

10.10.Parking Draft DCP Amendments - Post Exhibition Report

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ATTACHMENTS	<ol style="list-style-type: none"> 1. Submissions Table [10.10.1 - 47 pages] 2. Section 10 Car Parking and Transport draft amendment - Post Exhibition report [10.10.2 - 19 pages]
CSP LINK	<ol style="list-style-type: none"> 1. Our Living Environment <ol style="list-style-type: none"> 1.2 Environmentally sustainable community 1.3 Clean and green places 2. Our Built Infrastructure <ol style="list-style-type: none"> 2.2 Vibrant public domains and villages 2.3 Prioritise sustainable and active transport 2.4 Efficient traffic mobility and parking 3. Our Innovative City <ol style="list-style-type: none"> 3.3 Distinctive sense of place and design excellence 4. Our Social Vitality <ol style="list-style-type: none"> 4.1 North Sydney is connected, inclusive, healthy and safe 5. Our Civic Leadership <ol style="list-style-type: none"> 5.1 Lead North Sydney's strategic direction 5.3 Community is engaged in what Council does

PURPOSE:

The purpose of this report is to outline the results of the public engagement process for a proposed DCP amendment relating to private car parking requirements in areas of high public transport accessibility.

EXECUTIVE SUMMARY:

- Council adopted a draft amendment to the North Sydney Development Control Plan (DCP) 2013 in relation to the provision of private parking. This was exhibited between September and December 2022 for 92 days.
- The intent of the draft DCP amendment was to reduce on-site parking requirements for high density development to reflect the excellent level of public transport accessibility in the corridor between St Leonards, Crows Nest, North Sydney and Milsons Point.
- Fundamentally, the draft amendment seeks to acknowledge that in areas of high public transport accessibility that coincide with high growth areas, private parking in new development should be managed accordingly given the established relationship

between carparking numbers and traffic generation. This policy approach is consistent with Council's *Ecologically Sustainable Development Best Practice Project (2014)* and the *North Sydney Transport Strategy (2017)*.

- The public exhibition of the draft amendment attracted a significant level of public submissions and discussion, with 351 submissions received. The majority of these opposed the draft amendment. Notwithstanding the opposition represented in the submissions made, it is maintained that the proposed reduction in private parking represented by the draft amendment is a sustainable, considered, and logical policy position to adopt in a highly accessible corridor that is the subject of very significant growth pressure.

- Several amendments are proposed in response to the exhibition process. This report recommends that the parking rate for a three or more-bedroom unit should have an allocation of one car space as opposed to the 0.7 spaces exhibited, and the requirement for a two-bedroom unit be raised from the exhibited 0.6 spaces to 0.7 spaces. This would bring this requirement into line with the City of Sydney's parking rates. In addition, it is recommended that Section 10.4 of the DCP (*Loading and Servicing Facilities*) be clarified to ensure smaller residential and mixed-use development includes on-site delivery/servicing space.

RECOMMENDATION:

- 1. THAT** Council note the submissions made to the public exhibition of the draft amendments to NSDCP 2013, forming Attachment 1 of this report.
- 2. THAT** Council adopt the draft amendment to NSDCP 2013, as amended, forming Attachment 2 to this report, in accordance with clause 14(1) of the Environmental Planning and Assessment Regulation, 2000
- 3. THAT** public notice of the publication of the amendment to NSDCP 2013 be given on Council's website in accordance with clause 14(2) of the Environmental Planning and Assessment Regulation.
- 4. THAT** all submitters be notified of Council's decision and thanked for their submissions.

Background

Council previously considered a report into the proposed amendments to *North Sydney Development Control Plan (DCP) 2013* at its meeting on 25 July 2022: [Draft DCP Amendment - Car Parking Rates \(nsw.gov.au\)](#).

The report outlined the detailed policy basis and contemporary transport and development context for the draft amendment proposed for parking rates in the DCP. These include Council's *Ecologically Sustainable Development Best Practice Project* (2014) and the *North Sydney Transport Strategy* (2017).

Subsequently, on 25 July 2022, Council resolved:

- 1. THAT the draft amendments to North Sydney Development Control Plan 2013 as shown in Attachment 2, be adopted for the purposes of public exhibition.*
- 2. THAT the draft amendment to North Sydney Development Control Plan 2013 be exhibited for 60 days and a report be prepared for Council following this process, outlining submissions received.*
- 3. THAT a Councillor Briefing be conducted on this matter.*

Councillor briefings were conducted on 2 May 2022, 5 September 2022, and 6 March 2023, to discuss relevant issues associated with the draft amendment.

The draft amendment builds on the public transport accessibility and mobility represented by both the introduction of Metro in 2024 and the existing heavy rail system. This is also supported by other public transport options. A relatively modest area of application (less than 15% of the local government area) is identified in the draft DCP (Figure 2) to reflect this level of high accessibility. In the context of the significant surge of development that is foreshadowed for the St Leonards/Crows Nest/North Sydney corridor and building on the trend towards lower household car ownership data in the corridor, the draft DCP proposes that lower on-site carparking requirements be included in the DCP 2013.

It should also be noted that Council's rates have been expressed as maximum rates for many years. This acknowledges that maximum rates of carparking is desirable, mainly to "cap" the traffic generation capacity of individual sites in an environment of generally good public transport availability. As discussed in section 3.1.5 below, this "capping" of parking rates is used in other parts of Sydney to manage traffic generation in precincts.

Report

1. Purpose

The purpose of this report is to outline the submissions received in response to the exhibited draft amendments to NSDCP 2013 maximum car parking rate controls that apply to new high-density development in areas with high levels of public transport accessibility.

The proposed amendments are in response to significant investments by the State Government towards improving public and active transport accessibility within the St Leonards, Crows Nest, North Sydney, and Milsons Point areas, and align with the objectives of Council’s adopted North Sydney Transport Strategy (NSTS). The amendments to the NSDCP provide a policy response to guide future development in highly accessible areas.

Specifically, the amendment proposes to reduce the rate of permitted off-street parking spaces in new development as described in Figure 1 below (as compared with current requirements).

Development	Current requirement (parking spaces per dwelling)		City of Sydney (Cat. A)	Proposed requirement
	R4 Zone	B4 Zone		
Studio	1	0.5	0.1	0.3
1 Bed	1	0.5	0.3	0.4
2 Bed	1	1	0.7	0.6
3+ bed	1.5	1	1	0.7
Visitors	1 per 4 units	0	0	0
Non Residential	N/A	1/60sqm		1/400sqm

Figure 1 – comparison between existing parking rates and proposed rates

The proposed amendment also represents a consolidation of off-street parking requirements for the R4 *High Density Residential* zone and development, and the B4 *Mixed Use* zones (as identified in the *North Sydney Local Environmental Plan 2013*). As Figure 1 above indicates, the B4 zone already has a modest parking requirement including nil visitor parking spaces. This represents the vast majority of the precinct (~84%) and in this context, the draft amendment is a refinement rather than a dramatic change. It should also be noted that this represents a slight increase in the parking rates previously adopted for the St Leonards Precinct in 2015.

City of Sydney’s parking rates are also included in column 4 of Figure 1 for comparison purposes.

2. Public Exhibition

The draft amendment to NSDCP 2013 (Attachment 2) was placed on public exhibition for 92 days, from 14 September 2022 until 14 December 2022.

The following provides a summary of the engagement methods that were used to generate awareness of the proposal:

- letter notifications to relevant developers, industry bodies and public authorities;
- memo to Precinct Committees;

- notification in Council’s e-Newsletters, including:
 - Council eNews October and November 2022 issues – (1,390 subscribers)
 - Precincts eNews weekly x 6 issues – (161 subscribers);
- a dedicated exhibition web page, including all documentation, contact information;
- online submission forms – 2,110 views during the exhibition period, including the following number of views:
 - Draft Amendment NSDCP 2013 - Part B Section 10 – 282
 - Information Sheet - 152
 - Council Decision of 25 July 2022 - 101
 - Community Engagement Strategy - 42
 - North Sydney Parking and Traffic Background Report – 42
 - Information Video -126 downloads and 260 views on YouTube;
- notification on Council’s social media accounts on two occasions (26 September and 6 October) including Facebook, Instagram, Twitter and LinkedIn;
- notification of the exhibition on the North Sydney Council website;
- digital TV notification with a QR code promoting the YourSay webpage displayed at North Sydney Council Customer Service Centre, in addition to all documentation, contact information, flyers, fact sheets, and physical submission forms;
- physical copies of all supporting documentation and contact information on display at Stanton Library; and
- information Sheets distributed to the Coal Loader Centre of Sustainability.

3. Submissions Overview

A total of 351 submissions was received in response to the public exhibition of the draft DCP 2013 amendment. A detailed breakdown of submissions is included in Attachment 1.

This included:

- 288 submissions that opposed the draft amendment, and 63 submissions in support. A number of Precinct Committees made submissions as listed below. They have been counted as a single submission for the purpose of the statistics outlined above;
- the Wollstonecraft Precinct Committee (28 attendees), Brightmore Precinct Committee (25 attendees), and Willoughby Bay Precinct Committee (16 attendees) resolved to support the amendment;
- the joint Edward/Union Precinct Committee (19 attendees) resolved to support efforts to minimise road congestion in the LGA so long as public transport are maintained/improved;
- the Lavender Bay Precinct Committee (attendee numbers unavailable) resolved to object to the Draft DCP amendment and requests deferral until after an LGA-wide review of parking provisions is completed;
- the Waverton Precinct Committee (14 attendees) resolved to object to the Draft DCP amendment; and
- industry submissions were also received from the Property Council, the Urban Development Institute of Australia, Urban Taskforce, and planning consultants representing various development interests within the area. All raised concerns with the draft amendment.

A summary categorising the suburbs from which the submissions were received is shown in Figure 2 below. 41 submissions came from an unknown location. A significant number of the 70 submissions that were identified as representing stakeholders in North Sydney, demonstrated interest in the Walker Street precinct.

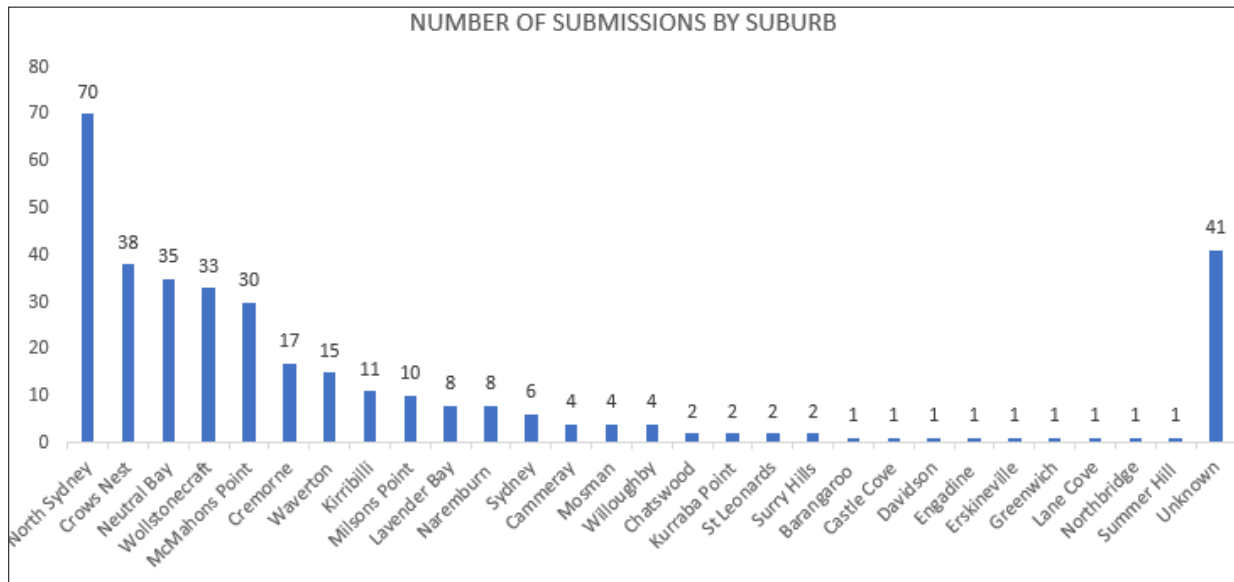


Figure 2 – Breakdown of origin of submissions

Some submissions also addressed matters that were not relevant to the amendment being exhibited. These included:

- excessive height and/or density and its impact on amenity;
- insufficient height and/or density and its impact on development feasibility;
- insufficient infrastructure to support the height and density uplift;
- review of the notion of maximum parking provisions; and
- consideration of draft site-specific DCPs.

The following sections summarise the submissions received and provide commentary in response. As general background it is important to note however, that the extent of change has largely been overstated in many of the submissions received. The proposed amendments are in direct response to significant development growth being experienced and foreshadowed in the short to medium term within the precinct in the context of an already very good level of public transport that will be further improved with the commencement of Metro operations in 2024.

The area of application of the proposed DCP amendment is limited to less than 15% of the total local government area (Figure 3). This represents both the area of most intense growth anticipated, as well as the area of highest public transport accessibility as previously reported in July 2022 (as part of the Public Transport Accessibility Level (PTAL) analysis). This precinct is represented by a very high proportion of Mixed Use B4 zoned land (~84%), with a much smaller proportion being High Density Residential R4 zoned land (~16%) – as shown in Figure 3 below. This is important because:

- the B4 zone is where the vast majority of development pressure and most intense development is occurring/likely to occur; and

- the existing parking controls for the B4 zone are only marginally less restrictive than those proposed as shown on Figure 1 above.

With the notable exception of a large site in Walker Street, North Sydney, which is the subject of a current Land and Environment Court appeal and several smaller ones, the R4 zone within the area of application is largely developed.

