

Attention: The General Manager

Dear Sir,

I have read the draft Parking Development Control Plan Amendment 1 which creates maximum car parking generation rates for Residential Development throughout Woollahra Municipality, including the Double Bay Commercial Centre.

On behalf of the Double Bay Partnership, which is a joint venture between Woollahra Council and the Double Bay Chamber of Commerce, I make the following comments for Council's consideration:

1. The change from minimum parking generation rates to maximum parking generation rates for residential development is generally supported, however, if the Council wishes to move to a maximum car parking generation rate for the residential component of future development in Double Bay, then the market demand for parking in future residential developments should be properly considered and a detailed study undertaken:

(i) Based on my commercial property experience, occupants of residential accommodation generally demand 1 car space for a 1 bedroom apartment, 2 car spaces for a 2 bedroom apartment and 2 or 3 car spaces for a 3 bedroom apartment. If Council adopts a maximum car parking generation rate, then market based car parking generation rates should be adopted;

(ii) If Woollahra Council wishes to enable residential development within Double Bay Centre then car parking generation rates that respond to market demand should be adopted so as not to unreasonably reduce the economic value of future residential sites within the Centre;

(iii) Visitor parking is not demanded by the marketplace and can comfortably be removed without causing any financial harm to future residential development in the Double Bay Centre and thereby reduce the provision for car parking without any adverse economic effects on land values in Double Bay Commercial Centre;

(iv) Appropriate maximum car parking generation rates for residential development are supported because Double Bay Centre is located close to major public transport routes along New South Head Road, the Double Bay ferry wharf and is within reasonable walking distance of Edgecliff Train Station; and

(v) Notwithstanding the points above, changes to car parking generation rates have considerable potential to impact on the land economics of future renewal within the Double Bay Centre and should not be adopted without properly considering the economic implications of policy changes and seeking input from an expert land economist.

2. We request that Council undertake a further report to explore the adoption of maximum parking generation rates for non-residential development and for the report to consider the following issues:

(i) The origin of a car user whether it be from a residential use or a commercial use does not significantly alter the impact on our road network from increased car usage and impacts on the environment due to the pollution from vehicular exhaust. In order to ensure a consistent philosophy, Council should consider adopting **maximum** car parking generation rates for non-residential development;

(ii) In an area such as Double Bay Centre which has predominantly smaller lots of land, many sites are too small to provide any on-site parking and a requirement to provide any parking on site makes the vast majority of Double Bay financially unviable for future redevelopment irrespective of height and floor space ratio controls;

(iii) The water table in Double Bay is very high and there is a considerable amount of acid sulphate soils which makes underground car parking economically unviable except in the most exceptional circumstances;

(iv) The existing car park at Cross Street is well below full capacity and there is no need for private commercial projects to provide any additional parking within the Double Bay Commercial Centre;

(v) Council is building a major increase in public parking as part of the Kiaora Lands project and any potential future demand for visitor parking will be comfortably met by the proposed increase to public parking as part of this significant and important project;

(vi) Double Bay's parking meters have proven an effective means of encouraging parking turnover, which optimises the usage of on-street car parking spaces. In practice visitors can usually park on street for short term stays;

(vii) Council needs to encourage occupants of commercial property to use public transport to travel to and from work and that is contrary to maintaining minimum car parking generation rates in the car parking controls that relate to the Double Bay Commercial Centre; and

(viii) In order to minimise the ecological footprint of future development, a maximum as opposed to a minimum car parking control for all developments within Woollahra municipality should be adopted irrespective of the type of development on the land.

Kind regards,

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Lesli Berger

Chairman

Double Bay Partnership
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