

PLANNING URBAN DESIGN

16 April 2018

Write to: Director, Housing and Infrastructure Policy
Department of Planning and Environment
GPO Box 39
Sydney NSW 2000

SUBMISSION: PROPOSED AMENDMENT TO CAR PARKING STANDARDS ARHSEPP

Dear Sir/Madam

We refer to the Explanation of Intended Effect and associated information provided the fact sheet.

We are assisting a client with a proposal for a new aged boarding house and apartment building located on the western edge of the Bankstown CBD. The site is well located to all services, public transport and local jobs.

BACKGROUND

We have a crisis in Sydney, our global city in relation to housing. Many low income earners and first home buyers are locked out of the housing market and this includes rental properties. Rent are unreachable as they force younger people and lower income earners, including those who provide essential services, police, school teachers and the like outside of the sydney metro area. As jobs are located in centres this results in further conjection on already congested roads.

The situation is unsustainable. Historically and presently, overarching strategies for the state include objectives to increase public transport usage and locate jobs closer to centres. In addition, we have an obesity crisis. Why would the provision of car parking be increased?

A boarding house provides an affordable housing form of housing choice.

DISCUSSION

The proposed amendment to increase the car parking requirement is significant in that it becomes a generic provision for all residential and business zones. The amendment more than doubles the current standard.

Our clients site is a 5 minute walk to all services, is highly accessible to all forms of public transport and has ample car parking within the vicinity of the site. The amendment will force this development to more than double the amount of car parking. Currently as the site is highly accessible the 0.2/room standard can be applied. The increase in car parking with be more than doubled even though it is exceptionally well located.

The groups listed as living in boarding house development include students who are not likely to have a car, and retirees who would likely be using services in the local area.

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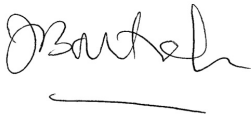
We fail to understand why a generic amendment is being considered where it is a business zones or a high density residential zone. Why would the government provide a lower cost form of housing and require more car parking where these zones are in centres?

CONCLUSION

The proposed amendment is significant and should not apply to a business zone or a high density residential zone. The amendment is in direct opposition to Government objectives to increase public transport patronage and to locate more affordable housing close to centres. The proposed amendment will result in in additional traffic conjection on already conjested roads.

Please do not hesitate to contact me on 0424 173 892 for any further information.

Yours faithfully,



JENNIFER BAUTOVICH