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Level 25, 55 Collins Street  
Melbourne VIC 3000

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Project/File: PL907222

**City of Canterbury Bankstown**  
PO Box 8  
Bankstown NSW 1885

Dear Council,

**Reference: Campsie Car Parking Strategy**

I refer to your recent request for the provision of commentary in respect of proposed modifications the recommended car parking rate requirements as identified within the Draft Campsie Master Plan.

It is understood that these proposed modifications have arisen from the feedback received during recent community engagement on the Master Plan.

In his regard please find the attached report providing our commentary on the proposed modifications.

I trust the attached aligns with your expectations and naturally should you have any questions please do not hesitate to contact me or Volker Buhl.

Regards,

**STANTEC AUSTRALIA PTY LTD**

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Attachment

Reference: Campsie Car Parking Strategy

# 1 Background

In 2021 GTA, now Stantec was commissioned by the City of Canterbury Bankstown (CBC) to prepare an Integrated Parking, Loading and Servicing Study for the Bankstown and Campsie city centres. This study culminated in the preparation of the report entitled: "Bankstown and Campsie Parking, Loading and Servicing Study" Final Draft, dated 23/8/2021.

This report served as input to the Draft Campsie Master Plan prepared by Council. As it related to the provision of car parking the Master Plan contained the following actions.

- *Adopt maximum parking rates in Campsie within a 400m radius from Campsie Station, with the rates to be informed by GTA's Off-Street Parking and Servicing/Loading Study (2020)*
- *Adopt reduced minimum and upper maximum parking rates in Campsie outside the 400m radius from Campsie Station, with the rates to be informed by GTA's Off-Street Parking and Servicing/Loading Study (2020).*
- *Introduce a provision in the Development Control Plan which enables unbundled parking within new developments.*
- *Require 5% of parking provided in new private developments to provide Private EV charging.*
- *Future proof 100% of new parking in private developments to have EV Ready Connections in the event that changing owner/occupant preferences require a Private EV Connection.*
- *Require fast or rapid charging for all commercial developments (60 minutes or less to fully charge).*

The recommended car parking rates and the area to which these rates would apply is shown in Figure 1 and Figure 2.

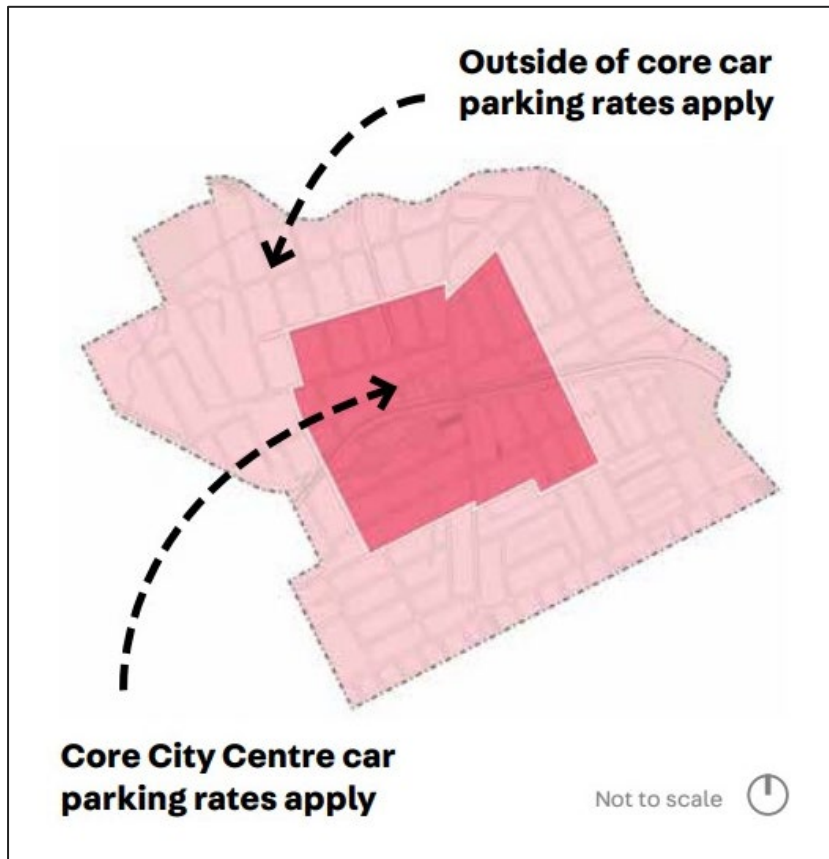
Figure 1: Draft Campsie Master Plan – Recommended Parking Rates

