

**PE13 - Planning Proposal – Thirlmere Car Park; Penny Lane Land
Reservation Requisition Release**

EXECUTIVE SUMMARY

- The purpose of this report is to seek Council's support to finalise the Thirlmere Car Park; Penny Lane Land Reservation Acquisition Release.
- This Planning Proposal has been prepared by Wollondilly Shire Council. It seeks to amend the provisions of Wollondilly Local Environmental Plan, 2011 as they apply to Lot B & C DP 383947 (No. 64 Carlton Road & 31 Oaks Street) and Lot 2 Section C DP 1569 (No. 27 Oaks Street) in Thirlmere to reduce that area reserved for acquisition by Council for the Thirlmere Car Park.
- 5 submissions were received in response to Community Consultation. Of these submissions 5 objected to the proposal.
- Under legislation, a person who makes a relevant planning application or public submission is required to disclose any reportable political donations. The disclosure requirements extends to any person with a financial interest in the application or any associate of the person making a public submission. No disclosure of political donation has been made in association with this application.
- It is recommended:
 - That Council support the Planning Proposal in the form subject to community consultation
 - That the Planning Proposal be finalised and forwarded to the Minister for Planning and Environment for publishing
 - That the applicant and persons who made submissions be notified of Council's decision.

REPORT

1.1 BACKGROUND

A need for additional car parking in Thirlmere was first identified in 1981 to accommodate commercial land uses and the land has been protected for the purposes of a car park through the Local Environmental Plan since August 1983.

The original intended outcome for a public car park at this location was to facilitate car parking for adjacent development in Oaks Street. It was thought that a car park would enable larger commercial floor areas, a continuous shop frontage along Oaks Street and better vehicular access arrangements for service vehicles as well as shoppers by providing rear servicing without the need for multiple access points onto individual properties.

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The original car park proposal included a much larger land area than that currently identified. The scale of car parking required was reduced in 2006 in response to a commercial centre’s study and a car parking study which concluded that the Thirlmere commercial centre was unlikely to grow to the extent that it would require a large public car park.

Some of the land identified for the car park is in private ownership and would need to be acquired by Council to build a car park. Land in private ownership has been reserved for the purpose of a car park through the Wollondilly Local Environmental Plan 2011. The statutory protection provided by the local environmental plan has prevented the land from being developed for any development other than a car park.

This is a burden on the land and one of the landowners affected has recently requested that Council either acquire the land or remove the burden so the land can be developed for another purpose permissible within the land use zone.

This matter was considered by Council at the Ordinary Meeting of Council held on 15 June 2015 and Council resolved to support the preparation of a planning proposal to remove land from the Land Reservation Acquisition Map which forms part of the Wollondilly Local Environmental Plan 2011. Removal of the land from the Land Reservation Acquisition Map will enable landowners to use the land for other suitable development.

1.2 SITE DESCRIPTION

The planning proposal takes in three (lots) all located within or adjoining the Thirlmere commercial centre being:

Lot and DP	Property Description	Approximate Size of Area Sq.m	Description
Lot B DP 383947	64 Carlton Road	17	<i>Small triangular area at rear corner of lot.</i>
Lot C DP 383947	31 Oaks Street	267	<i>Rear portion of lot.</i>
Lot 3 Section C DP 1569	27 Oaks Street	857	<i>Rear half of the lot.</i>

The land is mostly zoned B2 Local Centre which is a business zone. One of the Lots, Lot B DP 383947 is mostly zoned R2 Low Density Residential except for a small triangular portion of land which is zoned B2 Local Centre.

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However, irrespective of the land use zone, each of the lots within the planning proposal contains a residential dwelling and are currently used for residential land uses. Apart from dwelling houses, the land within the planning proposal boundary is cleared, mostly undeveloped land with the exception of a small shed.

1.3 DESCRIPTION OF PROPOSAL

A planning proposal has been prepared with the intent of removing statutory provisions within the *Wollondilly Local Environmental Plan 2011* for the acquisition of certain land in Thirlmere for a public car park.

The relevant statutory provisions are Clause 5.1A *Development on Land intended to be acquired for public purposes* and the associated Land Reservation Acquisition Map.

