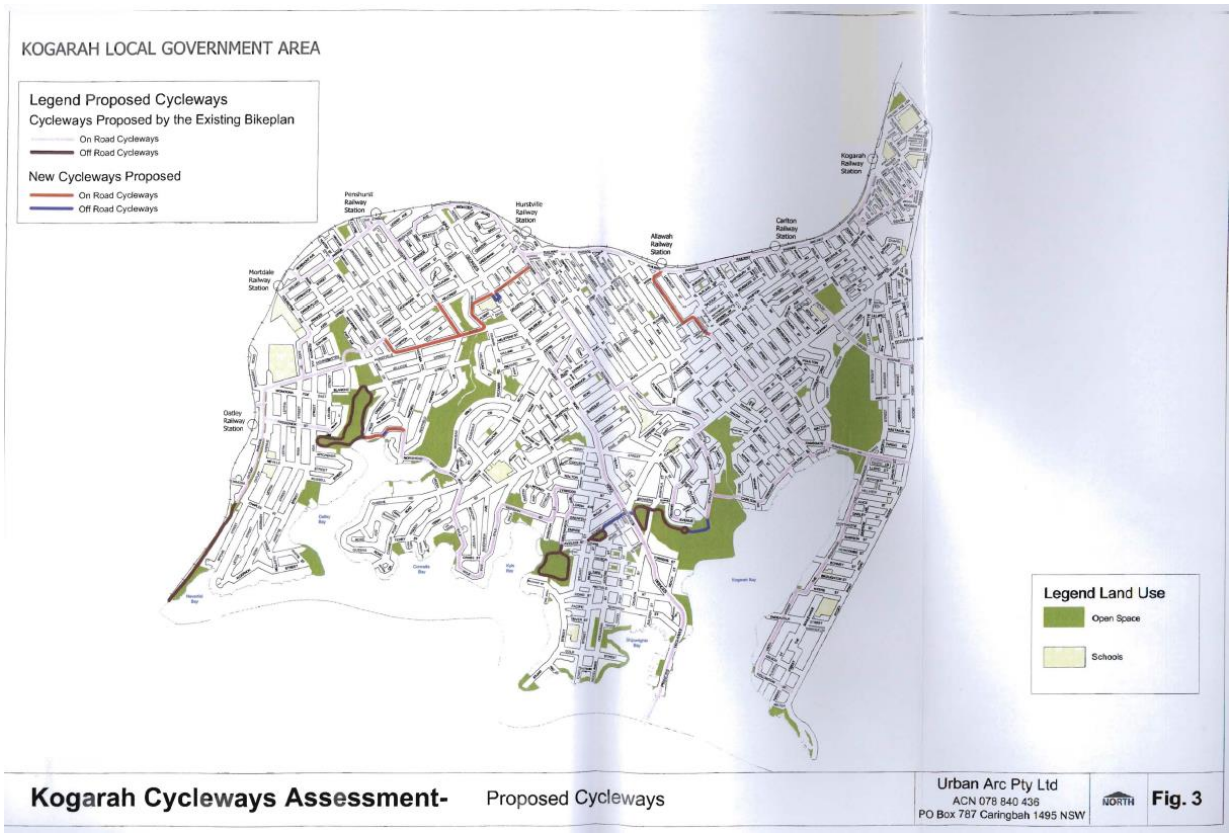

Figure 14 - Proposed Cycle Routes (Source: Urban Arc, 2006)

[2] Refers to surveys conducted on a bicycle ride through the study area to identify constraints along the available on-road and off-road cycle routes.

11. Council PAMP

The PAMP study area encompasses the entire Kogarah LGA and is defined by Georges River to the south; the T4 – Eastern Suburbs and Illawarra Railway line along the northern and western boundary; and Rocky Point Road to the east. A map of the study area is presented in Figure 15 below.