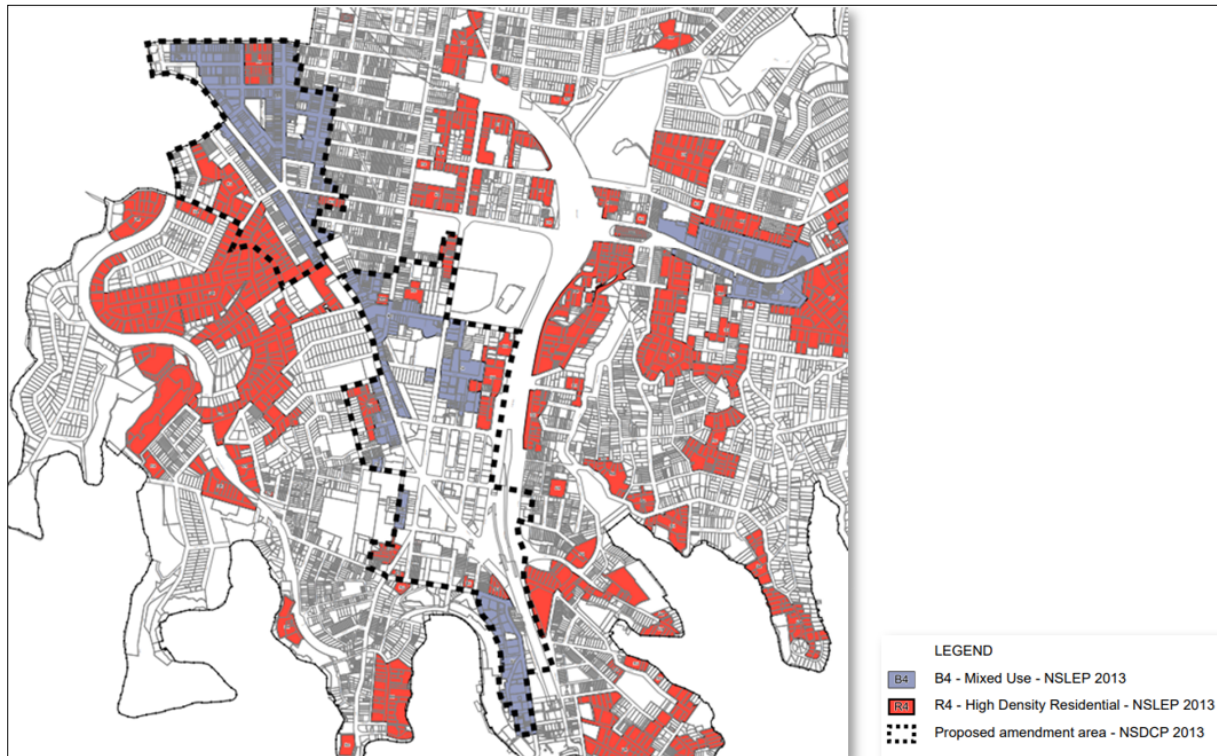


Figure 3 – extent of B4 and R4 zoned land within draft DCP amendment area

Figure 3 above highlights the distribution of the B4-zoned land (in blue) and the R4-zoned land (in red). As Figure 1 above illustrated, the draft amendment as it relates to the existing parking controls in the B4 zone that have operated for over 20 years, are not dramatically different to those proposed in the draft amendment. This includes no existing provision for visitor spaces. The difference between the proposed rates and existing rates within in the R4 is more significant. It should be noted that whilst some development will continue to occur in these areas, it represents a small minority of the amendment area, and most of these sites have already been developed. The B4 zone, on the other hand, retains significantly more development potential, much of which is being taken up in the *St Leonards and Crows Nest 2036* planned precinct area.

3.1 Concerns Raised

The following provides a summary of issues and concerns raised during the exhibition process. The more detailed summary at Attachment 1 provides additional information on the received submissions.

3.1.1 Increased competition for on street parking/spill into local streets

Many submissions expressed concern that the proposed amendments would result in:

- additional demand for limited on-street parking/spill of parking generation into local streets;
- occasional visitors would have no place to park on site and would need to park on congested streets;
- unrestricted parking will always be occupied; and/or
- more parking is needed, not less.

Comment

The proposed controls will continue to provide for a level of resident parking, albeit at a reduced rate. This is designed to take full advantage of the improved access represented by close proximity to excellent public transport, and to build on the already existing trend towards more car-free households. As discussed above, most of the change will be within the B4 zone, which as outlined in Figure 3, represents a shift rather than a fundamental change to parking provisions. In the context of significant increases in development expectations, and improved public transport, this is considered sensible and sustainable.

Notwithstanding this, the following matters are relevant in response to the concerns raised regarding the spill and additional demand for parking on local streets:

- the proposed amendment will continue to provide for a level of resident parking. Some submissions inferred that no parking would be provided on site which is not the case;
- the abundance of nearby public parking stations, which are significantly underutilised, especially after business hours, are public assets that may be slightly less convenient, but capable of serving a visitor parking demand;
- on-site parking for deliveries, trades etc. will continue to be provided for under the existing DCP provisions (this will be clarified as outlined in section 3.1.5 below);
- the distribution, timing, costing and availability of on-street parking, including resident parking schemes, are important considerations that are part of a different process being undertaken by Council. This will require significant levels of community engagement and will be undertaken in the medium term. It is acknowledged that private on-site parking is one component of a wider spectrum of important parking matters. However, the current influx of new development with its associated traffic-generating potential requires immediate attention, given the significant development interest and potential within the identified area.

3.1.2 Public transport doesn't meet all community needs

Many submissions identified that ad-hoc, unplanned, unusual trips, and those difficult-to-reach destinations by public transport, would be made more difficult with the proposed amendments. Other related matters raised include:

- residents need both public and private vehicle transport;
- cars are needed to carry groceries and heavy items;
- public transport can be slow, uncomfortable, and unreliable; and
- public transport is not accessible all hours, and is limited on weekends.

Comment

It is acknowledged that some trips are either more difficult/cumbersome or more time-consuming on public transport. It should be noted that the amendment does not seek to create a zero-parking environment. It will provide for less parking in an environment of significantly improved public transport to be delivered in the short term. New residents in these developments will have a choice of purchasing an apartment with or without a car space. As previously reported, the precinct already has 24%-28% of car-free households (2021 Census – Figure 4), which is higher than the LGA rate of 18.3%. There are over 6,200 car-free households in the LGA, and car ownership rates are falling (between the 2011 and 2021 Census periods). The amendment seeks to reinforce and build on this trend in the context of improving public transport and changing travel behaviour. This is a much more sustainable approach than providing all residents with a car space when they may not need/want one, thereby continuing to encourage private vehicle travel, which as discussed in the previous report, has the propensity to generate more traffic on local and regional roads, and is simply not sustainable in a fast-growing and increasingly congested precinct (and city more widely).

It also stands to reason that those who either own or are reliant on regular private car use, are very unlikely to occupy an apartment that does not have an allocated car space. This is consistent with the growing number of car-free households in North Sydney.

In highly built up and growing areas like the St Leonards/Crows Nest/North Sydney/Milsons Point corridor, some new residents will increasingly be reliant on non-private car-based travel like car share, ride share, public transport, and active transport options.

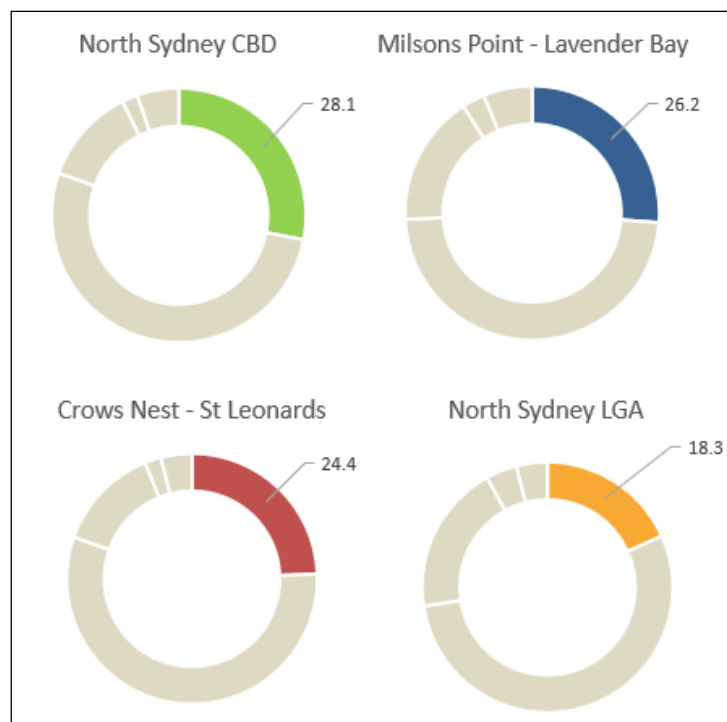


Figure 4 – % of car free households within the precinct and LGA (Source: 2021 Census)

3.1.3 Specific groups require a car (elderly, young children, shift workers)

Many submissions stated that the population has a diversity of mobility needs (the elderly, children, shift workers, people with pets etc.), and not all journeys can be accommodated by public transport.

Comment

This is acknowledged. As discussed previously, the proposed amendment does not seek to completely create car-free private developments. Private parking will continue to be provided on-site, albeit in a somewhat reduced quantity. This will continue to serve those new residents that may have a greater, less avoidable need for a car. The proposed amendment recognises that some level of car use will continue to be required. Building on an existing trend of car-free households, and in acknowledgement of a clear relationship between private on-site parking and traffic generation (see section 3.1.5 below), a reduced level of parking is sensible and more sustainable, in an environment of dramatic and sustained growth and significantly improved public transport accessibility.

3.1.4 Lack of Visitor Parking

Many objections were raised in response to the proposal to provide for no visitor parking. Other issues raised included:

- family and friends will be discouraged from visiting North Sydney; and
- trades, deliveries, services etc. would not have a place to park.

Comment

As discussed previously, the existing parking controls for the B4 zone do not include visitor car parking spaces. These controls have applied for many years. For most of the precinct (84%) therefore, this represents no change to the current policy position on visitor parking. It is noted that this policy position has been in place for more than 20 years.

Notwithstanding this, the following matters are relevant in response to the concerns raised about visitor parking:

- the proposed amendment will continue to provide for a level of resident parking. Some submissions inferred that no parking would be provided on-site, which is not the case. A component of the total number of parking spaces on-site can be provided for visitor parking if this is a desired outcome at the development stage. This is the situation currently within the R4 Mixed Use zone and has been for at least 20 years;
- the abundance of nearby public parking stations which are significantly underutilised, especially after business hours, are public assets that may be slightly less convenient, but capable of serving a visitor parking demand.;
- on-site provision for deliveries, trades etc. will continue to be provided under the existing DCP provisions, although an amendment to the DCP can be included in section 10.4 *Loading and Servicing* to clarify these requirements for smaller (less than 30 units) development; and
- the distribution, timing, costing and availability of on-street parking, including resident parking schemes, are important considerations that are part of a different process being undertaken by Council. This will require significant levels of community

engagement and will be undertaken in the short to medium term. It is acknowledged that private on-site parking is only one component of a wider spectrum of important parking matters and issues. However, the current influx of new development with its associated traffic generating potential requires immediate attention, given the significant development interest and potential within the identified area.

If Council were to review the policy position regarding visitor parking, it would need to bear in mind that this would represent the introduction of a new type of parking within the B4 Mixed Use zone, as visitor parking has not been provided in the zone since at least 2002.

If Council wanted to introduce visitor parking only in the R4 High Density Residential Zone, it could consider a reduced rate of one space per six dwellings, which is the rate applied in Category B areas (second-most accessible) in the City of Sydney. An amendment such as the former, latter, or both, would require consideration of whether the draft DCP would require re-exhibition.

Recommendation:

- a. That section 10.4 of the DCP (*Loading and Servicing Facilities*) be clarified to ensure smaller residential and mixed-use development (containing less than 30 dwellings) includes on-site delivery/servicing space.
- b. That visitor parking remain as exhibited.

3.1.5 Proposed amendments are unclear/unfounded

Some objections raised concern that the proposed amendments lacked rigour or were unwarranted. These included:

- the correlation between off-street parking and traffic congestion has not been demonstrated;
- local residents are not responsible for traffic congestion;
- the transition time for implementation of DCP is too short/more consultation is needed.
- TfNSW is updating its guide to *Traffic Generating Development* - inappropriate to proceed whilst this is happening;
- The proposed parking rates will be the most restrictive in Sydney; and
- the amendment is based on cities that are different (e.g., flat with efficient public transport systems, bikeways etc.).

Comment

There is a clear and documented relationship between the amount of off-street parking provided and the amount of traffic movement generated from sites. There is abundant analysis showing the relationship between car ownership, parking spaces, and traffic generation. The variable of parking spaces is not sufficient to account for all the variances of car driving, but it is nonetheless positively correlated.

McKibbin¹ showed in 2011 that there is a strong relationship between car ownership and public transport use. Bitzios² conducted a small survey of apartment buildings (2011, for Roads and Maritime Services – now TfNSW) which showed that the best models of predicting traffic generation include the number of parking spaces. Robert Cervero³ is a leading researcher in the impact of built form on transport behaviours. His 2002 work *Built Environments and Mode Choice: Toward a Normative Framework* (cited over 1,100 times) shows that low car ownership households are associated with lower 'drive alone' mode share and higher transit mode share.

The research shows that car parking indeed isn't the only predictor of traffic generation. Traffic generation is a function of many variables, including public transport access levels and accessibility of jobs by car. There is, however, a clear relationship.

One submission cited a small transport/traffic study regarding some traffic generation surveys conducted in North Sydney and Green Square, arguing that they demonstrate no statistical relationship between traffic generation and parking provision.

It has not been demonstrated whether the sites in that study represent a random and unbiased sample and it is noted that raw survey results are also not provided. Notwithstanding this, the data has been externally reviewed and it is observed that in contrast with the study's claims that there is no meaningful relationship between parking provision and traffic generation, it does indeed show a relationship. The positive relationship reflects that an increase in car parking is correlated with increased traffic generation.

The draft DCP was adopted by Council for public exhibition in July 2022 and exhibited between September and December 2022. Many submissions call for an exhibition process of at least 90 days, with the draft amendment exhibited for 92 days. If adopted by Council, it will come into effect nine months after being adopted by Council, and five months after being exhibited. This has not been a rushed process and, as discussed throughout this report, is in response to an immediate need represented by significant levels of new development being proposed in the short term throughout the precinct.

The review of the TfNSW *Guide to Traffic Generating Development* update does not have any confirmed timeframe for release. For the reasons outlined in this report and the June 2022 report, the proposed amendment is time-sensitive given the extent of growth foreshadowed in the short term.

The rates proposed are "restrictive" by Sydney standards, but as discussed, they will apply to a small and well-connected component of the North Sydney local government area, an area that will have excellent public transport accessibility - far better than many parts of Sydney.

¹ McKibbin Matthew, 2011. *The Influence of the Built Environment on Mode Choice – evidence from journey to work in Sydney*

² Bitzios Consulting, 2017. *Trip Generation Surveys High Density Residential (Car Based) Analysis Report*, (Unpublished)

³ Cervero Robert, 2002. *Built Environments and Mode Choice: Toward a Normative Framework*

Many Councils adopt maximum rates of on-site parking in highly accessible areas, including the City of Sydney, Parramatta, Waverley, and parts of the Inner West. Whilst rates vary, this is fundamentally a tool to cap parking rates, compared with minimum rates which seek to simply meet demand. More contemporary transport planning practice is to manage this supply in favour of more sustainable transport options rather than meeting “demand” which would, in the longer term, fuel demand for more road infrastructure as the population grows. This is being seen with the Western Harbour Tunnel infrastructure project and all its associated local impacts, which have been well documented in previous Council reports.

In consideration of some of the submissions made, and further review of other LGA parking rates, it is considered reasonable to increase the rate of parking from 0.7 to 1 space for a three or more-bedroom unit. Similarly, the rate for a two-bedroom dwelling is proposed to increase from 0.6 to 0.7 car spaces. This adjustment will take the proposed parking rates to a similar level that is applied in Category A (high accessibility) locations in the City of Sydney.

It is reasonable to assume that three-bedroom dwellings will be occupied by larger groups where the propensity to drive a private vehicle is less avoidable than for smaller dwellings. This is considered a reasonable compromise which will not undermine the integrity of the proposed amendment.

Recommendation:

That the rate of parking for three bedroom or more-dwellings, be increased from 0.7 spaces to 1 space, and that the rate of two-bedroom dwellings be increased from 0.6 to 0.7 car spaces per dwelling.

3.1.6 North Sydney won't be an attractive place to live/Impact on local business

Many submitters argued that:

- the places impacted by the draft amended will decline in attractiveness and may be avoided by people; and
- the draft amendment will have an adverse impact upon business, trade, and visitation.

Comment

Broadly, reduced car environments mean less hard surfaces, less landscaping, less need to spend on increased road capacity infrastructure, and reduced marginalisation of pedestrians and cyclists. In general terms, a reduced level of reliance on private car travel generally equates to more comfortable and inviting pedestrian environments.