The effect of these statutory provisions is that development consent on the land in question is limited to purposes related to the intended use for the land as a car park.

The planning proposal seeks to remove some of the areas from the Land Reservation Acquisition Map as shown in Attachment 1.

1.4 NEED FOR A CAR PARK

The current proposal for the Thirlmere car park involves approximately 5,100sq.m of land, 78% of which (3,959sq.m) has already been acquired by Council.

The original layout plan for the proposed Thirlmere Car Park from 1985 is provided at Attachment 2. The plan at Attachment 2 also illustrates the area previously removed from the car park in 2006 and the area proposed for removal by the current planning proposal.

The main function of the area proposed to be removed from the Land Reservation Acquisition Map and consequently, the proposed car park area, would have been to provide vehicular access to and from the car park with Carlton Road. However, the area also accounts for approximately 18 car parking spaces.

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The need for vehicular access with Carlton Road has its origins in the original car park proposal from 1985 which envisaged a much larger area incorporating a rear lane (Penny Lane) and a public car park accommodating 230 car parking spaces. The access point would have been likely included to ensure the safe access and egress into the site and circulation of vehicles within the parking area. Since the original layout was prepared the size of the car park has been reduced considerably from 230 spaces to 99 spaces as part of the previous LEP amendment in 2006.

Most of the land proposed to be removed from the acquisition layer accommodates the rear lane element of the project and provides an access point to Carlton Road. Although a through connection to Carlton Road would be beneficial it is no longer essential given the reduced size of the car park and vehicular access is already available to Westbourne Avenue.

Rear access to any future commercial development along this section of Oaks Street could still be provided to most properties from Penny Lane accessed from Westbourne Avenue. This means that the potential for a continuous shop front along Oaks Street could still be achieved enabling street frontage to be used for additional car parking.

In terms of the provision of car parking to meet the current and future demands of the Thirlmere commercial area, based on the layout plan provided at Attachment 2, the removal of this area from the Land Reservation Acquisition Map and ultimately the proposed car park area only results in the loss of approximately 18 car parks. The adjoining land, which has already been acquired by Wollondilly Shire Council, could accommodate approximately 81 car parks with access to Westbourne Avenue.

Construction of the Thirlmere Car Park is included as a Priority 2 project on the Section 94A Works Schedule and it is anticipated will be funded by way of contributions under the Wollondilly Development Contributions Plan 2011 by new non-residential development. This contributions plan is currently under review in accordance with Council's resolution of 18 July 2016.

There is no program of works for the car park to be constructed at present. The timeframe for construction in the future will be dependent on the availability of resources and priorities.

Looking forward to the potential future demands of the Thirlmere commercial area, the Wollondilly Commercial Centres Study (Hill PDA) was prepared in 2006 to inform the preparation of the shire wide Local Environmental Plan. Thirlmere is categorised as a village centre providing shops and services for the daily shopping needs of the community (e.g. butcher, hairdresser, café, small supermarket and take away food). Higher order functions are carried out by nearby town centres at Tahmoor and Picton and beyond.

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Some retail growth was forecast for Thirlmere in response to expected growth from land releases for housing around Thirlmere, particularly the need for a full-line supermarket. Additional land in Thirlmere was zoned B2 Local Centre as part of the standard instrument local environmental plan in 2011 to accommodate this retail growth. However the commercial and civic function of Thirlmere in terms of Wollondilly's centres hierarchy is proposed to remain as a village centre.

It is also noted that the Growth Management Strategy 2011 (GMS) identifies Picton, Tahmoor and Bargo as possible locations for commercial expansion. The Structure Plan for Tahmoor & Thirlmere, which forms part of the GMS, does not identify any additional commercial growth potential for Thirlmere.

It is anticipated that car parking demand in response to the redevelopment of vacant or residential lots within the Thirlmere village centre for commercial uses would accommodate car parking within the development site along with on street car parking.

Some of the lands zoned B2 Local Centre and which has not yet been developed for this purpose are vacant or contain residential dwellings. These sites are mostly large enough to accommodate onsite car parking when and if they are redeveloped for commercial use in the future. In addition, there is ample on-street parking available on the south side of Oaks Street from Barbour Road to beyond Victoria Street, the full length of Goodlet Street, and also on both sides of Barbour Road between Oaks Street and Mason Street.