Recommended Minimum and Maximum Parking Rates for Campsie					
Land Use	Size/Description	Bankstown or Campsie core city centre		Beyond the Bankstown or Campsie core city centre but within the wider city centre	
		Recommended minimum rate	Recommended maximum rate	Recommended minimum rate	Recommended maximum rate
Detached dwelling	N/A	1 space per dwelling	N/A	1 space per dwelling	N/A
Residential Flat Buildings and Shop Top Housing	Studio	0	0.5 space per dwelling	Zero	0.75 space per dwelling
	1 bedroom		0.5 space per dwelling	0.2 space per dwelling	0.75 space per dwelling
	2 bedroom		1 space per dwelling	0.5 space per dwelling	1.5 space per dwelling
	3 bedroom		1.5 space per dwelling	1 space per dwelling	2 spaces per dwelling
	Visitor		1 space per 10 dwellings	Zero	1 space per 5 dwellings
Office premises	Office premises		1.25 space per 100 sqm	1 space per 100 sqm	2 spaces per 100 sqm
Retail premises	Retail premises (Shops)		1.25 space per 100 sqm	1 space per 100 sqm	2 spaces per 100 sqm
Education premises (schools, universities, TAFE)	Education premises		1.25 space per 100 sqm	1 space per 100 sqm	2 spaces per 100 sqm
All other land uses	N/A	0	Not defined	0	Not defined

Source GTA, 2020

Reference: Campsie Car Parking Strategy

Figure 2: Draft Campsie Master Plan – Area to which Parking Rates would apply



## 2 Draft Campsie Master Plan Engagement Feedback

The Draft Campsie Master Plan was exhibited for public consultation in March 2022.

We have been advised by Council that parking was also a frequently mentioned topic in the submissions received. Several submissions supported the proposed reduction in car parking rates in new development within a 400m radius of the station expressing that this would support and encourage more active transport options and help reduce the amount of cars on roads. However, many voiced concerns that there is already a lack of parking capacity in Campsie and therefore there should be no reduction in parking spaces or more parking should be provided. Example feedback from the submissions has been provided by Council including the following.

*"We do not agree with no carparking for the units proposed to be constructed within the 400 metres of the Metro Station - families and unit dwellers need their car. That is the reality of Sydney"*

*"ZERO Residential Parking Spaces. New residential developments can be built with ZERO residential parking spaces"*

*"Parking – from what is in the proposal, there appears to be zero residential parking spaces included in it. The roads are already at capacity and this situation will simply make it worse for existing residents"*



**Reference: Campsie Car Parking Strategy**

It is however recognised that the nature of land uses and extent of on-street car parking controls within 400m of the Campsie Station and the Bankstown Station differ.

In the Campsie context a 400m distance extends into:

1. The Residential Zones which have traditionally not contained the same level of on-street car parking restrictions which would preclude (at an absolute level) car ownership by future dwellings or residents should car parking not be provided within the development site.
2. Areas where limited levels of growth would be expected in the coming years.

By way of comparison within Bankstown a 400m distance from the Bankstown Station generally remains within the commercial areas of the centre where on-street parking is more tightly controlled.

As such, in the absence of proactively introducing further on-street parking controls within 400m of the Campsie Station, opportunity could exist for dwellings to rely upon on-street parking should the proposed car parking rates being introduced. Given the existing levels of daytime on-street parking congestion it is understood why sensitivities would exist in this regard.

The adoption of the 'beyond core city centre' rates outside of the B4 Mixed Use Zone therefore provides a level of comfort to Council and existing residents that dwellings will have an obligation to provide at least some on-site residential parking. From a developer perspective, a level of flexibility is still retained in the proposed 'beyond core city centre' rates to provide car parking in line with expected levels of demand.

On the basis of the above the proposed modifications as recommended by Council to constrain the area of 'no minimum parking' for Campsie to just the B4 Mixed Use Zone could be supported.

While accepting that an alteration to the area to which the rates apply could be made, it must also be recognised that the change could result in a number of less desirable impacts (when compared with the original proposal) including:

- Increasing car parking provision which in turn increases the cost of development. The way in which this cost is passed back to the market will depend on the individual development model.
  - Where increased car parking provision results in increased car ownership it will also likely increase car travel to and from development adding additional road network congestion to an already congested area.
  - Where increased car parking provision does not result in increased car ownership (noting a portion of existing dwellings in Campsie do not currently own a car) this will result in parking infrastructure assets being unused and representing a wasted infrastructure investment
- Increased presence of vehicle crossovers and activity across footpaths where higher levels of pedestrian amenity may be sought.
- Not fully capturing the excellent access to public transport facilities for dwellings within 400m of the Campsie Station and the opportunity to provide a residential product typology that can contribute positively toward vehicle mode shift (through reduced car parking provision).

Notwithstanding the above shortcomings of the proposed amendment, it is noted that the change continues to provide an improvement on the existing parking requirements to reduce private car reliance.

**Reference: Campsie Car Parking Strategy**

It is also noted that Council will be commencing the development of a Complete Streets Transport and Place Plan for Campsie, which will give regard to on-street parking requirements and more detailed traffic and transport analysis of the Master Plan.

In addition, the 'non minimum parking' control within the Business Zone, particularly on Beamish Street, will continue to allow for renewal of fine grain lots where the provision of on-site parking may hinder achieving renewal due to the spatial requirements of parking and basement access.

As such it would be recommended that the adoption of a reduced area of 'no minimum parking' rates be considered as part of a staged progression that may ultimately be extended in future years to include residential zones within 400m of the Campsie Station at such time when on-street parking controls are expanded.

## 5 Conclusions

- The proposed modifications as recommended by Council to constrain the area of 'no minimum parking' for Campsie to just the B4 Mixed Use Zone could be supported.
- However, this change should be considered as part of a staged progression that may ultimately be extended in future years to include residential zones within 400m of the Campsie Station.