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Tracy Davey
Meriton Apartments
Level 11, 528 Kent Street
SYDNEY NSW 2000

1 September 2011

Dear Tracy,

Re: 14-18 Boondah Road, Warriewood Stage 1 Car Parking Provision

As requested, Halcrow has reviewed the proposed modification to the parking provisions for the approved residential development at 14-18 Boondah Street, Warriewood. This letter sets out our findings and accompanies a Section 75W application.

The amendments would reduce the overall size of the basement car park. Car parking on the site is proposed to be amended to provide a total of 370 spaces, allocated as following:

- 334 resident spaces, comprising 108 tandem (stacked) pairs, and 118 single spaces
- 33 visitor spaces
- 2 emergency vehicle spaces
- 1 car wash bay.

In addition to the car parking, the basement would provide for 100 bicycle parking spaces, and 189 storage units.

The approved development requires that resident parking be provided in accordance with the Pittwater DCP 21, which sets out minimum requirements for resident and visitor car parking for “multi-unit housing”, which it defines as housing with three or more dwellings, including two and three storey residential flat buildings. The multi-unit housing parking rates also apply to the residential component of shop-top housing. The proposed Stage 1 development comprises 226 apartments (of a total 447 apartments for the whole site) in three and four storey buildings with basement car parking, and thus does not strictly satisfy the DCP definition to which the multi-unit housing parking requirements apply. The development would have a distinctly different character from shop-top housing, a small townhouse development or a standalone three storey apartment building, thus application of the DCP rate for these development types is not considered appropriate.

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.

Given that the development is not consistent with the definition of multi-unit housing in the DCP, it is appropriate that the off-street car parking be provided in accordance with the aforementioned *Guide to Traffic Generating Developments*. This 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.

The development application was discussed at the meeting of the Sydney Regional Development Advisory Committee on 24 August 2011 (Item 2, File No. 11M2115). The formal advice from that meeting has not yet been issued, however it is noted that the committee advised that it intends to recommend application of the RTA Guide parking rates for this site, rather than the higher Pittwater Council's DCP 21 requirements.

In response, Meriton now proposes to provide car parking to meet the requirements of the RTA Guide. The amended provision is in excess of the RTA Guide minimum requirements, due to constraints on how the already constructed parts of the basement can accommodate parking bays in compliance with the Australian Standards AS2890.1 and AS2890.6.

Resident Parking

Table 1 sets out the calculation of resident car parking requirements with respect to RTA's medium density residential rates, and compares it with the demand for resident parking in Pittwater LGA ascertained from the results of the 2006 Census (latest available) and the proposed allocation of parking on the site.

Table 1 – Comparison of Residential Apartments Car Parking Rates

	2006 Census Pittwater LGA		RTA Guide Medium Density		Proposed Section 75W Amendment	
	Rate	Spaces	Rate	Spaces	Rate	Spaces
1 x Studio	0.5	1	1.0	1	1.0	1
25 x 1 bed	0.91	23	1.0	25	1.0	25
185 x 2 bed	1.25	231	1.2	222	1.5	278
15 x 3 bed	1.52	23	1.5	23	2.0	30
Total		278		271		334

Rate = spaces per apartment

The comparison indicates that the total resident parking demand in Pittwater LGA in 2006 was very similar to the provision of parking recommended by the RTA Guide. The proposed provision of resident parking exceeds both these totals. The allocation of parking to the various sizes of apartments is consistent with both the Census demand and RTA provisions.

Visitor Parking

The RTA Guide recommends that the minimum number of off-street visitor parking spaces for high density residential flat buildings is one space for every five to seven apartments, and for medium density residential flat buildings is one space for every five apartments.

The proposed provision of 33 visitor car parking spaces in the basement is consistent with the range recommended by the RTA Guide for high density residential apartment buildings. It is thus expected that this provision would meet the typical demand for visitor parking.

Emergency Parking and Wash Bay Spaces

Two spaces are proposed for use by emergency vehicles, which would provide additional and convenient parking for ambulances, doctors, police and the like if needed, without impinging on the availability of visitor parking bays.

Pittwater DCP requires provision of a wash bay, thus the dedication of one space for the use of residents to wash cars is consistent with the DCP. This space would be in addition to the visitor parking, and so would not impact upon the availability of visitor parking bays.

Conclusions

The proposed provision of 334 resident car parking spaces, and the allocation of spaces to the various apartments is considered to satisfactorily accommodate the demand for resident parking. The provision of 33 visitor parking bays is expected to accommodate the typical demand for visitor parking. The provision of three spaces for wash bays and emergency vehicles is satisfactory.

I trust that this information is satisfactory. Do not hesitate to contact the undersigned should you wish to discuss any aspect of this submission.

Yours sincerely,



Penny Dalton
Principal Consultant, Transport Planning