The following general trends are also anticipated to reduce the need for car parking in Thirlmere:

- It is anticipated that as nearby Tahmoor is developed commercially, the less likely Thirlmere is to see significant retail growth and this will temper the need for more parking.
- Over time the car parking required to accommodate commercial land uses has declined in response to a change in retail shopping trends (e.g. extended hours of trade, online shopping). These trends have changed the nature of peak shopping times and associated car parking demand and are expected to continue in the future.
- It is expected that the majority of high-order retail and commercial requirements which would generate a need for car parking of future Thirlmere residents will be serviced outside of the Thirlmere village.

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1.5 GATEWAY DETERMINATION

A Gateway Determination was issued dated 24 March 2016. The Determination permitted the proposal to proceed.

The conditions of the Gateway Determination are summarised in the following table with comments as to how these have been addressed in the Planning Proposal process.

1(a). Prior to exhibition Council is to amend the planning proposal to include an explanation to demonstrate that the remaining area identified for a future car park will be sufficient to meet the current and future demands of the Thirlmere commercial area.	Completed. An explanation has been included within the planning proposal and includes the original layout plan for the car park to illustrate that the main function of land to be removed is to accommodate a rear lane with an access point to Carlton Road. The rear lane access was necessary for the original much larger car park but is no longer essential for the safe operation of the smaller car park.
1(b). Prior to exhibition Council is to amend the planning proposal to include a red outline of the subject area in Figures 3 and 4 of the proposal.	Completed. The relevant figures have been updated as requested.
2(a). Community consultation is required for 14 days.	The Planning Proposal was exhibited for 15 days from 3 August 2016 until 17 August 2016.
2(b). Community consultation must comply with notice requirements for public exhibition of planning proposals.	The exhibition was carried out in accordance with the requirements contained in the <i>Environmental Planning and Assessment Act 1979</i> and the Department of Planning & Environment's <i>Guide to Preparing Local Environmental Plans</i> .
3. No consultation is required with public authorities.	Noted.

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Gateway Condition	Addressed by:
4. A public hearing is not required to be held.	Noted
5. The timeframe for completing the LEP is to be 9 months from the week following the date of the Gateway Determination.	The planning proposal is currently on track to meet this timeframe.

CONSULTATION

2.1 CONSULTATION WITH COUNCIL STAFF

The following comments on the Planning Proposal were received from Council staff:

Manager Infrastructure Planning

Has no objection to the removal of the land from the Land Reservation acquisition Map as, based on known resources and priorities, there is no foreseeable need to acquire the land for car parking.

Land & Property Panel (LPP)

The outcome of the public exhibition was reported to Council's Land & Property Panel for consideration. The LPP supports the removal of restrictions on land at Oaks Street, Thirlmere by removing the identified land from the Land Reservation Acquisition Map.

The LPP also recommended that the potential for Lot 100 DP 1175654 to be used as an overflow parking area for special events be investigated. Lot 100 is the land which has already been acquired by Council for the Thirlmere Car Park and can be accessed from Penny Lane.

2.2 CONSULTATION WITH PUBLIC AGENCIES

No consultation with public agencies was required.

2.3 COMMUNITY CONSULTATION

The Gateway Determination specified a **14 day** period of community consultation and public exhibition which was held from 3 August 2016 until 17 August 2016.

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During this time the Planning Proposal as required by the Gateway Determination were made available for public viewing at the following locations:

- Council’s website
- Council’s Administration Building
- Wollondilly Library
- Thirlmere Post Office.

A public notice was placed in the local newspaper.

Letters were sent to the landowners of the property within the planning proposal as well as the owner and occupier for all adjoining properties and all land within the Thirlmere commercial area (i.e. any land zoned B2 Local Centre). In total there were just over 100 letters physically posted.

Five (5) submissions were received all objecting to the proposed amendments sought by this planning proposal. Three (3) of the submissions were from local businesses and two (2) were from residents.

The main issues raised in submissions that are relevant to the assessment of the Planning Proposal are summarised in the following table along with assessment comments.