The potential creation of Miller Place is a good example of an environment that is rich in public transport and seeks to push to the edges the influence of parking, associated infrastructure, and road environments and in doing so, increase levels of amenity and attractiveness.

There is an abundance of parking infrastructure within the precinct that may be less convenient than either parking on-site or in very close proximity. As discussed previously however, in a fast-growing precinct where road congestion is increasingly problematic, more sustainable approaches to managing parking and trip generation are essential.

3.1.7 Traffic congestion will get worse

Many submitters expressed concern that the draft amendment would worsen traffic congestion. Others stated that:

- traffic will increase and worsen air pollution as people look for scarce on-street parking spaces; and/or
- planners increase densities and ignore the traffic congestion created.

Comment

The evidence drawn from long-established practice documents like the roads authority's (RTA then RMS) *Guide to Traffic Generating Development*, and as discussed in section 3.1.5, is that there is a direct relationship between on-site parking and traffic generated. As a rule, the more parking is provided, the more traffic is generated. As discussed above, there is abundant analysis showing the relationship between car ownership, parking spaces, and traffic generation. The variable of parking spaces is not sufficient to account for all the variances of car driving, but it is nonetheless positively correlated.

3.1.8 Other better environmental transport policies

Some submissions argued that there were better policy areas to be pursued like:

- electric cars; and/or
- improved public transport, cycling infrastructure, car sharing, and pedestrian infrastructure.

Comment

Other environmentally sustainable transport initiatives are being pursued by both the State Government and Council and indeed in some cases, by the private sector. These should not be seen as mutually exclusive. It is acknowledged that off-street parking is only one component of the spectrum of parking issues and that there is an important interrelationship. As discussed throughout this report, a comprehensive all-encompassing parking strategy, whilst highly desirable and much needed, will take time, comprehensive consultation, and refinement. The immediate need in the short term is to ensure that there is some balance between the traffic and congestion impacts of these developments, and the convenience of private on-site parking. This latter issue cannot be revisited once basement car parks are built.

3.1.9 Resident Parking Permits

There seemed to be some confusion amongst some submissions that the resident parking scheme would be extended to new residents. Some expressed support for this whilst others (the majority) thought that this should not be the case.

Comment

There is no intent to change the resident parking scheme. At present, residents in new development are not entitled to parking permits. Clearly, there is an ongoing undersupply of on-street parking spaces, and increasing the number of permits given to new residents will only place additional pressure on this. The methodology for the distribution of resident

parking permits is a matter that will need to be carefully addressed as part of the broader parking strategy previously discussed.

3.1.10 Amendments are Designed to Favour Developers

Many submissions made strong representations that the proposed amendments to parking rates were designed to make development easier and cheaper for the industry, by reducing construction costs.

Comment

Representations have been made by various industry peak body groups such as the Urban Taskforce, Urban Development Institute of Australia, the Property Council of Australia, and various consultants acting for landowners with development interests objecting to the proposed controls. Some of these submissions argue that the proposed controls will have an economic impact, and the feasibility of projects may be affected if less parking is provided. By virtue of these submissions, it is clearly not the case that Council has designed the draft controls to somehow favour the development industry.

Support

63 submissions which expressed support for the draft amendment exhibited. Feedback received includes:

- the draft amendment will limit the growth of future traffic congestion;
- the proposed amendment should also include Cremorne and Neutral Bay;
- additional environmental public policies (like car sharing, electric cars, pedestrian/cycling infrastructure etc.,) should also be promoted;
- there is a correlation between off-street parking and traffic congestion/roads will struggle to cope with new development;
- it will encourage people to walk, cycle, and use public transport;
- North Sydney is well served by public transport, and it should be utilised and encouraged;
- positive environmental impact; and
- greater housing choice and affordability.

With regard to the extension of the draft amendment to Cremorne and Neutral Bay, it is noted that there is currently a planning study being undertaken in the latter of these localities. This will make specific recommendations about parking amendments if required. It is also noted that the high PTAL accessibility analysis previously reported for that precinct is largely based on bus availability and not rail/metro.

4.1 Car Share

A submission was made by GoGet, a car-share company which operates throughout Australia. It was broadly supportive and recommended some amendments to clause 10.2.2 of the DCP, e.g, parking rates per dwelling. This clause already includes provisions for car sharing. Whilst worth considering, the adoption of the recommendations in the submission would almost certainly require re-exhibition and will therefore be considered as part of a future amendment.

Options

Council has the following options in relation to this matter:

1. Do nothing/take no action and abandon the draft amendment.
2. Delay this work and conduct in tandem with more holistic review of on-street, off-street, and parking station parking, as well as the resident parking scheme.
3. The recommended option.

These options are assessed in the table below.

Option	Finance/Resourcing	Risk/Opportunity	Consultation
1.	Taking no action will have a negligible financial/resourcing impact.	Abandoning the draft amendment will represent a lost opportunity to manage traffic and congestion impacts in a precinct that is improving in its access to public transport at the same time as growing rapidly.	Beyond this report, consultation would not be required should the draft amendment be abandoned.
2.	Delaying this work will not have a financial impact, although from a resourcing perspective, it should be noted that the work program of the Strategic Planning team next financial year is very compressed.	A review of all matters relating to on-street and off-street parking will provide a more holistic outcome that provides a more comprehensive picture of parking issues, problems and solutions. However, in the context of high levels of new development being proposed in the short term, the more holistic work, with its necessary levels of community engagement would be a time-consuming task. In the meantime, new development within this highly accessible precinct will be able to be approved with higher levels of private parking and all its associated long-term impacts. The opportunity to manage an important aspect of parking policy will have been somewhat lost.	Parking policy is a matter of great community and stakeholder interest. Preparing a holistic policy that deals with off-street and on-street parking, pricing, public parking stations, and a resident parking scheme, is a large and involved task that would require several rounds of comprehensive community and stakeholder consultation and engagement.
3.	Pursuing the recommended action will have negligible	Notwithstanding the significant level of objection for the proposed amendment, for all the environmental, amenity, safety and traffic management	Further consultation is not required.

Option	Finance/Resourcing	Risk/Opportunity	Consultation
	financial/resourcing impacts.	reasons outlined in this and previous report, the recommended course of action is sound, sustainable and reflects best practice transport planning principles. It is noted that an amendment is also recommended for larger dwellings (3 bedroom+ units), allowing a slightly more generous parking allocation in response to submissions.	

Option 3, is recommended for the following reasons:

- The option is in response to fundamentally changing circumstances, with the arrival of the Metro to supplement existing heavy rail and other public transport. It builds on an already existing and growing proportion of no-car households in the precinct and builds towards a more sustainable built and natural environment. This is supplemented by a small amendment to increase the parking rate for two-bedroom dwellings from 0.6 spaces to 0.7 spaces, and three or more-bedroom dwellings from 0.7 car spaces to 1 car space in recognition of the likely less-avoidable demand for private car trips generated by larger dwellings. This will bring these rates to be in line with, and in fact more “generous” than, the City of Sydney parking rates (for Category A areas).
- Pursuing this option represents an efficient policy response to a looming influx of new development within the precinct. The process of internal research and review has been undertaken, and the subsequent community engagement completed.
- Community consultation has been conducted, and whilst not surprising that the majority of submissions raised concerns with the proposal, this should not unduly deter sensible transport policy from being pursued in the fundamentally changing environment described in this report.

Consultation requirements

Community engagement has occurred in accordance with Council’s *Community Engagement Protocol*. The detail of this report provides the outcomes from the Engagement for Council to consider prior to adoption.

Financial/Resource Implications

This report promotes a policy change to private parking requirements in certain development. As such, there are no direct financial implications for Council.

Legislation

The legislative requirements associated with this draft DCP amendment have been met until this part of the process. If adopted, the amendment will be finalised and given effect in accordance with the requirements of the Environmental Planning and Assessment Act and Regulation.

Conclusion

There was significant community interest in the exhibition of the draft DCP amendment as discussed in this report. There is no doubt that in a fast-growing city like Sydney where congestion, mobility and accessibility are increasingly problematic, any discussion regarding changes to parking policy is likely to elicit a strong response. This is especially understandable in a city which has, in modern times, fundamentally evolved and been shaped largely based on private car travel being the dominant form of convenient transport.

It is also increasingly clear that relying on policy settings for parking and access that served the city well in the past, is no longer a sustainable option in the context of growing congestion, and impacts on livability and amenity.

The draft amendment to the North Sydney DCP represents a reduction of on-site parking in a select, highly accessible part of the local government area. This policy position builds on the growing number of car-free households in the precinct but acknowledges that a level of off-street car parking will continue to be required by some households. The amended rates are in fact an adjustment to the B4 Mixed Use zone current rates which will account for the overwhelming majority of new development. The policy position also acknowledges the existing underutilised public parking available within the precinct, diverse transport options available like car-share and ride-share, and active transport options to supplement public transport. Importantly, it seeks to install one component of the range of measures that will be required to work towards a reduced reliance on private car use, and its impact on the built and natural environment.

ATTACHMENT

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
1	Support	North Sydney will be more livable	Support the amendment. North Sydney needs to transition to more sustainable and space efficient transport modes, and less private car use.
2	Object	Specific groups of people require a car Public transport does not meet all the community needs	Better to make the developers provide it than risking pressure on-street parking. Will make it more difficult to park when doing quick-shops eg at Crows Nest, and will push vehicles into nearby residential areas. More difficult for those with mobility limitations who need to drive (& park).
3	Support	No comments	Support this direction where a property has access to high quality public transport, the need for a car should be eliminated in most cases.
4	Object	Loss of on street parking North Sydney will not be an attractive place to live	Reducing the number of car parks will add strain on the community and the existing street parking. There is a premium on rentals and properties with car spots. The reduction in car parks will only benefit developers and landlords.
5	Object	Specific groups of people require a car Public transport does not meet all the community needs Loss of on street parking	It is already exceptionally difficult to find an untimed parking space as a resident, a visitor to a business or resident or for trades people trying to work within the North Sydney Council Area. The public transport infrastructure within Sydney does not adequately meet the needs of people who need to travel for work or leisure outside of peak times, or across the city. Residents who surf, play golf, play cricket or other sporting activities that require equipment require a car and women who commute outside of traditional working hours face greater safety risks. A better approach would be to limit development sizes and allow tradespeople, contractors or visitors to the residence to be able to park off street.
6	Support	North Sydney will be more liveable	I support the reduction on parking rates, as this will help with housing affordability.
7	Object	Loss of on street parking Public transport does not meet all the community needs	Local resident in low rise block with no parking. Very difficult to park today. This will make it worse. Public transport is not an option for all
8	Object	Other issues	All developments must have mandated off street parking for all residents/tenants/visitors. Do not agree that not providing parking will reduce cars in the area. At a time we are losing green space and amenity to new tunnel projects and privatised toll roads, the argument can't be made that cars need to be reduced. People already live and work in this area, and huge development projects are increasing that burden. Off street parking must be mandatory.
9	Support	Additional environmental public policies that should be promoted	Policies such as this appear to bring North Sydney into line with many other council and local authority areas with dense urban environments. This may encourage developers to either maximise parking by better design or reduced cost of premises due to no parking for that unit/apartment.
10	Object	Public transport does not meet all the community needs There are better environmental public policies North Sydney will not be an attractive place to live	I don't believe that the NSW transportation network is at a standard where all residents of North Sydney Council can get by without the need for a vehicle. This proposal seems like a short-sighted view accounting for only areas like North Sydney where some residents have ease of access to the Sydney train network. If this proposal was to go ahead I'd like to see it only implemented in new developments that have close/immediate access to major train stations such as North Sydney & St Leonards and to be reviewed for the areas that will be in close proximity to the new Metro network once it is fully completed and operational. I'd also like to see further expansion of "share vehicle" and "share bike" programs within the area, and the addition of more bicycle lanes to support those that will be forced to seek alternation transport options.
11	Object	Specific groups of people require a car Public transport does not meet all the community needs	Not everyone works near to public transport and not everyone has the benefit of a direct transport link, often needing two or more changes of bus/train to get to their destination. Disabled people also rely heavily on car transport
12	Object	Public transport does not meet all the community needs Loss of on street parking	Everyone has and needs cars. Developers should put in more parking for residential and other development. Will still require a car to visit family, friends, to go away etc. Not supplying parking permits just clogs up the small amount of unlimited parking that we already have.
13	Object	Specific groups of people require a car Public transport does not meet all the community needs	Access to public transport is not universal across the council area. Older residents are dependent upon the car to access church as well as banking and medical appointments. Altering the ability to park will have a detrimental affect on our wellbeing .

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No.	Support / Object	Main issues	Submission
14	Object	Specific groups of people require a car	Will only lead to residents parking in limited on-street parking spaces. Will unnecessarily cause available on-street parking spaces to be used by residents of new developments and impact on ability to accommodate visitors etc. The reality is that almost everyone owns at least one motor vehicle, if not two especially if they have children or need a motor vehicle due to mobility issues. The proposed policy will cause unnecessary congestion on our streets as residents wait for an on-street parking space to become available. If on street parking isn't available, residents will have to park in nearby streets causing congestion in those streets.
		Lack of visitor parking	
		Loss of on street parking	
		Traffic generation	
15	Object	Public transport does not meet all the community needs	While a fraction less than one space allocated per studio apartments is reasonable, for 2-3 bedrooms least one space is required. This also does not allow for any reasonable quantity of visitor parking. Public transport in the North Sydney area is disjointed, poorly interconnected and unreliable. Fewer parking spaces in developments will place increased pressure on street parking and commercial parking stations which are already overpriced and inconvenient. Fewer parking spaces in developments will place increased pressure on street parking and commercial parking stations when the limited street parking and expense of commercial parking stations is a deterrent to short visits to offices and commercial premises generally in North Sydney. The typical occupants of 2 and 3 bedroom apartments will still generally have one car, even if the public transport worked. Averaging one space for these plus some allocation for visitor parking is therefore essential to prevent further imposts on the district. The claim that all of these spaces correspond to an identical number of car journeys will only be true while public transport fails to be useful. Public transport that works is sufficient incentive to leave the car at home.
		Loss of on street parking	
		There are better environmental public policies	
16	Object	Lack of visitor parking	Disagree with limiting parking to 0.6 car spaces for each 2 bedroom apartment. This action is discriminatory as it will deprive many North Sydney residents from independent car ownership - compared to other people living in Sydney Metropolitan area. In addition, all apartment blocks must have visitor parking - for cleaners, tradesmen and other people conducting building maintenance. Employees should be discouraged from driving to North Sydney area for work by higher business day parking fees. Hopefully the new Metro stations in Crows Nest and North Sydney from 2024 will also help reduce business related traffic. If Council wish to contribute to the environment, instead of depriving their residents of car ownership Council should enforce that all new apartment blocks must install mandatory electric car chargers for all car spaces.
		The DCP amendment is unfounded/ unclear	
		There are better environmental public policies	
17	Object	Loss of on street parking	There is not enough parking
18	Support	Support impacts on the environment	Support the proposal for the following reasons: <ul style="list-style-type: none"> It is plainly the case that the more car-parking is provided in high density residential developments, the more car-transport within the Sydney Metropolitan Area becomes locked in. This leads to greater congestion; less pedestrian activity around the developments and leakage of economic activity from the locality; reduced pedestrian amenity; and a greater cost of housing. There are alternatives to owning a car. Policies to reduce car dependency don't prevent someone from owning a car. There will still be car spaces available which can be paid for. For those who might be taking large items into the North Sydney area from outside of it, short-term, pick-up/drop-off areas can be provided. Electric cars will not neutralise the global warming problem.
		Traffic reduction	
		North Sydney will be more livable	
19	Object	Local businesses require parking for their customers and suppliers	Proposed policy is unrealistic and takes no notice of the wishes of the community, nor does it acknowledge market forces. Many residents already use public transport or walk locally but like to have the option to have our car available at our homes. To deny garaging at our homes will only place more pressure on street parking, further reducing that resource for local business activity.
		Public transport does not meet all the community needs	
		Loss of on street parking	
20	Support	The DCP amendment is unfounded/ unclear	Support the Council's efforts to improve amenity. Ensuring that shadows do not undermine the attractiveness of the streets is very important. Similarly providing sufficient space for lively retail and hospitality firms to activate the new areas is critical. Residents choose to pay a premium to live in North Sydney LGA and not the quiet suburban parts of the north shore. These measures will support the attractiveness of the area
		North Sydney will be more livable	
21	Object	Public transport does not meet all the community needs	Many people have hobbies and sports which require car transport. It is not for council to curtail people's access to their hobbies and sports in the name of "easing congestion". There is no easy public transport to any local golf course so are we, as a society, to change our sports just to fit in with council's vision? Even getting to a nearby beach such as Balmoral is pretty hard work without a car. We have so little outdoor open space for recreation - we need to be able to easily access it elsewhere. Likewise, people who have to take musical equipment, tools, shopping etc. It is not correct to assume that most citizens do not need a car and a car space. Public transport around Sydney and into the country is not reliable, frequent or efficient. To drive somewhere in Sydney it can take one

