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Tracy Davey  
Meriton Apartments Pty Ltd  
Level 11, 528 Kent Street  
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3 June 2011

Dear Tracy,

**Modification to Approved Stage 1 Development Boondah Street, Warriewood**

This letter reviews the proposed modification to the parking provisions for the approved residential development at 14-18 Boondah Street, Warriewood, and accompanies a Section 75W application. Table 1 compares the number of parking spaces for the approved Stage 1 development with the proposed modifications.

**Table 1 – Approved and Proposed Parking Provision**

	Approved Stage 1	Proposed Modification
Resident Cars	429	428
Visitor Cars	42	46
Bicycles	98	98

It is proposed that Clause B13 of the Project Approval be amended as follows, with the additions underlined for clarity:

- a. *Car parking provision shall meet the requirements of Pittwater DCP-21. A total of 474 car spaces to be provided within the basement, of which 46 spaces are to be allocated to visitor parking. Visitor parking shall include a minimum of 2 spaces designated for persons with a disability. The design and construction of the parking area and parking spaces must be in accordance with AS2890.1 and AS2890.6.*
- b. *Secure bicycle parking is to be provided for 98 bicycles on site, designed and constructed in accordance with AS2890.3.*
- c. *Storage areas for each dwelling are to be provided within the unit and/or basement or part lot.*

The proposed modifications to the car parking provision are discussed below.

The current Condition B13 requires that car parking be provided in accordance with Pittwater Council's DCP 21. This DCP sets out minimum requirements for resident and visitor car parking for "multi-unit housing", which it defines as housing with three or more dwellings, and two and three storey residential flat buildings. It is noted that the proposed development comprises three and four storey buildings, and thus does not

strictly satisfy the DCP definition to which the multi-unit housing parking requirements apply. For other development types not specifically addressed in the DCP, Pittwater DCP 21 indicates that the minimum number of car parking spaces should be determined using appropriate guidelines for parking generation and servicing facilities based on the RTA's *Guide to Traffic Generating Development* (RTA Guide) or analysis drawn from surveyed data for similar development uses.

In its submission to the Department of Planning of 8 October 2010, Pittwater Council accepted that the provision of visitor parking for this development should be at the rate of one space per five dwellings, which is lower than the rate in the Pittwater DCP 21. This rate is consistent with that given in the RTA Guide for medium density residential developments, to which the DCP refers. The RTA Guide distinguishes between medium and high density residential developments. In this case, the proposed development has some of the characteristics of both medium and high density development as defined in the RTA Guide, however the higher rate for medium density residential flat buildings is considered to be appropriate, as the site is not located in a subregional centre close to public transport.

The provision of visitor car parking at the rate of one space per five dwellings is thus considered appropriate, as it is consistent with the RTA Guide for medium density developments, to which the DCP refers, and has previously been accepted by Pittwater Council for this development.

Table 2 sets out the calculation of resident car parking requirements with respect to the Pittwater DCP 21 rates. This table also includes comparisons with the RTA's medium density residential rates and car ownership data collected in the 2006 Census.

**Table 2 – Comparison of Car Parking Rates**

	Pittwater DCP 21 Multi-unit Housing		RTA Guide Medium Density		2006 Census Pittwater LGA		Proposed Spaces
	Rate	Spaces	Rate	Spaces	Rate	Spaces	
1 x Studio	1.0	1	1.0	1	0.5	0.5	1
25 x 1 bed	1.0	25	1.0	25	0.91	22.8	27
185 x 2 bed	2.0	370	1.2	222	1.25	231.3	370
15 x 3 bed	2.0	30	2.0	30	1.52	22.8	30
<b>Total</b>		<b>426</b>		<b>278</b>		<b>278</b>	<b>428</b>

Rate = spaces per apartment

The proposed provision of resident car parking therefore exceeds the minimum requirements of the Pittwater DCP 21. The comparison indicates that the proposed provision also exceeds that determined by the RTA Guide rates for medium density developments. It also exceeds the likely demand suggested by the Census data.

The proposed provision of 428 resident car parking spaces is therefore considered appropriate, as it exceeds the provision required by the Pittwater DCP, the RTA Guide, and the Census data for the region.

### Conclusions

As a result of this review, it is concluded that the aforementioned proposed amendments to Condition B13 are satisfactory, and would result in an appropriate provision of car parking on the site.

Yours faithfully,



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Principal Consultant, Transport Planning

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