Issue Raised	Assessment Comment
<p>There is already a parking issue in Thirlmere</p> <ul style="list-style-type: none"> ▪ In terms of availability of car parking spaces ▪ Business operation (loading areas are being used for car parking) ▪ Lack of car parking is affecting the economic performance of local businesses; ▪ the refurbishment of Trainworks now attracts more visitors and places pressure on car parking 	<ul style="list-style-type: none"> ▪ The submissions provide some anecdotal evidence to suggest there may be a shortfall in car parking within Thirlmere. However, there isn’t sufficient information available to understand the nature of the shortfall. For example, whether it occurs at a peak period AM or PM, associated with school pick up and drop off periods. ▪ Council’s Infrastructure Planning section have not identified that there is a shortfall in parking. ▪ Once constructed, the Thirlmere commercial area, once constructed, the Thirlmere Car Park will provide approximately 81 car parks available to the public. The car park also has

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Issue Raised	Assessment Comment
	<p>the potential to enable and or improve rear access and delivery arrangements to businesses on Oaks Street.</p> <ul style="list-style-type: none"> ▪ The removal of this area from the Land Reservation Acquisition Map and ultimately from the proposed car park area only results in the loss of approximately 18 car parks. The car park will still have the potential to provide a significant increase in car parking provision. ▪ The main function of the area proposed for removal from the Thirlmere Car Park is for a rear lane connection through to Carlton Road and not to provide car parking. However, it is acknowledged that the area to be removed would reduce the capacity of the proposed Thirlmere car park by approximately 18 spaces. ▪ In response to the outcomes of the consultation Council's Land & Property Panel have recommended that the potential for Lot 100 DP 1175654 to be used as an overflow parking area for special events be investigated. Lot 100 is the land which has already been acquired by Council for the Thirlmere Car Park and can be accessed from Penny Lane. This is as an interim measure until the car park is formally constructed.

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Issue Raised	Assessment Comment
<p>Additional car parking is required due to anticipated population growth in the area from land rezoned in recent years and development under construction. In particular reference was made to a proposed medical centre as an indicator that the village centre was starting to change.</p>	<ul style="list-style-type: none"> ▪ In terms of the provision of car parking to meet the current and future demands of the Thirlmere commercial area, once constructed, the Thirlmere Car Park will provide approximately 81 car parks available to the public. The car park also has the potential to enable and or improve rear access and delivery arrangements to businesses on Oaks Street. ▪ The removal of this area from the Land Reservation Acquisition Map and ultimately from the proposed car park area only results in the loss of approximately 18 car parks. The car park will still have the potential to provide a significant increase in car parking provision. ▪ In addition it is likely that additional car parking will be provided over time on private land associated with new commercial development. This is because Council's planning controls (i.e. the Wollondilly Development Control Plan 2016) require new developments to ensure that the parking demands of the proposed development are accommodated within the site. ▪ The main function of the area proposed for removal from the

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Issue Raised	Assessment Comment
	<p>Thirlmere Car Park is for a rear lane connection through to Carlton Road and not to provide car parking. However, it is acknowledged that the area to be removed would reduce the capacity of the proposed Thirlmere car park by approximately 18 spaces.</p>
<p>Parking and road safety issues associated with Thirlmere Public School.</p>	<ul style="list-style-type: none"> ▪ Managing traffic in and around schools is challenging particularly issues caused by illegal and dangerous driver behaviour such as double parking. ▪ The provision of car parking at Penny Lane may alleviate the extent of traffic and parking problems associated with the school. However, traffic and parking problems alone do not warrant the construction of a car park of the size proposed at Thirlmere Car Park. ▪ Notwithstanding these comments, once constructed, the Thirlmere Car Park will provide approximately 81 car parks available to the public.

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Other matters raised included reference to accuracy of Council reporting on car parking numbers in Thirlmere Car Park; that the provision of car parking would boost local businesses, and why new developments were required to provide car parking when Council isn't.

A table is provided at Attachment 3 with more detail on all the issues raised during the consultation and should be referred to for a full understanding of the community views around this proposal.

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In summary, the matters raised in submissions are not considered to warrant a change to the planning proposal.