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			third of the time or less that it would take to get to the same destination on public transport. Many of us have family in regional NSW and we need a vehicle so that we can visit them. It isn't reasonable for council to force public transport on them when it is unsafe, slow, inconvenient and can make transporting needed supplies and equipment impossible. North Sydney Council should be looking to increase parking not decreasing it.
22	Object	Specific groups of people require a car Public transport does not meet all the community needs Loss of on street parking	People in North Sydney need cars for work in areas with lack of public transport, for work business meetings often taking other staff, for taking kids to school, for caring for elderly parents including taking them to doctors etc, heavy shopping trips, travelling socially, picking up kids in the middle of the night, travelling during the many train strikes/ track works as buses are never enough to replace a train, travel in common occurrence of severe rain etc. People without car spaces are always begging for a space to rent from others in the building as even bedsitter occupants need cars. We catch public transport when we can but there is no way we could live by public transport alone. Visitor parking is expensive. North Sydney needs more parking, not less!
23	Object	Public transport does not meet all the community needs There are better environmental public policies	In rain, public transport and cycling are intolerable. We need cars and we need more road infrastructure and more parking to keep up with growth. I heavily support the western Harbour tunnel and beaches link as they will bring prosperity to all of greater Sydney. Sydney public transport is poor and limiting car parking leaves us with nothing.
24	Object	Public transport does not meet all the community needs Other issues	This will only suit developers because they do not want to provide parking. If people choose not to use their parking spots, that is up to them. Reducing the number of spots complicates life for many of the tenants who live in medium to high density buildings. Public transport is poor.
25	Support	North Sydney will be more livable	I support the proposed changes. Encouraging the use of public transport by normalising it is an important part of modern city building.
26	Object	Traffic generation North Sydney will not be an attractive place to live	People still will own cars and need them even if not used regularly. This proposal will just push more cars onto our already congested streets. It also just gives more profits to developers who won't need to provide parking.
27	Object	Loss of on street parking	You need more off street parking, not less. Developers must include more off street parking in new developments not less.
28	Object	The DCP amendment is unfounded/ unclear There are better environmental public policies	This idea is based mostly in European cities and doesn't work for the hilly environment of North Sydney, that relies on poor public transport. The city of Brisbane already realised the mistake of reducing the min car parking allowances for apartments due to overcrowding of local low density street with cars from the units. Basement car parking paid by the developers and ultimate the buyers has minimal impact over housing affordability. More sustainable measures like minimum EV charging facilities for multi unit residential will definitely have a better impact and encourage adoption of greener means of transport suitable for North Sydney's street network and geography.
29	Object	Public transport does not meet all the community needs Loss of on street parking	There is limited street parking already this will increase demand for the limited street parking available. It would be far safer and better for all to have the cars parked off street. I live close to public transport but still need a car to travel for family and business reasons (which public transport cannot cater for).
30	Support	Additional environmental public policies that should be promoted	I'd like to recommend that parking places are included in new developments for Car Share operators. These spots should be paid for under maybe some kind of Lease Arrangement. This would further encourage purchasers to forgo owning a car. I would also comment that while Council is working towards encouraging use of public transport there should also be strong focus by Council on motivating better and more efficient public transport options to be delivered by our State govt. Otherwise all Council's efforts will simply be a further impost on living in North Sydney.
31	Object	Public transport does not meet all the community needs Loss of on street parking	Will have a disproportionate impact on young people looking to purchase a home. This proposed change will make new developments incredibly undesirable for purchase. Public transport services are poor and do not service all areas of Sydney. Additionally, the proposed change produces an obstacle for those wishing to travel out of Sydney. Vehicles will not be removed from our roads, but pushed into on-street parking clogging public spaces.
32	Support	Support impacts on the environment North Sydney will be more livable	I believe that these changes are great and that council should look at implementing further such restrictions in the future. It is nice that council is listening to the experts on the impacts of induced demand, and I believe this will be a support change towards a greener society with higher bike and public transport usage. Please also ensure adequate cycleways are installed in these areas as the low car ownership rates and high density will make cycling an excellent way to get around.
33	Support	Traffic reduction The DCP amendment is founded/ clear	Support Council policy to reduce the number of vehicles in North Sydney by reducing available car spaces in new apartment buildings

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No.	Support / Object	Main issues	Submission
34	Object	Specific groups of people require a car Public transport does not meet all the community needs The DCP amendment is unfounded/ unclear	There is very little chance this will impact the level of car ownership. The fact that public transport options are available within the area does not remove the need, or desire, for individuals to own vehicles. Public transport is not always available, is not reliable, and in no way replaces the utility of a vehicle for, amongst other things, weekend trips, emergency travel, or shopping. The outcome of this proposal will only result in even more vehicles taking up ever fewer on street parking spaces.
35	Object	Public transport does not meet all the community needs Loss of on street parking North Sydney will not be an attractive place to live Other issues	If the public transport was reliable and could actually take you anywhere you needed to go, perhaps less parking would be an option. Unreasonable to expect people not to park their cars near their house especially for groceries and the like. Will have significant on the lives of real people. And all for what? Slightly prettier streets? Slightly less congestion?
36	Object	Loss of on street parking The DCP amendment is unfounded/ unclear	The on street parking is already a huge problem in the area. Doing this will not get people to not buy a car. All that will happen is that you will have many more angry and frustrated people who will park illegally and block driveways.
37	Object	Public transport does not meet all the community needs Loss of on street parking	Agree with the intent of the proposed control but concerned that it will be applied to the greater LGA where public transport links are not as easily accessible. If off-street parking was reduced (for new developments) residents and their visitors will increasingly battle for a decreasing number of on-street parks making things worse for pedestrians, residents and local businesses alike.
38	Object	Specific groups of people require a car Public transport does not meet all the community needs The DCP amendment is unfounded/ unclear North Sydney will not be an attractive place to live	We are getting 2 new Metro stations within the North Sydney LGA which is great for travellers who need to travel between Tallawong and the city and South West Sydney, however, there has been no consideration as to how limiting the number of parking will increase the need for on street parking and the relating commercial car parking stations. We do not live in a metropolitan area like London or New York where people don't need cars as they can depend on very reliable transport options at every other street corner. In North Sydney people still need cars to get kids to school, to go to the doctor, to go shopping, visit friends and family in other areas of Sydney and for recreation, going to the beach / national parks etc. The public transport service we have does not out way the benefits of a person having a car. If you want to reduce the need for cars you need to make it more beneficial for people not to have them. This plan benefits developers who save on parking.
39	Support	No comments	Support the changes, except that table 1 should be maximum parking rates, not recommended.
40	Object	Lack of visitor parking Loss of on street parking	Reducing parking spaces in new residential developments severely impacts residents in the adjacent low density residential areas. Inevitably, some residents of new high-rise developments will have cars, and if they can't park them in their building they will seek parking in the surrounding streets. This will include visitors, tradespeople etc. The practical reality is that without saturation enforcement of timed parking limits, the spaces just aren't there. Even with a resident parking permit, it is difficult to find on street parking. Unless you address the existing parking issues, reducing spaces in new developments only make the situation worse.
41	Object	Public transport does not meet all the community needs Loss of on street parking	While I applaud NSC attempts to reduce traffic and pollution, it is naive to assume that living near public transport will mean people won't have a car. Parking is a significant problem around the North Sydney area and we don't need more cars trying to find long day parking on our streets. Please make all new residential developments have at least car space per dwelling.
42	Object	Loss of on street parking Traffic generation North Sydney will not be an attractive place to live	A reduction just means new residents in the developments will put more cars on the street further limiting the little amount of street parking in the surrounding areas currently. The more spaces for parking in the height density building developments the better for the surrounding community. A reduction in the car spaces is sought by developers to reduce costs.
43	Object	Loss of on street parking Traffic generation North Sydney will not be an attractive place to live	Sometimes you just need a car or a visitor car spot. Residents who don't normally have a car may need a car temporarily. Some residents need visitor spots for loved ones or carers to visit. If resident car spots are to be reduced then I think there should be an increase in visitor spots. For every development affected by this new policy, Council should allocate a shared car space in the street adjacent for a space for a car share in a layby.

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No.	Support / Object	Main issues	Submission
44	Support	No comments	Support NSCDCP2013 Amendment. Albeit has come too late - NSC should have done this for the Crows Nest OSD too
45	Support	No comments	Support the changes.
46	Object	No comments	Flexible on-demand 24/7 personal motor vehicle transport is an essential part of modern living. Only studio apartments do need a car parking space, but otherwise, there should be one car parking space provided for each one-bedroom apartment and two-bedroom apartment, two car parking spaces provided for each three-bedroom apartment and 3 car parking spaces for penthouse units.
47	Support	No comments	I support this initiative
48	Object	Specific groups of people require a car Public transport does not meet all the community needs Loss of on street parking	Proposal is misguided and should not proceed. This proposal has already been in place in inner western Sydney and the parking congestion on the streets is testament to the fact that people who cannot park onsite where they live will just park on the streets. Example of a development in Neutral Bay where even relatively generous parking provision on site is challenging for existing residents and their visitors. Notwithstanding the ready availability of public transport, people still own and park their cars. Sydney is a large city and many people do not work in locations that are accessible by public transport. Other people work shift hours, have pets, people with children, medical appointments, etc without a car? This will simply represent a reduced cost for developers.
49	Object	Lack of visitor parking Loss of on street parking Traffic generation The DCP amendment is unfounded/ unclear	Less in-building car spaces simply means more cars trying to park on already overcrowded streets. Less in-building car spaces has no proven correlation to less car ownership. This is a mistaken assumption. (Lower car ownership in certain metro areas is an unrelated trend that has to do with ongoing trends in environmental awareness, car sharing, changes in household make up and increasing work from home patterns.) One of the major problems for residents and visitors to our LGA is a lack of street parking in key areas. Visitors must often spend significant time looking for parking: This actually increases traffic and congestion. At the same time, it dramatically reduces visitors and quality of experiences in the LGA, reducing it's appeal as a destination. Reducing parking requirements is a gift to developers. The real and provable trend is the overcrowding of cars on our streets and the reduction in the ratio of car spaces to residents - precisely due to the increasing density of development and decreasing allocation of car parking. This will exacerbate parking problems.
50	Object	Loss of on street parking North Sydney will not be an attractive place to live	If council allows apartment buildings to be constructed with lower parking requirements, it will force residents to park on the surrounding streets and / or lower the value of apartments generally.
51	Object	Specific groups of people require a car Lack of visitor parking Public transport does not meet all the community needs Loss of on street parking	With the ongoing 'development' construction being carried out in the North Sydney central business area extreme pressure has been placed on street parking by tradespeople, even extending into weekends. To remove or reduce off street parking in new developments will also make it more difficult for residents who still have a car. This will add further pressure on street parking. Removal of visitor parking will place pressure on street parking. Private transport provides benefits that public transport cannot easily provide such as people with mobility problems, movement of materials, appropriate public transport schedule, etc.
52	Object	Public transport does not meet all the community needs Loss of on street parking	The day may come when the public voluntarily abandons car-ownership as the norm. But for the foreseeable future, public preferences will strongly favour car ownership, even for those of us who live in areas well-served by public transport. The proposed policy will serve to make our already-parlous parking situation much worse, and close off options to turn street-parking into more community-useful areas. The optimism about autonomous vehicles has faded with the reality: unless the autonomy is perfectly (zero accidents), it will be resisted. We might imagine 'last-mile' autonomous transport running on a fixed limited circuit, helping to reduce the current need for the less mobile to use their cars to get to public transport, but the option of personal transport will continue to be attractive. What will change for the teachers who currently bring their cars to the many schools in the area, the many building and service workers who come considerable distances from areas not so well served by public transport? The idea of self-contained village communities does not seem to have evolved in any global cities. Thus forcing local residents to limit parking within their buildings will just increase the pressure on public street-space. In these dense areas like North Sydney, too much of this street-space is currently being devoted to parking. The better answer is to progressively reduce the amount of street parking (this will be the incentive to keep cars away – visitors are encouraged to use public transport). Some of these reductions are needed to make way for necessary cycle-paths and the rest could be devoted to enlarging scarce public space , expanding parks and creating pedestrian plazas. Rather than discourage parking within buildings, ample parking should be mandated.
53	Support	Specific groups of people require a car Public transport meets most community needs	I believe North Sydney is in a perfect location to access many parts of Sydney without the use of a car with it's close proximity to the Sydney CBD as well as having its own significant green spaces. For myself not owning a car has been a recent change and something that has been quite achievable living a 10 minute walk from the North Sydney train station, I also regularly use hourly hire cars for moving heavy items that couldn't be taken on public transport. I do feel there are certainly cases where cars are useful especially for families with young children, so I would favour leaving at least 1 car park for 3 bedroom apartments.

