

PLANNING PROPOSAL FOR AMENDMENT TO PARRAMATTA CITY CENTRE LEP 2007 REGARDING PARKING SPACES

INTRODUCTION

The planning proposal for amendment of the Parramatta City Centre LEP 2007 sets a maximum number of parking spaces for development in the city centre. The planning proposal responds to the matters outlined in the Department's Guideline for Preparing Planning Proposals including objectives, explanation and justification.

BACKGROUND

- The planning proposal for Amendment 3 to the Parramatta City Centre LEP 2007 as originally prepared, proposed a maximum for the number of parking spaces within the City Centre. This planning proposal received Gateway Determination on 14 September 2009 and was publicly exhibited from 30 September to 16 October 2009.
- Council after considering a submission from the Urban Task Force Australia resolved on 9 November 2009 to remove the item regarding car parking from the planning proposal. The report and Council resolution are included as Attachment A. Consequently the planning proposal was finalised as Amendment 3 without this provision.
- This issue has been reconsidered by Council that resolved on 9 August 2010 to re-initiate an amendment to the Parramatta City Centre LEP 2007, proposing the parking rates as maximums and that this be forwarded to the Department of Planning for "Gateway Determination" under Section 56 of the Environmental Planning & Assessment Act. The report and Council resolution are included as Attachment B.

OBJECTIVES OR INTENDED OUTCOMES

To set as a maximum the number of parking spaces for development in the city centre in order to reduce car trips to the city centre and to encourage greater use of public transport. The proposal is also in accord with the aim in Clause 2 (f) of the LEP *'to enhance access to Parramatta, particularly by public transport, walking and cycling'*.

EXPLANATION

Existing provisions require a set number of car parking spaces according to the table in clause 22C to the Parramatta City Centre LEP 2007, being neither expressed as a maximum or minimum. It is proposed to amend the provisions to place a limit on the maximum number of parking spaces that can be provided for proposed developments in the city centre in line with Council policy.

JUSTIFICATION

1. Is the planning proposal a result of any strategic study or report?

The planning proposal has been the result of investigations and the subject of a report to Council on 22 June 2009. The rationale of the proposal is that a maximum number of car spaces for development in the City Centre are necessary in order to encourage greater use of public transport and to reduce car trips to the City Centre. A maximum parking rate applied under Sydney Regional Environmental Plan No 28 controls for the City Centre prior to the City Centre LEP coming into force. Council also has a policy to apply the rates under the City Centre LEP as maximums, given the ambiguity of the provisions. (They are neither expressed as a maximum nor minimum)

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The planning proposal, involving statutory amendment of the Parramatta City Centre LEP 2007, is considered the only means of achieving the objectives and intended outcomes. Other possible options such as community education, economic instruments or Council works and initiatives would not result in the outcomes sought.

3. Is there a net community benefit?

The planning proposal which entails placing a limit on the maximum number of parking spaces to be provided in the city centre will have a positive community impact in reducing the use of private transport in promoting the use of public transport. Consequently, it is considered that the proposal will have a net community benefit.

4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The planning proposal is consistent with the West Central Subregional Strategy or the Metropolitan strategy as outlined below:

- Action D3.2.1 of the Metropolitan Strategy to *'Develop and implement a metropolitan-wide parking policy to encourage use of public transport to centres and ensure a consistent approach across centres'*. The strategy indicates that this policy will build on existing policy on parking provision. The Improving Transport Choice Guidelines in the Integrating Land Use and Transport package released in 2001 advocates reducing parking requirements for development in areas with good public transport and providing well designed and located parking to ensure it does not detrimentally affect access by other modes.

- Action D3.2 of the West Central Subregional Strategy, focusing on developing a parking policy to support the use of sustainable transport to Strategic Centres, including Parramatta.

5. Is the planning proposal consistent with the local council's Community Strategic Plan or other local strategic plan?

The planning proposal is consistent with Council's strategic plan, Parramatta Twenty25 in that by placing a limit on the amount of car parking to be provided will encourage the development of sustainable forms of transport in the city centre.

In addition, the limitation on car parking and is consistent with Future Action 5 of the City Centre Vision which is to '*Create a pedestrian friendly city by improving the public transport mode share*'. The City Centre plan aims to reduce commuter car traffic and unnecessary through traffic and encourage public transport use.

6. Is the planning proposal consistent with applicable state environmental planning policies?

The planning proposal is consistent with state environmental planning policies.

7. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The planning proposal is consistent with applicable ministerial directions. In particular, placing a limit on the maximum number of parking spaces is consistent with direction 3.4 which has an aim to reduce travel demand including the number of trips generated by development and the distance travelled, especially by car and supporting the efficient and viable operation of public transport services.

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The proposal will have no effect on ecological communities and their habitats.

9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The proposal being of minor significance should not have any environmental effects. Where future development applications are lodged for land in respect to the planning proposal a full merit assessment of environmental effects will be made at that time.

10. How has the planning proposal adequately addressed any social and economic effects?

As already indicated the planning proposal will have a number of positive social and economic effects. In placing a maximum limit on the provision of parking in the city centre will help encourage sustainable modes of public transport. It is not envisaged that the planning proposal will cause any negative social and economic effects that need to be addressed.

11. Is there adequate public infrastructure for the planning proposal?

The planning proposal will not place additional demands on public infrastructure. Existing public transport in the City Centre can support reduced parking rates.

12. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

No consultation is proposed.

Community Consultation

1. As the proposal is of a minor nature, consultation with State or Commonwealth Public Authorities is not considered necessary.
2. The planning proposal, being of a 'low impact', was placed on exhibition from 30 September to 16 October 2009. One submission was received from the Urban Task Force Australia. Council's response to the submission is outlined in the background to this planning proposal.