2.4 PLANNING PROPOSAL

The Planning Proposal has been prepared in accordance with Section 55 to the EP&A Act, 1979 and the guidelines published by the NSW Government Department of Planning & Infrastructure (now the Department of Planning & Environment).

Council's options are:

1. Resolve to support the Planning Proposal in the form as described in Section 2.9 to this report.
2. Resolve to support the Planning Proposal in another form. With this option a new Gateway Determination and a new public exhibition period may be required.
3. Resolve not to support the Planning Proposal. With this option Council would need to request an Alteration to the Gateway Determination so say that the planning proposal should not proceed.

Option 1 is the recommendation of this report.

2.5 A PLAN FOR GROWING SYDNEY

The planning proposal will not result in any inconsistency with this plan and does not conflict with the directions outlined in the plan for achieving housing diversity, promoting heritage and protecting our natural environment and biodiversity.

2.6 SECTION 117 MINISTERIAL DIRECTIONS

The Gateway Determination contains provisions to address Ministerial Direction 6.2 Reserving Land for Public Purposes.

One of the objectives of Ministerial Direction 6.2 is to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.

However the Direction also indicates, as it applies to this planning proposal, that a planning proposal must not reduce existing reservations of land for public purposes without the approval of the Director-General of the Department of Planning.

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In relation to Direction 6.2, the Gateway Determination required two (2) amendments to the planning proposal in order for it to proceed. These amendments have been completed.

In addition Council has not been issued an authorisation to exercise delegation to make this plan. This is to allow Council to seek approval for any inconsistencies with Direction 6.2 at the time Council submits the draft plan to the Department for the instrument to be made.

2.7 STATE ENVIRONMENTAL PLANNING POLICIES

All relevant State Environmental Planning Policies have been considered and are addressed satisfactorily in the planning proposal.

2.8 WOLLONDILLY GROWTH MANAGEMENT STRATEGY 2011 (GMS 2011)

The Wollondilly GMS 2011 identifies the land as being part of the Thirlmere Commercial Centre but does not deal with the detail of how car parking will be provided.

2.9 FINAL FORM OF PLANNING PROPOSAL

Outlined below is the final form of the planning proposal.

2.9.1 WOLLONDILLY LOCAL ENVIRONMENTAL PLAN, 2011 (WLEP 2011)

Based on consultation there are no changes to the Planning Proposal as exhibited.

The Planning Proposal seeks amendments to WLEP 2011 as described below:

- Amend the Land Reservation Acquisition Map as shown in Attachment 1 by removing land identified for acquisition on Lot B & C DP 383947 (No. 64 Carlton Road & 31 Oaks Street) and Lot 2 Section C DP 1569 (No. 27 Oaks Street)

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FINANCIAL IMPLICATIONS

Funding for this project to date has been achieved through Council's adopted Fees and Charges.

Council has experienced a record increase in the number of Planning Proposals submitted in addition to the Wilton Junction project. Note that the Wilton Junction project is not a planning proposal but has had significant impact on Strategic Planning resources. All proposals which result in an increased intensity of land use within the Shire shall also lead to increased demand for Council services and facilities over time. Council will need to consider this in the adopted budget and forward estimates.

Construction of the car park is in the current Section 94A component of the Wollondilly Development Contributions Plan, 2011.

ATTACHMENTS

1. Current and Proposed Land Reservation Acquisition Map for Thirlmere Car Park.
2. Original Layout Plan for Proposed Thirlmere Car Park from 1985 showing subsequent changes.
3. Summary & Response to Community Consultation.

RECOMMENDATION

1. That Council support the Planning Proposal amend the Land Reservation Acquisition Map as it applies to Lot B & C DP 383947 (No. 64 Carlton Road & 31 Oaks Street, Thirlmere) and Lot 2 Section C DP 1569 (No. 27 Oaks Street, Thirlmere).
2. That in accordance with Section 59 to the Environmental Planning and Assessment Act, 1979 the Planning Proposal be forwarded to the Director-General with a request to make arrangements for the drafting of the amended Local Environmental Plan and that the Minister make the Plan in the form as detailed in this report.
3. That the affected landowners and persons who made submissions regarding the Planning Proposal be notified of Council's decision.