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No.	Support / Object	Main issues	Submission
		Additional environmental public policies that should be promoted	Additionally reducing car usage will be helped by making accessing public transport more convenient, for example making walkways less exposed to the weather removes the barrier of getting wet on the way to the train which is currently a problem for much of Miller St. Thank you
54	Object	Loss of on street parking The DCP amendment is unfounded/ unclear	I expect that reducing parking in high density developments will do very little to reduce congestion on the roads. Car parks within developments provide much needed parking of bikes, e-bikes, motor bikes, electronic vehicles, motor cars and storage space for residents. A limitation on car parks in developments force residents to park cars onto already restricted on-street parking
55	Object	Loss of on street parking	The intent of "efficient movement of people and goods by walking, cycling and public transport" is totally commendable. However, I believe that the proposed decreases to residential parking rates will not further this intent, and will, instead, have unfortunate effects on resident amenity, as well as on street parking, and what little there presently is of it. It is totally unrealistic to proceed with the intended downward changes to on-site parking on the basis that prevention of most residents from having a parking place within their residence will further the intended goals.
56	Object	Public transport does not meet all the community needs Loss of on street parking Traffic generation	Concerned that the proposed reduction in off street parking will have the actual effect of pushing more cars parked in the street, further reducing availability of parking for residents. Examples of family members requiring a care for work and education. Whilst the intent is valid, would like to see examples of where this strategy has been realised in other locations effectively.
57	Object	Lack of visitor parking Public transport does not meet all the community needs Loss of on street parking	Whilst this policy would not affect existing householders, can imagine that it could easily be extended to us. We depend on resident permits for visitors, most importantly, tradespeople plus friends and family. It is unreasonable to expect those carrying equipment not to be able to park nearby. I think it is unreasonable just because the government decides to build a railway station near us, for those coming to our house to be adversely affected.
58	Support	Support impacts on the environment Traffic reduction Public transport meets most community needs North Sydney will be more livable Additional environmental public policies that should be promoted There is a campaign against the proposed DCP amendment	Congratulate Council for this support and progressive initiative, which is a vitally important component of a broader strategy to reduce reliance on motor vehicles and thereby reduce carbon emissions. It will also contribute to a healthier society in which people use active transport - walking, cycling and public transport - and will help make the LGA a more vibrant, friendly place to live, work, study and visit. Our population will continue to increase rapidly in the coming years. One of the main attractions of the area is its excellent public transport links. Can reach many destinations by public transport. Should the high-density apartment towers of the future, especially those associated with the Sydney Metro project, result in thousands more car owners moving into the area, the streets will be clogged with traffic and pollution will be even worse. It is of vital importance that the Council send a strong message that North Sydney's future will involve less reliance on cars, and more on active transport. The proposed DCP amendment will be a very good step in the right direction and will be complemented by other measures such as more cycleways, reduced on-street parking in congested areas, more traffic calming measures and various other incentives for people to live without cars. Received a flyer in mailbox from an anonymous source making unsubstantiated claims that the proposal, if approved, would result in traffic chaos and danger to pedestrians. The fact is that a future buyer of an apartment with no off-street parking and no access to a parking permit would be making such a purchase with full knowledge that that was the case. Like an increasing number of people today, such buyers would be paying less for the property due to the absence of a car space and would be saving thousands of dollars per year by not having to pay off and maintain a motor vehicle. As the Council's presentation indicated, the car-sharing industry is booming, so options available if a car is required. The amendment would apply only to those parts of the LGA that have excellent access to public transport. There is probably an argument to go much further, but the Council has shown restraint by designating areas that are entirely consistent with the explanation provided.
59	Object	Lack of visitor parking Public transport does not meet all the community needs Loss of on street parking Traffic generation	I am concerned that there will be little parking on the street for bonafide visitors. Unfair to those of us who have been in this area for some time and have made use of the parking permits from time to time. This also means that all workers on these various sites must use public transport to access their buildings. There will be people that want to visit businesses. School drop offs will not be possible. How will you make sure there is space available to bonifide visitors to the area?
60	Object	Public transport does not meet all the community needs The DCP amendment is unfounded/ unclear	The concept of less parking, means less cars and people will use public transport and become less dependent on cars has probably peaked. Other high density world cities have large and dense populations where the majority don't travel long distance to work, visit friends or relatives like Sydney which is widely spread. The need for a car is essential including dropping kids off school, sport, groceries, visit the family. There is a need for a car for the majority of people to live in Sydney including the Nth Sydney area. To reduce the impact parking for the area would be to increase parking in residential developments and not provide permits for on street parking for these residents.

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
61	Object	Specific groups of people require a car	Objections include 1.Despite being near public transport it is not safe to travel on public transport at night. 2. Parking on the street in the few spaces available, can be expensive or at distance from the residence which again raises issues of safety. 3. Public transport is not a viable alternative in this day and age of covid. It is unreasonable to increase the population density within the area without either maintaining the ratio of car spaces or increasing them.
		Public transport does not meet all the community needs	
		Loss of on street parking	
62	Object	Other issues	Denying the rights of people to have ready access to a vehicle that provides safe, secure and easy access to transport as required is unacceptable. Sydney public transport services are also expensive and unreliable.
63	Object	Public transport does not meet all the community needs	Proposal is ill thought out. It will increase on street parking. Council should instead consider including electric charging stations and electric/hybrid parking spots instead of cutting parking spots. Sydney and NSW is simply not a city with accessible public transport in all areas. It would be impossible or impractical or expensive to travel to some areas via public transport or ride share eg northern beaches. A person may use public transport on some occasions but rely on a car for others.
		There are better environmental public policies	
64	Object	No comments	The average number of car parks shows at least 1 car being utilised including studios. Most people in Sydney require at least 1 car per household. It would unreasonable and disadvantageous not to maintain the same level of car parking parameters.
65	Object	Specific groups of people require a car	Relying only on an "APP" to make a decision shows a complete lack of understanding of the make up of the communities residing in North Sydney. As a mature age resident, I can reliably inform you that it is essential to have adequate car parking, one spot per bedroom. We are grandparents and need to regularly use our vehicles to assist with grandchildren, etc. There are more and more downsizers and retirees moving into the area, they all need adequate carparking as public transport is unreliable and user unfriendly. People need to get around at odd hours.
		Public transport does not meet all the community needs	
66	Object	Public transport does not meet all the community needs	Many commute to work by car as workplace location may not be accessible by public transport. This amendment would mean that some would not be able to live in the area.
		North Sydney will not be an attractive place to live	
67	Object	No comments	Car parking spaces are not just used for car parking, they are also used for storage. Council/government needs to find another way to reduce traffic/congestion.
68	Object	No comments	Car parking spaces are not just used for car parking, they are also used for storage. Council/government needs to find another way to reduce traffic/congestion.
69	Object	Loss of on street parking	These changes will impact the already very limited on-street parking
70	Object	Lack of visitor parking	Object to proposal. Concerns are described as follows: <ul style="list-style-type: none"> Not providing car spaces for new owners will increase the price of the unit as owners will be able to charge very high rental costs for any available parking space in their building. The construction of the Victoria Cross Metro station with its two entrances on Miller Street has attracted considerable interest from developers with numerous properties being purchased or optioned by developers. None of these developments are offering cheap housing. Anyone buying into them will expect parking. A traffic impact assessment is necessary. North Sydney is well-served by public transport, but people still need cars. Overdevelopment will result in visual impacts, overshadowing, loss of privacy, noise, safety concerns and traffic.
		Public transport does not meet all the community needs	
		Loss of on street parking	
		Traffic generation	
		North Sydney will not be an attractive place to live	
Other issues			
71	Support	Public transport meets most community needs	The reasoning behind this proposal is completely valid and moves towards support change. Private vehicle transport is less efficient, less economical, and less sustainable than public transport alternatives, particularly in a large city such as Sydney. Any resources that are diverted from private vehicle transport is a win.
		Additional environmental public policies that should be promoted	
		The DCP amendment is founded/ clear	

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
72	Support	Public transport meets most community needs The DCP amendment is founded/ clear	Support the proposed reductions in car parking for the reasons given by Council. We should move to using public transport and car sharing more, so that there are fewer cars on the roads and parked on our streets. Healthier for us too. Looking forward to having the metro in Crows Nest.
73	Object	Public transport does not meet all the community needs Loss of on street parking Other issues	Once the Metro line is open we want to choose whether to use it or not. On-street parking is already severely limited and we are sick and tired of Government telling us what to do, what to drive, how to drive, where to park.
74	Object	Specific groups of people require a car Lack of visitor parking Loss of on street parking There are better environmental public policies	The council is taking away spaces with no provision for where they are to go. Cars are part of our community. It will burden the residents and businesses in the area as people will just park in the street. Visiting cars where are they to park- elderly visitors, services, delivery's, community service providers, disability parking and helping hands.
75	Object	Specific groups of people require a car Local businesses require parking for their customers and suppliers Loss of on street parking The DCP amendment is unfounded/ unclear	Concerned about our patients when they need to travel from their homes to our practice by vehicle. Opposed to the abolition of Visitor Parking in the R4 High Density zone, which will increase the demand for on-street parking spaces that are already in limited supply. This could impact our potential to attract customers, and in turn, reduce the overall viability of our practice. Importantly, many of our patients are elderly or coming for surgery and often need transportation by car to and from our practice. We strongly recommend extending the exhibition period to exceed 90 days. This would allow for an appropriate level of public engagement.
76	Support	North Sydney will be more livable Additional environmental public policies that should be promoted The DCP amendment is founded/ clear There is a campaign against the proposed DCP amendment	I support the Council's initiative. This measure will sensibly both reduce the demand on road usage and parking in the locality and will further promote the use of public transport which is abundant in this area. Would also encourage council to focus on more access to cycle ways and cycle parking in new developments.
77	Support	No comments	Support your proposal in reducing car parking for new residential development.
78	Object	Loss of on street parking	Please reconsider the plan to abolish visitor parking in new residential apartments and include more parking spaces available for residents. This will severely impact the residents of the council. It is already a challenge to find street parking.
79	Object	Specific groups of people require a car Public transport does not meet all the community needs Loss of on street parking The DCP amendment is unfounded/ unclear Other issues	Whilst welcome the initiatives by Council to anticipate changes in the future use of private vehicles, am concerned at the rate of change these proposed amendments require and the ensuing impact it will have on the quality and livability of the area. Concern that the rate of change is ambitious as the culture of change away from private car use will take much longer than the 12 months or so when the parking initiatives will actually take effect. Many people make use of public transport but still retain a car for additional purposes such as: those with mobility issues, children, and key workers with non business hours. Will only kick the can further down the road, and risk creating discord among residents who should be considered allies in the journey to greater environmental responsibility and participation in civic life.
80	Support	Traffic reduction The DCP amendment is founded/ clear	The proposed changes to car parking by the Council is the correct decision for the benefits of residents in the area. Support this proposal to avoid further increasing the already problematic traffic congestion in the area.

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No.	Support / Object	Main issues	Submission
81	Object	Loss of on street parking Traffic generation	Disagree with Council that 'now' is the right time to reduce car parking spaces in new residential developments. The reality is cars are integral to our lives, and will be for years to come. They provide the gift of time. This proposed rule change will only serve to severely reduce the amount of car parking available to residents in new developments, and push more cars onto the streets to park.
82	Object	Loss of on street parking	Is this simply Council's way of forcing more cars to park on streets to charge people to park there, thereby increasing revenue?
83	Object	Loss of on street parking Traffic generation The DCP amendment is unfounded/ unclear North Sydney will not be an attractive place to live	I cannot access my garage (other residents of my building often block access), I have to drive to Cammeray to find an unrestricted parking spot. Restricting parking spots in residential developments to below what you know the requirements are will exacerbate this situation for many people. There will be more potentially dangerous traffic on our streets, looking for parking spots. Noise levels and pollution levels will increase. The Metro line will not remove people's need for cars.
84	Support	The DCP amendment is founded/ clear	Reducing car parking is great policy. I highly support these changes.
85	Object	Specific groups of people require a car Public transport does not meet all the community needs The DCP amendment is unfounded/ unclear	It is difficult to imagine how Council could approve high density living developments, complete with up to 4 bedrooms in some apartments and then limit so drastically the parking availabilities. Would one not assume families intend to live in many of these units? More children are living within high-rise apartments than ever before - how do they manage sports days? How does the family manage long-range holidays? A car is not necessarily essential for day to day commuting but provides convenience for family activities. I think it is a drastic and short-sighted approach, with little consultation and thought for many stakeholders.
86	Object	Loss of on street parking Public transport does not meet all the community needs North Sydney will not be an attractive place to live	Object to proposal. Concerns are described as follows: <ul style="list-style-type: none"> • Need my car for work, recreation, leisure and to visit my family and friends. If these changes are implemented, I will be competing for existing parking with my neighbours. • There are places that are difficult to access without a car. I am not ready to live a car-less lifestyle. • A second train station to Crows Nest, will not have a huge impact on resident's ability to move around. Public transport cannot substitute having a car. • Wealthy people with a car space will not be impacted, only middle class Australians - renters, young adults, middle income families - who cannot afford a property. • This appears to be rushed. • This policy will make me reconsider living in North Sydney.
87	Object	Specific groups of people require a car Lack of visitor parking Public transport does not meet all the community needs Other issues	Everyone is entitled to have an alternative option for transportation i.e Public Transport and or a private vehicle or both. Mobility impaired people who need to be taken to medical appointments and other associated places will be less well off. I specifically chose to live in North Sydney as it ticked all the boxes for lifestyle. This proposal denies choice.
88	Object	Specific groups of people require a car Local businesses require parking for their customers and suppliers Loss of on street parking Traffic generation North Sydney will not be an attractive place to live	Impact upon older demographics, or those with accessibility issues, who live in new apartments & who may not be able to use public transport, rideshare and may therefore rely on a private vehicle. Resulting pressure from proposed changes to on-street parking will not create a more pedestrian & people friendly environment. - Adjacent street networks will become overcrowded and impossible for residents to park their cars within a reasonable distance. - Abolishing all visitor parking will create conflict and increase pressure with on street parking for residents & local businesses.

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
89	Object	Local businesses require parking for their customers and suppliers Loss of on street parking	Proposal will be to the detriment of residents both present and future. People need to be able to get around in their cars and they need parking at their destination. Businesses need parking for patrons to attend their premises and many people are not able to get to public transport or ride a bike.
90	Object	Specific groups of people require a car Lack of visitor parking Local businesses require parking for their customers and suppliers Public transport does not meet all the community needs Loss of on street parking Other issues	1).Public transport is unreliable. 2) many elderly people cannot readily use public transport. 3) many people use services, cleaners, meals on wheels, allied health services. 4). Visitors need somewhere to park. If they come from an area with poor public transport then they will drive. 5) should be insisting on more residential parking and more visitor parking. 6) Adjacent street networks will become overcrowded and impossible for residents to park their cars. 7) Residents with small children or mobility issues will be forced into unsafe pedestrian environments with increased parking pressure. 8) Existing unrestricted parking within the street network will be taken up by new residents. 9) Impact upon local businesses who rely on on-street parking for their customers and delivery drivers. 10) Adjacent street networks will become overcrowded. 11) The correct solution is to limit further residential development if pressure is to be taken off our roads.
91	Object	Loss of on street parking	Whilst the core reasoning is understood, this would impact on our ability to park on street in Wollstonecraft. Public transport users take up all the all day parking. Council should look into car parking for train stations to help alleviate the pressure on parking in local streets.
92	Object	Loss of on street parking The DCP amendment is unfounded/ unclear	The DCP starts with the proposition that more parking leads to more traffic. This is a totally false assumption. More traffic is directly related to the more than one million annual new car registrations in Australia. Example of a nearby townhouses with restricted parking which has not curbed car ownership. The new Western Harbour tunnel will also bring more cars into North Sydney. On one hand there are more residents planned, but less resources proposed by the council.
93	Support	No comments	Please do everything you can to remove as much street parking as possible.
94	Object	Public transport does not meet all the community needs Loss of on street parking	Whilst it is an amicable endeavour, the reduction of availability of parking is not at all an appropriate approach to achieving this goal. Driving is a necessity. Families rely on private vehicles for shopping, taking children to school, visiting family, etc. Denying access to motor vehicle parking does not simply alleviate the need to use motor vehicles for these tasks. The availability of public transport is not simply addressed by the introduction of a single metro station in North Sydney. The entire council area will suffer from these proposed changes, which will impact the overall liveability of this already expensive area. As an alternative to "NSDCP2013", I'd like to propose an alternative submission that would: - Double the amount of visitor parking required in new developments, across all zoning - Increase the minimum private parking that must be made available in new developments.
95	Object	Local businesses require parking for their customers and suppliers Loss of on street parking Traffic generation	Proposed changes to car parking will adversely affect all who live, work or travel to our precinct. Proposal will cause excessive demand on street parking, lack of parking in and around schools and road safety, impact local businesses, increased congestion and risk of accidents.
96	Object	Specific groups of people require a car Loss of on street parking	Having a parent who has mobility issues, visitor parking allows him to come and visit and know that he can secure a spot. In excluding visitor parking residents and visitors will battle for the same spots creating frustration and anger.
97	Object	No comments	We oppose the proposed changes and feel further review is necessary.
98	Object	Loss of on street parking Traffic generation	The proposed changes will simply exacerbate the already dire shortage of on- street parking and create greater traffic movement on already severely congested roads.
99	Object	Specific groups of people require a car Public transport does not meet all the community needs	People will always drive cars, even when there is public transport available. Australia is a vast space with minimal public transport available to many localities, suburbs & towns. This is especially used when driving families, moving people with mobility problems, luggage or shopping. Electric vehicles will be less polluting. It is short sighted to reduce parking spaces. It is not hard to find the research that identifies increased risks with streets parking.
100	Object	Loss of on street parking	These changes will have an effect on existing parking needs and council is setting parking rates much too close to the lowest number of the kines data.
101	Object	Public transport does not meet all the community needs	Acknowledge that there will be new Metro stations, but visits by relatives, work, pick up kids, and the need for one or two cars.
102	Object	No comments	This will negatively impact on all of us in this area, in numerous ways. This proposal has no merit whatsoever.

