



MERITON
MAKING LUXURY APARTMENTS
AFFORDABLE

1 September, 2011.

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Dear Mr Woodland

**SECTION 75W APPLICATION TO MAJOR PROJECT APPLICATION NO. 10_0177 FOR
RESIDENTIAL AND CHILD CARE DEVELOPMENT AT 14 – 18 BOONDAH ROAD, WARRIEWOOD
(LOT 20, DP 1080979) – REDUCTION OF BASEMENT CAR PARKING**

Introduction

Pursuant to Section 75W(1)(a) of the Environmental Planning and Assessment Act, 1979, a "Modification of Approval" is sought to amend the car parking provisions for two bedroom units to more closely reflect the Roads and Traffic Authority (RTA) Guidelines and market demand as outlined in the Census and to modify the number of visitor car parking spaces. Consent is therefore sought to vary Conditions B13 and A1 of MP10_0177 MOD 1.

Background to the Proposal

The basement car parking provisions were originally approved in the Project Approval, MP10_0177, by the Planning and Assessment Commission on the 18 January 2010. The approval pertained to two levels of basement car parking containing 471 car spaces, 429 resident car spaces and 42 visitor spaces.

A modification to the approval, MP10_0177 MOD 1 was later approved by the Planning and Assessment Commission on the 15 July 2011 for the provision of a single storey basement car park containing a total of 474 car parking spaces (428 resident parking spaces, 362 of which are in a stacked formation, and 46 visitor parking spaces).

Proposed Amendment

1. Modify the rate of car parking for two bedroom apartments from 2 car spaces per unit to 1.5 car spaces per unit.
2. Modify the number of visitor car parking spaces.

Annexure 1 contains a reduced copy of the architectural plans to be modified.

Justification to Amendment

Response to Sydney Regional Development Advisory Committee (SRDAC) advice

The SRDAC recently advised at the 24 August 2011 meeting (Item 2, File No. 11M2115) that the development at 14 -18 Boondah Road should more closely align to the RTA guidelines for the second stage Development Application that was lodged with Pittwater Council. Accordingly Meriton reviewed the car parking provisions for the Stage 1 Project Approval and noted that the current provision of car spaces exceeds the RTA requirements for 2 bedroom units. This is outlined in the table below.

Comparison of Car Parking Provision			
Units	Approved	Proposed	RTA Rates
1 x Studio	1	1	1
25 x 1 bed	25	25	25
185 x 2 bed	370	278	222
15 x 3 bed	30	30	23
Sub total	426	334	271
Visitor	46	33	32 -46
Emergency + car wash		3	
Total	472	370	303 - 317

Given that the basement is currently under construction, there is only the ability to reduce the number of 2 bedroom car parking spaces and slightly reduce visitor spaces. The provision of carparking for studios, 1 and 3 bedroom units remain as approved due to the near completion of the basement area. Halcrow Traffic consultants have reviewed the car parking and report is contained in **Annexure 2**.

Increased Deep Soil and Open Space

The reduction in the overall footprint of the basement car park will create more open space for future residents and deep soil areas.

Less Traffic Generated

Less car parking spaces will result in fewer vehicle movements on surrounding local roads, than originally perceived with the original approval.

Market Demand for Two Bedroom Units and Car Parking

There continues to be strong market demand for two bedroom units, therefore there is no proposed change to the number of units provided and they continue to make up the largest percentage of units. We have noted that an equivalent of 1.50 car spaces per 2 bedroom units are in demand by people seeking purchase 2 bedroom units. This is because people can no longer afford to purchase a 2 bedroom unit with 2 car spaces, let alone the ability to find funds to maintain two vehicles. This is consistent with the 2006 census for the Pittwater area which shows 1.52 car spaces being utilised for a 2 bedroom unit (Refer to the table in the attached Halcrow Traffic Report). Market demand for 2 car spaces occurs for 3 bedroom units and not 2 bedroom units.

Demand and Supply of Public Transport

Transport NSW is the authority for supplying bus services in Warriewood Valley. Currently, buses depart from directly in front of the site to the Sydney CBD, Chatswood CBD, Mona Vale Town Centre, Manly and The Belrose Business Park. These buses connect to the main employment, business and retail at appropriate times. In particular buses leaving for Manly and Chatswood provide access to

trains and ferries for travel to other centres. Clearly, the site is not isolated in terms of public transportation. An extract of the relevant bus services and timetables are attached to **Annexure 3**.

In addition, it has been previous practice of public transport agencies to wait for development to be completed before supplying additional buses to existing routes. That is, the supply of additional public buses will be made when the demand increases from completed housing developments in the Warriewood Valley. Meriton therefore expect that Transport NSW will provide additional buses to existing services when the development is complete, which is normal practice.

Proposed Amendments to Conditions

Proposed amendments to Condition B13 is provided below to reflect a closer rate of parking for 2 bedroom units that accord with the RTA Guidelines and Census data as follows.

B13 Car and Bicycle Parking Provision and Storage

- a. ~~A total of 474 car parking spaces are to be provided within the basement, including a minimum of 46 visitor parking spaces.~~ **A total of 370 car parking spaces are to be provided within the basement, including a minimum of 33 visitor parking space.** 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.
- d. ~~The 362 parking spaces in a stacked formation shall be allocated to the 2 or 3 bedroom units.~~ **The 108 parking spaces in a stacked formation shall be allocated to the 2 or 3 bedroom units. All studio and 1 bedroom units, which are only allocated 1 parking space, must be provided with a single unstacked space. The 46 visitor parking spaces must not be comprise stacked spaces. The 33 visitor parking spaces must not comprise stacked spaces.**

Condition A1 Amendment

Condition A1 of MP10_0177 is to be modified to reflect the amended basement plan.

CONCLUSION

The proposed modification to reduce the number of 2 bedroom car parking spaces is simply to reflect the real demand from people in the Pittwater LGA, which is reflected in the 2006 Census, whilst complying closer with the RTA Guidelines.

Should you have any queries please do not hesitate to contact me in the first instance.

Yours faithfully

MERITON APARTMENTS PTY LIMITED



WALTER GORDON

Manager Planning and Development