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ATTACHMENT 1 – 5298 – 17 OCTOBER 2016



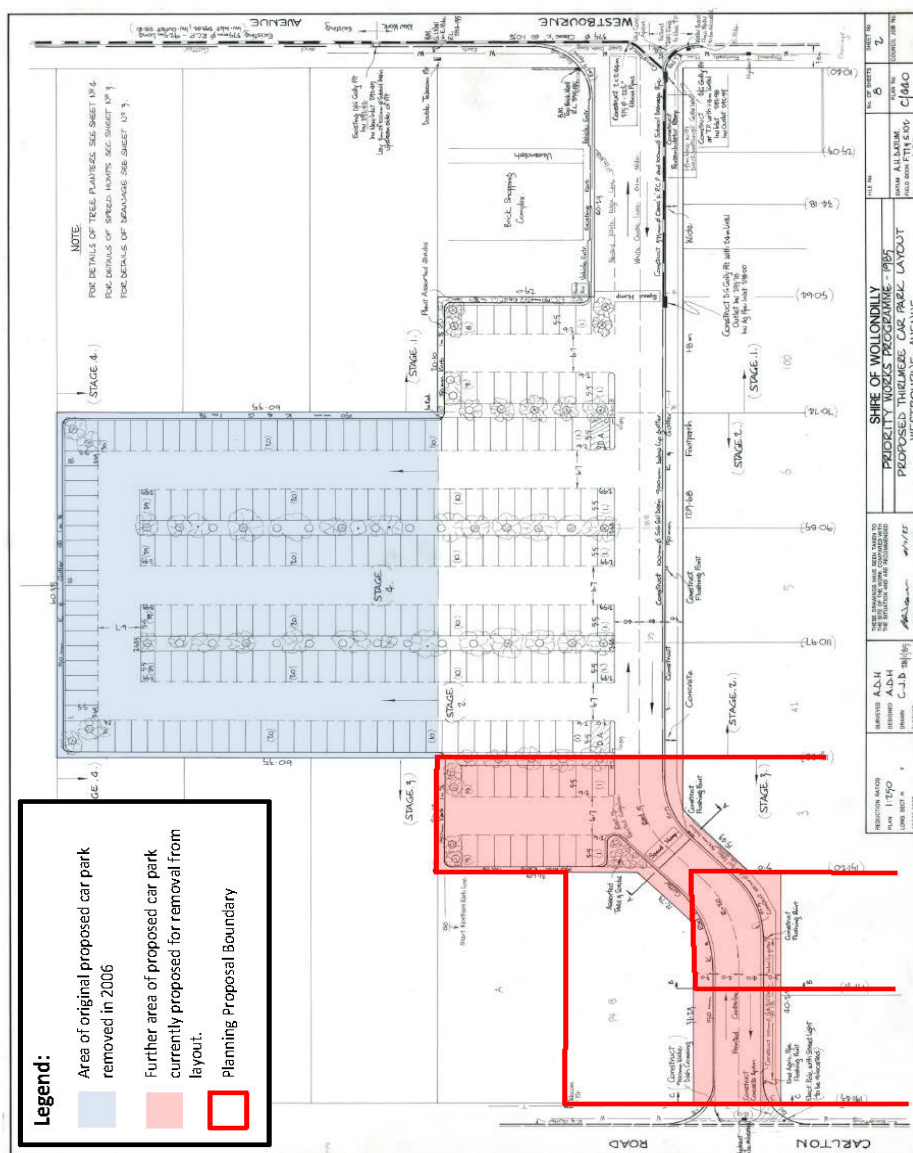
<p>Wollondilly Local Environmental Plan 2011 Shire Council</p>	
<p>Map Series to be Amended: Land Reservation Acquisition</p>	
<p>Map Sheets to be Amended: 8400_COM_LRA_008C_020_20110131</p>	
<p>Land</p>	<p>Car Park (B2)</p>
<p>Cadastral</p> <p>Consistent to data 31/08/2015 (B) Land and Property Information (LPI) (B) Address data 2/10/2015 © Wollondilly Shire Council</p> <p>Note: all depicted items in Wollondilly Shire Council's LEP 2011 maps are listed above. All items may not be visible in the attached map.</p> <p>Map Produced: 27-07-2016</p>	
<p>Projection: GDA1984</p> <p>Use the scale bar below to view the distance between points listed above. Map Area: Acquisition map: 8400_COM_LRA_008C_020_20110131 (B)</p>	