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
103	Support	Traffic reduction	Provided people who live in these new apartments now and into the future don't get access to street parking permits, agree with the proposal and can see the benefits Council has outlined.
104	Object	Public transport does not meet all the community needs Lack of visitor parking There are better environmental public policies	Object to this policy on the grounds that it is: 1. Illogical The strategy relies on numerous suppositions most of which have no supporting data. One such is that the strategy will "improve the accessibility of regional destinations by public transport". This is meaningless and totally dependent on actions outside the control of Council. One stated fact is that current households without cars represent around 25% of all households. This means that around 75% of households have one or more cars. This alone disproves the Kinesis app as it applies to North Sydney. If the supposition that car ownership will fall to 50% by 2036 is correct, then the council need do nothing. 2. Contradictory This policy will advantage those residents who currently have off street parking or permits. This will force up the price of their properties thus reducing the supply of affordable housing. Taking away a parking space will have minimal impact on the cost of a new apartment, only making that apartment less attractive. It also defeats the policy of "providing more equitable access to parking". 3. Based on poor assumptions North Sydney might have excellent access to public transport. This does not mean that people coming into North Sydney have access to the same where they commute from. It equally applies that North Sydney residents may need to travel to places without adequate public transport. 4. Ignores reality Cars exist for a purpose. For example, tradespeople/equipment, work or leisure where public transport is inadequate, luggage, family outings, emergencies. Also a focus on electrical vehicles but there is no mainstream discussions on reducing car ownership.
105	Object	There are better environmental public policies	Please consider placing ride share parking spaces in areas that require paid parking. It is unfair that ride share vehicles get the spots that local residents could get. Additionally - would you consider implementing a policy to identify locals, so they have access to parking and not having to pay. Mosman has parking machines that locals can put a code in and they get 2 hours parking free.
106	Object	North Sydney will not be an attractive place to live	Reducing the amount of car parking will reduce the attractiveness of such developments and the area in general. Potential residents will choose to live in other suburbs that have access to car parking.
107	Support	Traffic reduction <u>North Sydney will be more livable</u> Support impacts on the environment <u>The DCP amendment is founded/clear</u> <u>Specific groups of people do not require a car</u> Additional environmental public policies that should be promoted	Support the proposed amendment because it will help to limit future increases traffic generation and associated community impacts, as well as make housing more affordable. <ul style="list-style-type: none"> The number of household motor vehicles has increased faster than the number of households in North Sydney contributing to increases in traffic generation and associated community impacts (traffic noise, air pollution, etc.). The additional traffic has made walking less safe and less attractive, contributing to further increases in motor vehicle use. Enabled by approval of a vast number of off-street parking spaces in recent decades. Perpetual growth in the number of motor vehicles is clearly unsustainable. An off-street parking space can add about \$100,000 to the construction cost and price of a new dwelling. No/fewer off-street parking spaces will help to make buying and renting more affordable good for key workers. There is healthy market demand for car-free dwellings/lifestyles in North Sydney. Motor vehicle ownership and use are choices that are largely driven by how attractive/convenient governments/planners/engineers choose to make driving relative to other modes. Car ownership is determined by parking supply, not the other way round. Car-free developments are becoming increasingly common in other global cities, and the norm in developments close to rail stations. The model of bundling a fixed number of parking spaces with each dwelling is wasteful in terms of resources, embedded carbon emissions and floorspace. Mobility choices/patterns are already changing in Sydney. The need/desire for a household to own a motor vehicle changes over its lifecycle <p>Recommend a further amendment to the DCP: that parking lots in new developments be unbundled from unit lots, with parking lots sold on separate titles.</p> <ul style="list-style-type: none"> Recommend that Council give more people the opportunity to walk for local trips and public transport access.

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
108	Object	Public transport does not meet all the community needs Loss of on street parking	Very premature to assume a year or two before the Metro opens that residents and workers will not need their cars. Most may not live close to it and will have to drive. Therefore will still have to park on the street and will result in the endlessly looking for a place to park. In particular Crows Nest, the suburb is already struggling with the current amount of people living or working, congestion and traffic that has expediently increased in the last 10 years on both weekdays and weekends.
109	Object	Loss of on street parking	The proposed change will affect property prices plus as it is parking is expensive and difficult around the Lucent apartments area. Rates have increased but improvement to infrastructure is not seen. Also, this changes will create more traffic.
110	Object	Loss of on street parking	Will make it worse to find on street parking. Please reconsider what is a poor proposal and one which us clearly aimed to attract further high density developments.
111	Support	Traffic reduction Support impacts on the environment Public transport meets most community needs	This is a great amendment (reducing the no. of car spots for new buildings). There is already too much traffic and congestion on roads. The local community cannot cope with even more cars as a result of the new high rise buildings being developed. Developers should not profit off the back of detrimental impacts on the local community in terms of pollution, vehicle noise and additional traffic. We have plentiful public transport options in the neighbourhood and people moving into the high rise developments have access to these more environmentally sustainable options. Almost everyone I've met who has moved to this neighbourhood appreciate the good public transport links and value the lush bushland by which we are surrounded and would be strongly in favour of maintaining that.
112	Object	Lack of visitor parking Other issues	Eliminating visitor carparks is unfair on both owner/occupiers and visitors and will restrict social interaction and promote social isolation. Reducing the parking ratios for dwellings severely restricts owner/occupier mobility. The way to correct the congestion is to cease the densification and adopt a population strategy that involves zero growth and does something support towards creating a sustainable future. Strongly opposed to the density increases and the rampant growth strategy that seems to brainwashed into all politicians both local/state and federal.
113	Object	North Sydney will not be an attractive place to live Public transport does not meet all the community needs There are better environmental public policies	Significant affordability and cost of living issues. Developer's offer has had to be reduced because of this ill thought through proposal with reduced parking. Being penalised financially and unable to be able to remain the area as a result. Better off investing in better more reliable, cheaper public transport, increase fuel surcharges and incentivise car share.
114	Support	There is a campaign against the proposed DCP amendment	Strongly support the proposal and urge Council to proceed with its plans. Note with concern that recently my letter box has been bombarded with anonymous flyers mounting a scare campaign against the proposal and peddling false and misleading information about the nature of the proposed changes. Accordingly, I hope that Council will be alert to the possibility of powerful vested interests attempting to influence the consultation process when considering the submissions it receives on this proposal.
115	Support	No comments	NSC proposal seems reasonable
116	Support	Traffic reduction Public transport meets most community needs	These changes are a step in the right direction. Car use / congestion is not sustainable with high density development, and developing effective and reliable public transport is a must.
117	Object	Loss of on street parking	Object to proposal. There are still more developments to come and limiting their parking spaces will only cause more people to park their cars on the street. It is unfeasible to expect that people living in the centre of a CBD will not have at least one vehicle to be used, even if on a rare occasion. A suggestion is to provide a further parking station to rid of some of the cars from the street such as a basement parking.
118	Object	Loss of on street parking	These changes will significantly impact our already limited on-street parking across the North Sydney and the surrounding suburbs, resulting in more traffic on our already congested roads and a creating a major havoc for existing residents, local businesses, and schools.
119	Object	Loss of on street parking Lack of visitor parking Local businesses require parking for their customers and suppliers	Object to the proposal for the following reasons: <ul style="list-style-type: none"> Negative on-street parking burden Lack of visitor parking

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
		The DCP amendment is unfounded/ unclear Public transport does not meet all the community needs	<ul style="list-style-type: none"> Negative impact on local businesses No transitional provisions Undermines Council Strategy aims and outcomes The technical justification underpinning the proposal is questionable The possible social impacts of the proposed changes have not been measured or considered
120	Object	North Sydney will not be an attractive place to live	Limits the attractions / viabilities of new developments for those residents downsizing, but wishing to remain in the North Sydney area. Recently purchased an apartment in Neutral Bay - would not have even considered purchasing if there were no parking spaces in the new development.
121	Object	Public transport does not meet all the community needs Lack of visitor parking There are better environmental public policies	Object to this policy on the grounds that it is: 1. Illogical The strategy relies on numerous suppositions most of which have no supporting data. One such is that the strategy will “improve the accessibility of regional destinations by public transport”. This is meaningless and totally dependent on actions outside the control of Council. One stated fact is that current households without cars represent around 25% of all households. This means that around 75% of households have one or more cars. This alone disproves the Kinesis app as it applies to North Sydney. If the supposition that car ownership will fall to 50% by 2036 is correct, then the council need do nothing. 2. Contradictory This policy will advantage those residents who currently have off street parking or permits. This will force up the price of their properties thus reducing the supply of affordable housing. Taking away a parking space will have minimal impact on the cost of a new apartment, only making that apartment less attractive. It also defeats the policy of “providing more equitable access to parking”. 3. Based on poor assumptions North Sydney might have excellent access to public transport. This does not mean that people coming into North Sydney have access to the same where they commute from. It equally applies that North Sydney residents may need to travel to places without adequate public transport. 4. Ignores reality Cars exist for a purpose. For example, tradespeople/equipment, work or leisure where public transport is inadequate, luggage, family outings, emergencies. Also a focus on electrical vehicles but there is no mainstream discussions on reducing car ownership.
122	Object	Specific groups of people require a car Public transport does not meet all the community needs Loss of on street parking North Sydney will not be an attractive place to live	Object to proposal. <ul style="list-style-type: none"> People cannot rely upon public transport for quick transportation, particularly if they need to travel long distances, have bulky or heavy items to transport, have disabilities, etc. It is already difficult to find car parking in North Sydney. The community consultation will not produce an appropriate level of response as most people do not have the time or ability to lodge formal submissions.
123	Object	Lack of visitor parking	It’s already difficult enough for my family to find parking when visiting, I don’t want the little on street parking that we have to be taken away.
124	Object	Loss of on street parking	Abolishing visitor parking will result in greater demand on already limited public parking. Developers must be required to include visitor parking for all new developments.
125	Object	Specific groups of people require a car Public transport does not meet all the community needs	Generally supportive of the thrust of the proposal, as it matches the planning principles upon which the Metro system is based, specifically in regard to the intended catchment area for Metro passenger use (i.e. an 800m radius from Metro stations). No concern with the proposed ratio for studio and 1 bedroom apartments, as these would form the majority of the apartments sought by first home buyers and those seeking an affordable option. Concern lies with the proposed ratio being applied for 2 bedroom apartments. These apartments, by their nature, will be mostly sought by family buyers. It would be unrealistic, given the nature of family life, to assume that 40% of these families have no need of a vehicle for transporting families to various family and school-related activities, for which public transport does not provide a suitable option. Therefore, I would encourage Council to consider a higher ratio to be applied for 2 bedroom apartments (perhaps 0.75 or even 0.8), to reflect the reality of car ownership and the continuing need for private transport options for a family.
126	Object	Loss of on street parking	Crows Nest and St Leonards are already contested and it’s a struggle for parking. More developments and the opening of the metro will only add to that as commuters will want to park near the metro and travel to work and visitors and residents of these high rise will also bring more cars.
127	Object	Public transport does not meet all the community needs Loss of on street parking Lack of visitor parking	Disagree with the proposal and request the amendment not be passed. Although we live in a well connected location that does not mean we spend our lives within this bubble. Many parts of Sydney, for example the eastern and northern beaches as well as parts of western Sydney are not easily accessible via public transport and this is unlikely to change in the foreseeable future. It’s a fact of living and working in Sydney that not all locations are accessible by public transport. People will need cars and reducing off street parking will force the problem on street. Likewise, not everyone who comes to visit someone living in the area comes from an equally accessible area. My sister, for instance, lives on the central coast with two young children. If she wants to visit me, she has no

