
ANNEXURE 1

Boondah Parking rate letter_260712
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**SECTION 75W APPLICATION TO MAJOR PROJECT APPLICATION NO. 10_0177
FOR RESIDENTIAL AND CHILD CARE DEVELOPMENT AT 14-18 BOONDAH ROAD,
WARRIEWOOD – REDUCTION OF BASEMENT CAR PARKING.**

On behalf of Meriton Apartments Pty Ltd (Meriton), Cardno have undertaken a review of car parking rates applicable to the abovementioned development in accordance with the concept plan approval granted by the Planning and Assessment Commission (PAC).

Further to the 75W Application lodged by Meriton (dated 18 October 2011), which requested that the PAC reduced the approved car parking rate from 2 car parking spaces per 2 bedroom unit to 1.57 car parking spaces per 2 bedroom unit, Cardno have undertaken the following analysis to support a modified car parking rate of 1.2 car parking spaces for every 2 bedroom unit.

Overall, the proposed car parking rate reduction is considered appropriate at the subject site based on the following factors:

- NSW State Government strategic planning and transport policies aim to reduce traffic congestion within Sydney and promote sustainable travel modes such as public transport, cycling and walking;
- RTA (now RMS) Guidelines require only 0.9 car parking spaces per 2 bedroom unit within high density residential buildings, and 1 space per 2 bedroom unit for medium density residential buildings;
- Other metropolitan Council's do not require such onerous car parking rates for 2 bedroom units; and
- Pittwater Council's car parking rates do not reflect data relating to level of car ownership amongst people that live in units as compared to people that live in detached dwellings in the LGA.

NSW State Government Directions

The NSW State Plan guides outcomes in priority areas such as integrated transport and land use planning until 2016 to achieve the following targets: Increase the number of jobs close to home;

Improve housing affordability; Improve public transport system; Provide reliable public transport; Improve road safety; Increase walking and cycling; and Improve the road network.

The Metropolitan Plan for Sydney 2036 realises these targets and provides a framework for sustainable growth and development across Sydney.

The key directions for the Pittwater LGA are provided under the draft North East Subregional Strategy are:

- Implement the Strategic Bus Corridors to provide better links to Major Centres, hospitals, education facilities and other facilities within and outside the region.
- Improve the key transport corridors to, from and within the subregion.
- Ensure good access to the planned new hospital at Frenchs Forest.
- Improve internal transport circulation, including walking and cycling networks.

A reduction in car parking rates for 2 bedroom units at the site will contribute to the achievement of these directions by reducing the number of cars travelling to and from the site, and promoting the use of sustainable transport modes by residents and visitors. Future planned improvements to public transport within the subregion also support the need for less car parking associated with residential development. This is evident in areas of Sydney where car ownership is low and public transport is easily accessible.

To ensure the proposed car parking rate at the site is supplemented by residents and visitors utilising sustainable transport modes when travelling to and from the site, Cardno have prepared a Green Travel Plan, which recommends a number strategies be adopted by Meriton to ensure public transport, cycling and pedestrian travel options are promoted and private car usage is discouraged. The Green Travel Plan acknowledges that the approved development has already implemented a comprehensive network of community pedestrian and cycle paths that connect and build upon existing pathways and roads.

Pittwater DCP Provisions

Pittwater DCP provisions require 2 car parking spaces for every 2 bedroom unit. This rate is considered excessive not only in regards to the NSW State Government planning and transport directions concerning sustainability, but also when compared to rates specified by the RTA Development Guidelines and the car parking rates of other Council areas across the Sydney metropolitan region.

The RTA Development Guidelines outline standard car parking rates that can be applied to all residential developments across NSW and should be used as a guide by Council's when determining car parking rates. The RTA Guidelines specify a car parking rate of 0.9 spaces for every 2 bedroom unit in high density residential or 1 space per 2 bedroom unit for medium density residential. Given 5 of the 7 buildings built are categorised as 'high density' (being over 20 units per building), the modified rate proposed by Meriton of 1.2 spaces per 2 bedroom unit will exceed RTA guidelines and allow for a significant amount of car parking at the site for residents.

This rate is significantly lower than Pittwater Council's requirements, and is better reflected through a sample of other Council car parking rates as shown in the table below.

Council Area	Parking Rate spaces per 2 bedroom Unit
Warringah	1.2
Ku-ring-gai	1.25
Liverpool	1
Penrith	1

Leichhardt	0.8
Manly	1.2
Hornsby	1.25
Willoughby	1

Parking Demand Assessment

The proposed car parking rate will provide adequate car parking spaces to meet the demands generated by future residents of the development. A recent analysis of 2006 ABS census data, found that over half of people (51.1%) that reside in units within Pittwater LGA have 1 car, and a further 15.5% do not own a car. This suggests that most people living in units within Pittwater do not require 2 car parking spaces as unreasonably required by Pittwater Council.

Conclusions & Recommendations

The following comments are provided with respect to the car parking rate reduction proposed by Meriton.

- The approved car parking rate of 2 car parking spaces per 2 bedroom unit as required by Pittwater Council is excessive having regard to NSW State directions concerning sustainability.
- The approved car parking rate does not promote or encourage residents to utilise active or public transport modes.
- The proposed car parking rate of 1.2 spaces per 2 bedroom unit is considered appropriate at the site, and is above the RTA Development Guidelines, which allow high density residential buildings a rate of 0.9 spaces per 2 bedroom unit. The proposed rate is also more consistent with the car parking rates of other Council areas across Sydney.
- The proposed car parking rate will discourage private vehicle use and support planned transport improvements within the north east subregion.
- Census data analysis reveals that most people living in units own 1 car or less and therefore a 2 car parking spaces for every 2 bedroom unit is unnecessary excessive and does not properly reflect the travel behaviour of Pittwater residents.
- To ensure the use of active and public transport modes by residents are maximised, strategies implemented through a Green Travel Plan should be adopted by Meriton. Refer to the attached Green Travel Plan prepared by Cardno.

Based on our conclusions we recommend the approved car parking rate is modified to allow 1.2 car parking spaces for every 2 bedroom unit within the Meriton residential development at 14-18 Boondah Street Warriewood.

Please contact us should you have any queries,

Regards,



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 for **Cardno**
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