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ATTACHMENT 2 – 5298 – 17 OCTOBER 2016



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ATTACHMENT 3 – 5298 – 17 OCTOBER 2016

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Issue Raised	Assessment Comment
<p>Parking Issue already Exists</p> <ul style="list-style-type: none"> • Staff are parking in private areas to leave as much parking as possible for the visiting public. In busy hours car are parked on road and that shows how much parking will be needed in the future. • Having a parking lot would mean safer environment and more space to move around. • It is difficult enough to find parking in the town now let alone when there will be another 1000-2000 vehicles trying to do the same. 	<ul style="list-style-type: none"> • The submissions provide some anecdotal evidence to suggest there may be a shortfall in car parking within Thirlmere. However, there isn't sufficient information available to understand the nature of the shortfall. For example, whether it occurs at a peak period AM or PM, associated with school pick up and drop off periods. • Council's Infrastructure Planning section have not identified that there is a shortfall in parking. • Once constructed, the Thirlmere commercial area, once constructed, the Thirlmere Car Park will provide approximately 81 car parks available to the public. The car park also has the potential to enable and or improve rear access and delivery arrangements to businesses on Oaks Street. <p>The removal of this area from the Land Reservation Acquisition Map and ultimately from the proposed car park area only results in the loss of approximately 18 car parks. The car park will still have the potential to provide a significant increase in car parking provision.</p> <ul style="list-style-type: none"> • The main function of the area proposed for removal from the Thirlmere Car Park is for a rear lane connection through to Carlton Road and not to provide car parking. However, it is acknowledged

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<p>that the area to be removed would reduce the capacity of the proposed Thirlmere car park by approximately 18 spaces.</p>	
<ul style="list-style-type: none"> Once constructed, the Thirlmere Car Park will provide approximately 81 car parks available to the public. The car park also has the potential to enable and or improve rear access and delivery arrangements to businesses on Oaks Street. <p>The removal of this area from the Land Reservation Acquisition Map and ultimately from the proposed car park area only results in the loss of approximately 18 car parks. The car park will still have the potential to provide a significant increase in car parking provision.</p>	<p>Delivery/Loading areas obstructed from existing parking /Business operations affected by car parking problem</p> <ul style="list-style-type: none"> Staff are parking in delivery vehicle loading areas because there is nowhere else to park. This is affecting the business operation and is frustrating to staff and delivery drivers.
<ul style="list-style-type: none"> Once constructed the Thirlmere Car Park will provide approximately 81 car parks in total with access to Westbourne Ave. 	<p>Additional car parking would boost town centre</p> <ul style="list-style-type: none"> Extending the car park through to Carlton Road would be a boost to all businesses in Thirlmere, bringing customers back and being able to park and visit all the shops.
<ul style="list-style-type: none"> Once constructed, the Thirlmere Car Park will provide approximately 81 car parks available to the public. The car park also has the potential to enable and or improve rear access and delivery arrangements to businesses on Oaks Street. 	<p>Local business success is affected by lack of parking</p> <ul style="list-style-type: none"> Business is being lost to Tahmoor due to customers not be able to park their vehicles.