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			option but to drive. If she doesn't have visitor parking available, then she will park on the street. The COVID pandemic showed us that time spent with family and friends is critical for good mental health. Increasing barriers to family and friends visiting the area due to reductions in visitor parking will cause Object health effects. This is an irreversible decision once made and apartment blocks are built. I implore those making this decision to think of the future of our streets and make the decision to keep parked cars off our streets. Thank you
128	Object	Loss of on street parking Specific groups of people require a car	The proposal to reduce car parking off street in new residential developments will result in excessive demand on street parking and increase inconvenience of residents who need street parking. Public transport will not help elderly/disabled people in this instance either.
129	Object	Public transport does not meet all the community needs	The residents still need cars to get around easily even the development of the public transport, so need car parking space.
130	Object	No comments	There should be no limit on the parking provided in residential building. Stop trying to plan the economy, let the market decide.
131	Object	North Sydney will not be an attractive place to live Loss of on street parking	If changes go ahead I feel the resultant effect will be poorer quality development in the area, increased pressure on street parking, and a reduction in the general appeal and amenity of the North Sydney Local Government area.
132	Object	The DCP amendment is unfounded/ unclear Lack of visitor parking	The proposed changes will not only reduce the rates of car parking allowed in new residential developments to the lowest levels in Sydney, but also abolish all visitor parking and parking permits for new residents of apartments.
133	Support	The DCP amendment is founded/ clear Additional environmental public policies that should be promoted There is a campaign against the proposed DCP amendment	Support the changes to car parking allowances in this draft proposal. Increasing car use and car dependency is an issue that is significantly impacting our community and growing, and research has shown that decreasing car parking allocation has a positive effect on this. Funding currently allocated to increased road developments would be far better allocated to increased infrastructure and services for public and active transport. Also support initiatives for new housing developments to partner with car share companies to provide convenient access for their residents via plentiful allocated car spaces. This would further encourage new residents to avoid car ownership, with a share car available to them for rare occasions when public transport options are not suitable. Concerned by a campaign letter that was delivered to my letterbox, attempting to scare residents into opposition to this draft proposal.
134	Object	Loss of on street parking Traffic generation	These changes will majorly impact our already limited on-street parking across the North Sydney LGA and surrounding suburbs, resulting in more traffic on our already congested roads and a creating a major havoc for existing residents, local businesses, and schools.
135	Object	The DCP amendment is unfounded/ unclear Lack of visitor parking	The proposed changes will not only reduce the rates of car parking allowed in new residential developments to the lowest levels in Sydney, but also abolish all visitor parking and parking permits for new residents of apartments.
136	Object	The DCP amendment is unfounded/ unclear Lack of visitor parking	The proposed changes will not only reduce the rates of car parking allowed in new residential developments to the lowest levels in Sydney, but also abolish all visitor parking and parking permits for new residents of apartments. These changes will majorly impact our already limited on-street
137	Object	No comments	Disagree with the amendment
138	Object	No comments	Disagree with the amendment
139	Object	Loss of on street parking North Sydney will not be an attractive place to live Specific groups of people require a car Local businesses require parking for their customers and suppliers Public transport does not meet all the community needs	Specific concerns include the following: - Further reduction of parking in an already grossly under supplied LGA is irresponsible and counter productive to current initiatives and developments being supplied. - Increased pressure on local residents, business owners, office & retail workers to find on street parking - which is already heavily restricted. - Adjacent street networks and existing high traffic volume areas face further pressure and higher risk of accidents under the proposed amendments. - Reducing car parking in new developments does not improve pedestrian areas - it will actually create a worse environment in our community - Significant Object impact on young parents, elderly community, health professionals who rely on direct or easy access into their homes. - Significant Object impact on local business and customers who rely on on-street parking - New transport systems i.e Sydney Metro, do not have a material impact on North Sydney LGA suburbs, having a car and car space is essential when residing in these areas. - Proposed changes have been rushed and do not allow for appropriate transition time for residents to consider and plan for how this will impact their daily lives

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140	Object	The DCP amendment is unfounded/ unclear Lack of visitor parking	It appears that Council is trying to rush this change through, without any thought about the impact it will have on our community. The proposed changes will not only reduce the rates of car parking allowed in new residential developments to the lowest levels in Sydney, but also abolish all visitor parking and parking permits for new residents of apartments
141	Object	Traffic generation Specific groups of people require a car	Changing the rules will create far more traffic and spoil the amenity of the local area. Cars are a necessity; cars are required by families to transport children and elderly family members. People must be allowed to have a car to travel in security and privacy. Reducing car spaces is a futile exercise and will not stop people from buying and travelling in their own cars.
142	Object	The DCP amendment is unfounded/ unclear Loss of on street parking Specific groups of people require a car	Alarmed at the Council's plans to make such drastic changes proposed for new developments in the area. There appears to be minimal consideration provided for local residents who will be grossly impacted by these proposed changes, and scant regard for a proper consultation process for such a significant change to the neighbourhood. I am a passionate advocate for the environment and I am fully aware of the consequences for delaying action on climate including how our urban spaces will need to adapt for a changing future. However, the pace of this proposed change is too rushed and will risk alienating families like me who will be adversely affected by the increased competition for on-street parking in residential areas surrounding these new developments. I require access to a car for domestic and occupational reasons including loading equipment; with reduced availability of car spaces in on street areas I will be potentially forced to carry bulky equipment for longer distances. Furthermore, having small children will create an unfair disadvantage to those less ambulant and many neighbours around me.
143	Object	Public transport does not meet all the community needs Loss of on street parking Specific groups of people require a car	The household has two cars to provided the capacity to engage in various activities (eg sport, supporting family) which are not supported by viable public transport. By way of example there is no bus service on the weekend, the ferry only runs on the hour on weekends and after 8pm weekdays - so engagement in say shift work, out of hours volunteering etc is simply not possible both in terms of time, safety and any access being available as well as the high cost of taxi service. The proposed changes mean anyone in the new developments will be severely disadvantaged at the very time we as a nation are seeking to get people to return to work or become engaged. It severely restricts the freedoms of older Australians. The upshot of this ill informed policy will be to place further pressures on local streets as residents and visitors compete for limited space. In my street family members or employed support workers providing childcare need to move their car every 2 hours which is totally impractical, a family unit of say working parents or family with adult children residing can only get a permit for one car obliging the other family member to constantly hunt around for parking, I regularly have to do multiple loops looking for parking and with growing population density this is only going to deteriorate further. It is sensible to ask developers to make available substantial parking including for visitors and to build in this cost in the initial construction - retrofitting is often entirely impossible for structural and cost reasons. It would be valuable if the Council would come and experience what it is like to be looking for parking and to be lugging groceries etc long distances. Please understand what it is like to know there is no public transport, how it feels in terms of safety when navigating from the train station late at night or how frustrating it is to have a disability and be unable to secure a space near your accommodation, it assumes a level of financial capacity to use paid private services that are outside the reach of many. It ignores that in our society and economy it is critical that people be able to be able to drive for work, shopping, leisure, family and community engagement.
144	Object	Specific groups of people require a car Local businesses require parking for their customers and suppliers	The Council proposed changes to car parking spaces for new high-density development should not be adopted because: 1. Older and disabled persons require cars for transport and therefore home parking spaces. 2. Council seems to be concerned with the growing number of cars on the road, and the only way to control this is to ask the State Government to increase car registration fees so that users pay a more equitable amount of money for using the road facilities. The registration fees at present are very low and have not been proportionally increased correctly over the years. 3. Any reduction in car spaces just lowers the construction cost of the building (less square metres of space) and not the actual accommodation selling price. 4. A lot of users of 24hour street parking spaces misuse the entitlement and have cars parked for many weeks! Any reduction in the car spaces required for new buildings will compound this existing problem. This situation reinforces point 2 above, as if the cars are not really required for such a time, then the registration fee is certainly too small! 5. When considering the number of parking spaces required in a new building, a three-bedroom apartment definitely needs 2 spaces. 6. The lowering of parking in streets impacts the operations of local businesses and should not be considered.
145	Object	North Sydney will not be an attractive place to live Public transport does not meet all the community needs	I think Council's proposed changes to car parking are wrong and will damage the opportunity for the North Sydney CBD to become a bustling community as against the ghost town it currently is outside of business hours. Which young family or down-sizing boomers or successful people will buy an apartment with no parking or the ability to welcome visitors to with a spot off the streets. Parking is basic infrastructure. North Sydney is already a magnificent public transport hub and is something I use daily but I still want to park my car where I live. The Council's ideology re: cars is understandable but not practical to how people live. Even if it is only one each that is enough to scupper their argument.

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146	Object	Loss of on street parking	We live in McMahons Point and tonight I parked three streets away as there was no parking in our street where we often need to park due to the cars from the restaurants, all busy from Christmas. This is a regular occurrence and now the proposed park in East Crescent Street will mean even fewer car parks for residents. We have lived here 17 years and with every year parking gets harder and harder with all the units that are being approved, but our real concern is the park that on East Crescent that will make parking impossible.
147	Support	No comments	I support the proposed changes.
148	Object	Lack of visitor parking	There is no consideration for rate payers or their guests, and is clearly being put in place to increase revenue raised from parking fines.
149	Object	Lack of visitor parking	The council is not thinking of its rate payers or their guests. They are meant to work for the good of the rate payers.
150	Object	Loss of on street parking	Severely reducing the amount of car parking available to residents and visitors in new developments will cause excessive demand on street parking, negatively impact schools and local businesses, and increase the risk of accidents. The changes would majorly impact the area's already limited on-street parking, and result in more congestion and associated noise and emission pollution. The liveability of the area would be negatively impacted by these changes.
		Traffic generation	
		Local businesses require parking for their customers and suppliers	
151	Object	Loss of on street parking	There is not enough parking now to meet demand, and by just reducing the number of parking spots in future buildings will not reduce the number of cars. People who have cars now need them for a reason, cars are expensive and if you don't use your car regularly you would not have a car as it's simply not worth it. This does not just affect the people who will occupy these buildings, but also the rest of us that are already here as these people will all be trying to find and use existing spaces which are already in very short supply.
		The DCP amendment is unfounded/ unclear	
152	Object	Loss of on street parking	As government continues to build more roads we need more off-street parking not less. Since privatisation of bus routes services are inadequate. Metro station OK for those living on Miller Street.
153	Object	Lack of visitor parking	Stop abolishing visitor parking in residential apartments
154	Object	Loss of on street parking	All unit block should have at least 1 car park per unit and as per the standard car spot requirements for number of bedrooms and there needs to be visitor parking. The local streets are already at capacity and impossible to find street parking for family, friends or visiting careers or trades people for greater than 2hrs during the day. By introducing a restricted parking allowance for new unit blocks this will force occupants of those new buildings to take up current spots that currently doesn't meet the demand for existing residents. I recommend a survey of existing parking requirements for residents be undertaken to get an idea on what residents requirements are. This should form the basis of parking requirements for locals not minimise parking with the hope it will reduce people's use of cars. I don't think you can assume or encourage people to not own a car just because parking is reduced for new unit building residence it will just move those people to use existing street parking. There is a massive increase of green vehicles in the area, people are moving towards these vehicles though will still need parking. New developments should have visitor parking that includes electric fast chargers this is a better option to create a more environmentally friendly solution. As well as providing more local electric vehicle charging spots in the local area.
		The DCP amendment is unfounded/ unclear	
		There are better environmental public policies	
155	Object	No comments	Object
156	Object	North Sydney will not be an attractive place to live	The proposed documents have a lot of statistics/trends prepared by experts in their respective fields and leading them to conclude the carparking spaces need to reduce or our existing road network will not cope with the increasing traffic volume, and that building more roads or increasing existing roads' width would not solve the congestion issues in the roads network. The effects of doing those work will also lead to a diminishing capacity for providing cycleway, pedestrian walkway, etc. plus many other environmental issues. What about reducing car parking spaces in a high-density development will reduce the sale price for units without a carspace, but for units with a carspace price will increase? As the developer needs to balance income to outlays – in any development if the developer cannot get the profit they want – the development will not go ahead – the area will then be left to deteriorate and be an eyesore for the new Metro until the cost/benefit ratio is in favour of them. Most units without a carparking space are likely occupied by renters – some will still own a car but park on nearby streets or rent a carpark. The ownership of private vehicle is still high >70% in North Sydney LG this shows how important owning a car is to our modern living. One needs a car to go around for visiting relatives/friends, shopping, especially mothers with children, people with disability and many other reasons. We note many existing cycleways and pedestrian walkways built are hardly used by people during work days, but more people use them on weekends (for exercise purposes, some even drive a car to the area to do cycling or walking). Car ownership is still a necessity for householders. It is unfair to penalise people who choose to live near metro/heavy rail stations.
		Specific groups of people require a car	
		Public transport does not meet all the community needs	
157	Object	Loss of on street parking	The plan to change rules for parking in new residential development will compound the parking and traffic issue already existing due to residential developments in the last 6 years. There is already excessive demand on street parking in certain areas. These new proposals will result in: - excessive demand on street parking, - lack of parking in and around schools (and road safety) during school events, - negatively impact local businesses and - increased risk of
		Local businesses require parking for their customers and suppliers	

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			accidents amongst other effect. Currently because of the increased population and miss-placement of pedestrian crossings traffic on Alexandria Street is excessive for a so-called village feel of Crows Nest/St Leonards We need more parking not less in new residential developments which will result in even greater demand for parking not less. People are still going to buy cars and even hire cars need parking space which is already taking up more and more street parking space.
158	Support	There is a campaign against the proposed DCP amendment Public transport meets most community needs Additional environmental public policies that should be promoted	Thank you for taking a step in the right direction. The only reason for making a submission is because of the negative note that I found, now twice, in my letter box. I otherwise would have not known about this and would have not known that I could voice my opinion. I live within walking distance from St Leonards station so I do not have to own a car. And I work further north where public transport is absolutely terrible but can still manage! I say great job trying to trim the number of cars on the road.
159	Object	Loss of on street parking Public transport does not meet all the community needs	Street parking is currently insufficient in many areas of North Sydney. The areas around schools are clearly not sufficient as it is. More demand on street parking will make this worse. Public transport is not frequent enough to support the idea that people will get rid of their cars if they haven't got parking. Weekends without a car would be impossible particularly those who hope to use ferries. Not everybody is able to walk even 10 minutes and the terrain in part of Cremorne is too steep for those carrying groceries. The ratios of parking per unit is not supported. New development should provide parking for deliveries.
160	Object	Specific groups of people require a car Loss of on street parking	Support reducing car parking and car ownership and usage but these changes reduce parking too far. For some people, particularly families with children, being car-free is not an option. Any residential development encouraging families cannot have less than 1 car per residence. My home does not have off street parking and on street parking is challenging.
161	Object	Specific groups of people require a car Local businesses require parking for their customers and suppliers Loss of on street parking North Sydney will not be an attractive place to live	Residents with small children or mobility issues will be forced into unsafe pedestrian environments with increased parking pressure. Many residents who rely on assistance from allied health professionals with equipment who require their own vehicle will find it difficult to secure ongoing support if no visitor parking is available. Young parents who live in new apartments will be impacted, especially with young children who require fitted car seats. Impact upon local business. Adjacent street networks will become overcrowded.
162	Object	Loss of on street parking There are better environmental public policies	Parking has become so challenging I often choose not to go out as I stress about getting a park on my return. Weekends parking is near impossible. People with off street parking often place their cars in the street to ensure guests have access to parking when they visit. Trades and commercial parking take up much space on weekend. Proposal means more cars pushed into residential streets. The impact of parking on my happiness of living in this area for 40 years has me strongly considering moving from the area. If the plan is for a greener city - consider electric charging points for all those residents in apartments with no off street parking.
163	Object	Loss of on street parking Other issues Specific groups of people require a car	Off street parking is becoming increasingly difficult to find. More people are owning more cars and clogging back and side streets and where residents have garages, they use them for storage. Workers on construction sites local business operations and a growing population are placing more demands on street parking. Forcing residents to drive endlessly around looking for a park just to go to their home will not help decrease emissions- only add to them.
164	Object	Local businesses require parking for their customers and suppliers Lack of visitor parking Loss of on street parking Traffic generation	Proposal is of great concern. It will cause the residents interact with each other and virtually change culture. Visitors will be dramatically reduced. It is difficult to understand how your proposal to reduce parking will assist. Tightening street parking in high density areas will only move the traffic to neighbouring surrounding areas and loss of patronage to local small businesses. The congestion we see every school day is caused by parents dropping off their school students in a roundabout from home and return to Suburbs outside the city area. Kids should be encouraged to use the available public transport.
165	Object	Loss of on street parking Local businesses require parking for their customers and suppliers Lack of visitor parking	Oppose the idea of abolishing visitor parking and reducing car parking for residents. The direct impact of this would have cars filling up already limited street parking which also impacts local businesses and medical services. This idea appears to be all for developers and ignores the local community. In an area where we are getting people downsizing into apartments there is a continual need for visitor parking to ensure residents continue to be connected to people, including the need to provide aged care services in apartments, where are they expected to park. Every development should have some visitor parking.