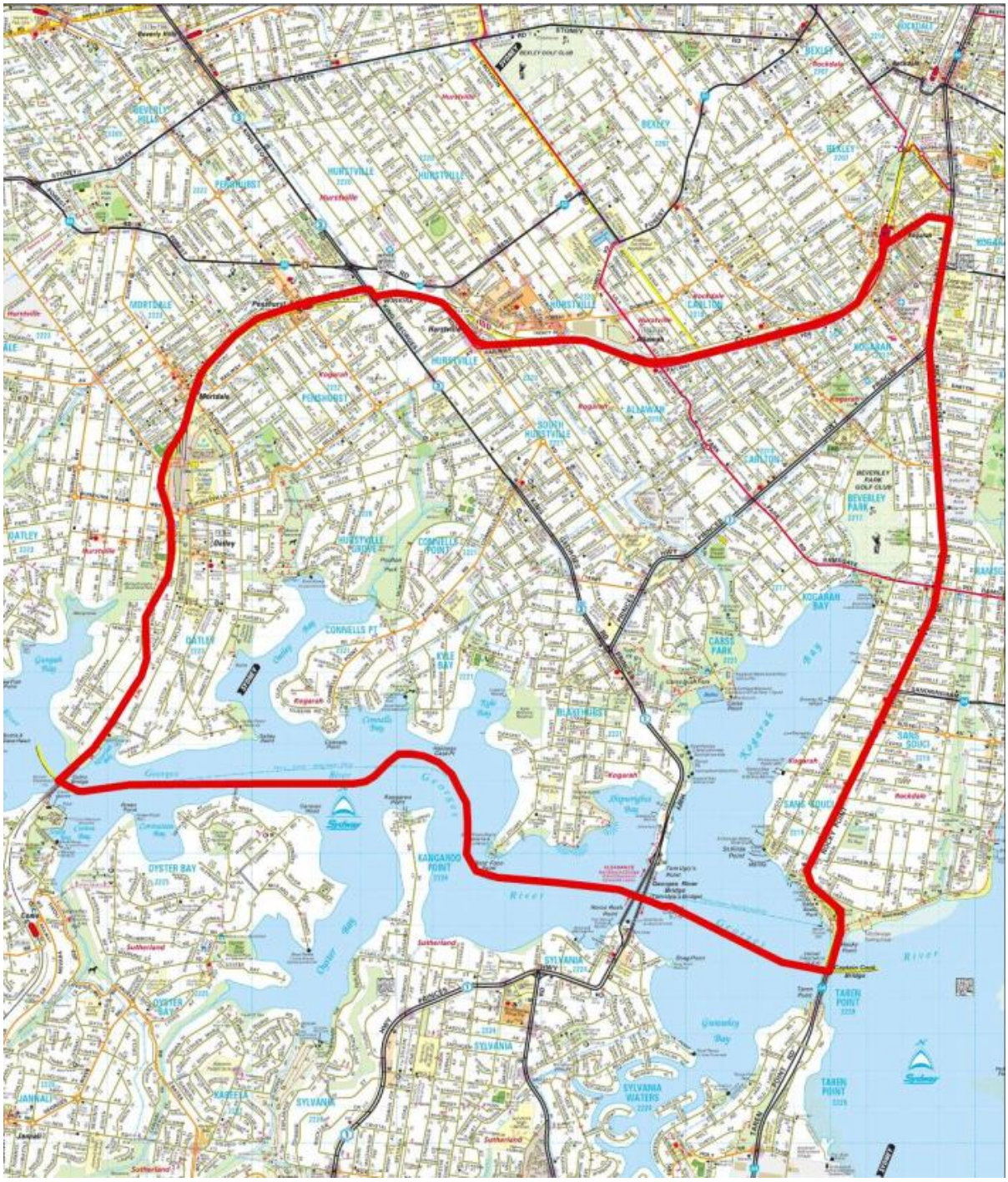

Figure 15 - PAMP Study Area (Source: Arup, 2009)

The PAMP outlines the major generators and attractors of pedestrian activity located within the study area being attributed to the numerous train stations serving the locality including:

- Kogarah Station;
- Carlton Station;
- Allawah Station;
- Hurstville Station;
- Penshurst Station;
- Mortdale Station; and
- Oatley Station.

A number of public facilities such as retail and restaurant premises located within the vicinity of the train stations, St George District Hospital, recreational reserves as well as Primary and High schools within the area were also identified to be key generators and attractors of pedestrian traffic.