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<p>Incorrect parking numbers in report</p> <ul style="list-style-type: none"> • Council Report to the Ordinary Meeting of Council on 15.6.15 on page 28 states that "Council has already acquired Lot 100 DP 1175654. When fully constructed, a car park on the lot will accommodate approx. 110 parking spaces". This calculation is incorrect and misleading as the number is actually 60. 	<ul style="list-style-type: none"> • Noted. • According to the Original Layout Plan for the Proposed Thirlmere Car Park provided at Attachment 2 to the Report to Council, Lot 100 has the potential to provide approximately 64 car parking spaces.
<p>Additional car parking is required due to anticipated growth in area</p> <ul style="list-style-type: none"> • Council's proposal to reduce the area required for the car park does not consider the development which is about to occur as a consequence of the rezoning of properties for residential purposes in 2014, the rezoning of the PTTAG area in 2015, the 111 unit life-style development under construction at Brundah Road, and infill and small subdivisions which will result in over 1000 lots. • This [Thirlmere Car Park] is immensely important to the future growth in Thirlmere. There are residential dwellings going up in this area and the population growth means there will be more people around the school and shopping areas. • Cannot understand how after 30 years there is no need for the car park. The area has grown and there is going to be about 1000 new homes built in the Thirlmere area. This would mean 2000 to 3000 people with about 1000 to 2000 extra cars on the road and therefore more car parking needed in the area. • With all the new subdivisions currently planned in Thirlmere, one would assume there would be more parking required, not less. 	<ul style="list-style-type: none"> • In terms of the provision of car parking to meet the current and future demands of the Thirlmere commercial area, once constructed, the Thirlmere Car Park will provide approximately 81 car parks available to the public. The car park also has the potential to enable and or improve rear access and delivery arrangements to businesses on Oaks Street. • The removal of this area from the Land Reservation Acquisition Map and ultimately from the proposed car park area only results in the loss of approximately 18 car parks. The car park will still have the potential to provide a significant increase in car parking provision. • In addition it is likely that additional car parking will be provided over time on private land associated with new commercial development. This is because Council's planning controls (i.e. the Wollondilly Development Control Plan 2016) require new developments to ensure that the parking demands of the proposed development are accommodated within the site. • The main function of the area proposed for removal from the

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<p>Thirlmere Car Park is for a rear lane connection through to Carlton Road and not to provide car parking. However, it is acknowledged that the area to be removed would reduce the capacity of the proposed Thirlmere car park by approximately 18 spaces.</p>	<ul style="list-style-type: none"> Managing traffic in and around schools is challenging particularly issues caused by illegal and dangerous driver behaviour such as double parking. The provision of car parking at Penny Lane may alleviate the extent of traffic and parking problems associated with the school. However, traffic and parking problems alone do not warrant the construction of a car park of the size proposed at Thirlmere Car Park. Notwithstanding these comments, once constructed, the Thirlmere Car Park will provide approximately 81 car parks available to the public. In response to the outcomes of the consultation Council's Land & Property Panel have recommended that the potential for Lot 100 DP 1175654 to be used as an overflow parking area for special events be investigated. Lot 100 is the land which has already been acquired by Council for the Thirlmere Car Park and can be accessed from Penny Lane. This is as an interim measure until the car park is formally constructed.
<p>Parking Problems related to primary school</p> <ul style="list-style-type: none"> Even without growth, there are parents needing to double park when picking up kids from school. There needs to be a proactive approach towards safety of kids and parents just in that particular area. Thirlmere public school also needs more parking, particularly as the schools has some sort of special event nearly every week. It is good luck that no child has been hurt or killed. Parents dropping off and picking up from school have a difficult time finding a parking spot. 	<p>Steam Museum places parking pressure on area</p> <ul style="list-style-type: none"> Due to the massive improvement to the Steam Museum, the visitors to this venue have increase significantly and make parking anywhere in Thirlmere very difficult and frustrating.

PE13 - Planning Proposal – Thirlmere Car Park; Penny Lane Land Reservation Requisition Release

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Planning & Economy

<p>Why should businesses pay for parking and not Council</p> <ul style="list-style-type: none"> • Applicants are required to provide car parking as part of their development proposal for a new doctor (medical facility) event though Council is saying we don't need a car park by not going ahead with the Thirlmere Car Park. 	<ul style="list-style-type: none"> • Council's planning controls (i.e. the Wollondilly Development Control Plan 2016) require new developments to ensure that the parking demands of the proposed development are accommodated within the site. The onus to provide car parking generally falls with the development as it is the development which triggers the need for parking.
<p>Mention of medical centre as a sign of growth</p> <ul style="list-style-type: none"> • With the doctor coming to town this could be the start of many other businesses coming to the area. This is a great opportunity for the council to plan for the future and put into place infrastructure that will be needed. • There will soon be a medical centre near the chemist shops, where are the patients expected to park while visiting this practice? 	<ul style="list-style-type: none"> • Where a new development requires planning permission this is likely to consider the need for car parking. Developments are usually required to provide car parking within the development site and this will not be any different for the new medical centre.