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		Specific groups of people require a car	
166	Object	Public transport does not meet all the community needs	Council should consider that: people have diverse mobility needs and Public transport is not suitable for everyone. People will continue to use a car in certain circumstances relating to age, mobility and agility. If new developments limit parking spaces, cars will park on the road. Connection with others is vital for mental health. Limiting parking for care providers, delivery services, less mobile visitors and vehicles needed in emergency situations is discriminatory and unwise. Those that reside in the area have made the decision to live here based on the current functional road system. To create a high density area without provision for something as basic as parking spaces is not sensible. Lastly, compromise and negative impact to the community is significant.
		Specific groups of people require a car	
		Lack of visitor parking	
167	Object	Loss of on street parking	I have no parking in McMahons Point and parking is difficult. People who have two and sometimes four garages are parking on the street. We have a weddings, picnickers, fishermen, tradesmen and new development proposals. It is unwise to squeeze the residents car parking even more by restricting new development parking. Should instead consider making those streets that are not restricted yet to be restricted and enforce, check garages, put parking meters up.
		Specific groups of people require a car	
168	Object	Public transport does not meet all the community needs	Yes public transport is accessible but Australia is a large country with growing population and people drive long distances and need cars especially workers and parents that look after the young and the old. We need to have more parking spots in residential areas as well as on the street.
		Specific groups of people require a car	
		Loss of on street parking	
169	Object	Lack of visitor parking	The abolition of all visitor parking will discourage visitors, which include my family and friends who do not live in the North Sydney area and rely on their own vehicles to travel to North Sydney, as they cannot take public transport due to accessibility issues and/or health issues. Will impact local businesses.
		Specific groups of people require a car	
		Local businesses require parking for their customers and suppliers	
170	Object	The DCP amendment is unfounded/ unclear	<p>Oppose the proposal.</p> <ul style="list-style-type: none"> • Rushing policy changes in advance of wider LGA Parking Strategy is unnecessary • Magnitude of the parking reduction too great • Visitor Parking is critical to be retained • Negative on-street parking burden • Consequences undermine Council strategy • No transitional provisions <p>Given the magnitude of the impact of these changes, we encourage Council to engage with industry to understand the issues in more detail and discuss potential alternative suggestions and implementation plans.</p>
		Lack of visitor parking	
		Loss of on street parking	
		Local businesses require parking for their customers and suppliers	
		Traffic generation	
		North Sydney will not be an attractive place to live	
171	Object	Public transport does not meet all the community needs	<p>Object to proposal.</p> <ul style="list-style-type: none"> • Despite living in an area that has many great options for public transport, living in Sydney without a car is very difficult. There are many areas of Sydney that are unreachable without a car, delivery isn't always an option when shopping, using an Uber or taxi isn't environmentally friendly, and North Sydney itself lacks many services, especially on the weekends and evenings when public transport options are at their lowest. If I wasn't a young and fit person, I would not have been able to manage it. • In 2019, my father was diagnosed with Leukemia. Public transport was no longer a safe option and having access to private vehicle became an absolute necessity to me. • Some residents do not own a motor vehicle despite having car space, no one has to force them. <p>Better education around the issue of car usage will have a greater effect in reducing car usage.</p>
		Specific groups of people require a car	
		Other issues	
		There are better environmental public policies	

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172	Object	North Sydney will not be an attractive place to live	While it won't affect the development I am currently going to reside in, council need to recognize that residents looking to downsize and live in more high density residential apartments require parking in these developments and any changes to parking requirements of the developers will make these developments a much less desirable alternative. Once we move, we still have the same friends who will come to visit so visitor parking is still a significant requirement and must be catered for in future developments
		Lack of visitor parking	
173	Object	Traffic generation	Object to proposal. If the proposed DCP amendment is approved there will be conflict between residents, visitors and others that are trying to access North Sydney. North Sydney is already a very difficult place to find parking and this amendment will make it worst. This amendment will increase the demand for on-street parking spaces that are already in limited supply. The proposed DCP amendment will have a negative impact on local businesses.
		Loss of on street parking	
		Lack of visitor parking	
		Local businesses require parking for their customers and suppliers	
174	Object	North Sydney will not be an attractive place to live	Object to proposal. <ul style="list-style-type: none"> The access into North Sydney CBD and fringe is already difficult for pedestrians and motorists. Streets will constantly be congested even outside peak hour traffic times. Business owners need parking for their customers and suppliers. The proposed amendment hasn't been given the time to fully understand what impact it will have on residents and business owners. This outcome will deter business owners and future residents from investing in the area.
		Traffic generation	
		Loss of on street parking	
		Local businesses require parking for their customers and suppliers	
		The DCP amendment is unfounded/ unclear	
175	Object	Lack of visitor parking	On- street parking in North Sydney is already significantly challenging for the community and the residents. The new infrastructure projects coming to North Sydney in the coming years, for this new amendment will negatively affect everyone in the local area. The plans for North Sydney over the coming years mean an increase in residents and commercial tenants to the area, North Sydney Council hasn't completed adequate community consultation on this matter. Reducing the visitor car parking is a questionable decision from Council.
		Loss of on street parking	
		Other issues	
		The DCP amendment is unfounded/ unclear	
176	Object	Local businesses require parking for their customers and suppliers	North Sydney is undergoing several major infrastructure projects and has been tipped to become an extension of the Sydney CBD. With on-street parking already lacking, reducing car parking in new developments will have an adverse effect on the community and its residents. With the introduction of a new Sydney Metro railway network, more private development, a reduction in allowable car parking an unreasonable and questionable. Negatively impact surrounding areas such as Neutral Bay. The access into North Sydney CBD and fringe even now is difficult to navigate for pedestrians and motorists. Negative impact on adjacent street networks and create more traffic congestion. Increased demand for on-street parking will further deter consumer activity. Insufficient time/consideration impact on residents and the way North Sydney operates as a growing residential and commercial suburb.
		Loss of on street parking	
		Traffic generation	
		The DCP amendment is unfounded/ unclear	
177	Object	Loss of on street parking	Will cause major disruption and impact to already limited street parking, increase traffic, difficulty of receiving visitors, and worse for the environment.
		Traffic generation	
		Lack of visitor parking	
178	Object	Loss of on street parking	This is rushed, without any thought about the impact on our community. A more thorough impact assessment needs to be undertaken, and the changes put on hold until a fuller review of parking requirements across the North Sydney LGA can take place. I am particularly concerned with excessive demand on street parking, lack of parking in and around schools, with a negative impact on road safety and local business.
179	Object	Local businesses require parking for their customers and suppliers	Object to proposal: <ul style="list-style-type: none"> In the absence of on-site visitor parking, residential visitors would be forced to use the short term (paid or free) parking that is provided by Council on the surrounding street networks. The strong likelihood of competitive conflict between residential visitors and our potential customers over car parking spaces is obvious. This conflict can be avoided if the proposed amendments are not progressed. Similar impacts to local businesses across North Sydney would result from the proposed amendments. Local hospitality economy, which is still recovering from the Covid 19 Lockdowns to date. We are also dissatisfied by Council's lack of appreciation for the importance of providing opportunities for public input.
		The DCP amendment is unfounded/ unclear	

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			<ul style="list-style-type: none"> In order for Council to consider the true impact to the local hospitality economy, we firmly suggest extending the scope, breadth, and length of consultation. In summary, we are strongly opposed to the proposed amendments. While we appreciate the opportunity to provide input in principle, we wish to reiterate our disdain for the lack of regard for public engagement that has been exhibited by Council to date.
180	Support	There is a campaign against the proposed DCP amendment Traffic reduction	Support the statement that now is the right time for Council to encourage reduced car use and dependence. I recently received a leaflet from "Concerned North Sydney Residents" prompting that if I care about our community, streets and freedom of choice that I should write in, so I am now doing so. There already is very little need for the majority of local residents to drive, and with coming transport improvements there will be even less reason. The leaflet also cited an impact on schools relying on on-street parking, which I found insulting. If anything, for the sake of child safety, schools should in fact be car-free, which there are a number of successful precedents of. Should move away from defaulting to the car for transport. The reduction of maximum parking rates for new developments is a great step towards planning for a more sustainable future.
181	Object	<p>The DCP amendment is unfounded/ unclear</p> <p>Public transport does not meet all the community needs</p> <p>Other issues</p> <p>North Sydney will not be an attractive place to live</p>	<p>Oppose proposal.</p> <p>Will be one of the most restrictive parking rates in all of Sydney, even more so than the City of Sydney.</p> <p><u>Comparison - City of Sydney</u></p> <p>The Sydney CBD is an established global employment precinct serviced by light rail, trains, ferries, and buses. The North Sydney LGA is a less established precinct, with inferior connectivity and accessibility, compared to the City of Sydney LGA and therefore such restrictive car parking rates cannot be reasonably justified.</p> <p><u>Off Street Parking – Work/Lifestyle</u></p> <p>Residents in these areas will use public transport if their working situation permits, with car ownership providing accessibility for family requirements, socialising, recreation, and other activities as desired.</p> <p>The decision to impose such significantly reduced car parking rates does not take into consideration the ongoing consumer desire to own a car.</p> <p><u>North Sydney Council Transport Strategy</u></p> <p>The North Sydney Council has heavily relied upon the Guide to Traffic Generating Development, by Transport for NSW and this information is out of date.</p> <p>TfNSW are currently reviewing the Guide and provided this underpins the LGA-wide North Sydney Transport Strategy, Mirvac believes the Draft DCP should be delayed until the TfNSW review is finalised.</p> <p><u>Affordability</u></p> <p>Significantly reducing carparking ratios, will lead to residential development projects becoming commercially unviable. In order for developers to progress opportunities, they must be able to feasibly meet and provide for market demands. Accordingly, supply constraints will lead to the emergence of increased housing prices.</p>
182	Object	Loss of on street parking	Parking is a problem and reducing off street parking options will not help but hinder.
183	Support	The DCP Amendment should also include Cremorne and Neutral Bay	Support the draft amendment. Also writing to request to include reducing private off-street parking requirements for Neutral Bay and Cremorne for high density development. The Military Road corridor has been identified as having a "Category 3" Public Transport Accessibility Level, the highest score available for public transport availability. If the B4 (Mixed Use) Zone on the Military Road corridor is not included, it will be the only B4 (Mixed Use) Zone in North Sydney LGA excluded from the identified "High Accessibility Area" maps.

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No.	Support / Object	Main issues	Submission
184	Support	Additional environmental public policies that should be promoted	This submission is made by GoGet, who supports the proposal. GoGet recommends that in order to encourage a reduction of private car ownership and use in these areas, sufficient onsite carsharing services need to be provided to ensure there is a viable alternative for all future residents.
185	Object	Lack of visitor parking Loss of on street parking	Strongly disagree with allowing new residential apartment to be constructed without provision of any visitor parking. There is currently insufficient street parking in the North Sydney area. New residential developments should be required to provide 1 visitor parking spaces for every 4 apartments constructed.
186	Object	Loss of on street parking Specific groups of people require a car	Object to proposal. <ul style="list-style-type: none"> Residents with vehicles and no parking in these developments will find parking at alternative locations. There is a need for families with children to have vehicles for use in schooling, trips emergencies etc. Suggest visitor parking permissions be retained in line with current apartments and developments, thus not removing parking particularly outside of working hours. Support removing parking permits for new residential developments as these are currently reducing the already severely limited on street parking for residents. Request that council stop removing parking places from streets, by narrowing or adding street furniture, this is not what residents want. Also please re-widen Miller Street by removing the unnecessary street furniture, which is barely used. This adds significant traffic chaos on a daily basis, particularly in peak hour, turning into Miller Street from the Pacific highway, adding unnecessary congestion and additional greenhouse gases from traffic delays.
187	Object	No comments	The reduction in car parking, while admirable is counterintuitive. Height approvals and increased densities are already excessive and seemingly unnecessary. Reduced vehicle ownership in an already low environment seems politically attractive and overly optimistic. Street level retail requirements present additional issues and are a source of continued turnover causing unceasing unattractive construction. The traffic issues are at red-line and assuming increased population, even with reduced incremental car ownership is simply taking away the opportunities for open space and public enjoyment. A focus on maintaining and improving what is currently available would be a better use of our diminishing space.
188	Object	No comments	Developments should include parking at the current levels not at the proposed reduced levels Developers pocket all the gain from changing heights permitted use of land so why give them more profit when the cost of transport is a borne by all taxpayers.
189	Object	The DCP amendment is unfounded/ unclear Loss of on street parking	The current policy to discourage the use of the private vehicle is not working. Proposal will cause further and excess demand on street parking, negatively impacting an already overloaded system.
190	Object	The DCP amendment is unfounded/ unclear Local businesses require parking for their customers and suppliers Loss of on street parking Traffic generation	Oppose the amendments to car parking rates. Will represent most restrictive parking rates in Sydney. More demand on street parking - major impact on the existing local community and local businesses. Visitors will be competing with residents already trying to access street parking. There are also issues with your strategy and the rationale for the changes; your assumptions are based on data that is 20 years old, that even the Dept of Transport admits has to be updated. Your car ownership projections have not been based on factual data. This is rushed without any real community or business engagement. You should be considering parking solutions in line with this strategy not in isolation to it. The City of Sydney for example took two years' worth of planning before they introduced similar provisions. Fair access to parking is a significant concern for residents and local businesses based on your own 2017 Transport Strategy. From a business point of view these changes would obviously significantly affect Crows Nest mainly by increasing on street vehicle movements.
191	Object	The DCP amendment is unfounded/ unclear Local businesses require parking for their customers and suppliers Loss of on street parking Traffic generation	Oppose the amendments to car parking rates. Will represent most restrictive parking rates in Sydney. More demand on street parking - major impact on the existing local community and local businesses. Visitors will be competing with residents already trying to access street parking. There are also issues with your strategy and the rationale for the changes; your assumptions are based on data that is 20 years old, that even the Dept of Transport admits has to be updated. Your car ownership projections have not been based on factual data. This is rushed without any real community or business engagement. You should be considering parking solutions in line with this strategy not in isolation to it. The City of Sydney for example took two years' worth of planning before they introduced similar provisions. Fair access to parking is a significant concern for residents and local businesses based on your own 2017 Transport Strategy. From a business point of view these changes would obviously significantly affect Crows Nest mainly by increasing on street vehicle movements.
192	Object	Loss of on street parking Lack of visitor parking	Object to proposal. <ul style="list-style-type: none"> Parking in North Sydney is already difficult.

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		Local businesses require parking for their customers and suppliers Other issues Public transport does not meet all the community needs North Sydney will not be an attractive place to live	<ul style="list-style-type: none"> • Visitors who may travel by vehicle will compete with residents for the already limited on-street parking. • People will be pushed to park illegally in non-designated parking zones. • The limited unrestricted parking will very quickly be taken up by new residents in the new apartments. • It will make it impossible for residents without car spaces to park within a reasonable distance. • It will push cars into residential areas not currently impacted by car parking issues. • Not all visitors are in a position where they are able to travel by public transport to North Sydney. • If visitors did travel to North Sydney by car where would they park? • It will negatively impact existing small businesses in the area that rely on customers accessing on-street parking. • It impinges on people's freedom of choice and freedom of movement. • It will negatively impact older people or people with mobility issues who require a car to car around. • Not every location in Sydney is easily covered by public transport – like the beaches and national parks. • People will not want to/or be able to pay cost of ubers/taxis/rideshares to travel to those locations not covered by public transport. • Apartments are more likely to be filled by AirBNB's or be purchased by those who are land blocking and living elsewhere.
193	Object	Traffic generation Local businesses require parking for their customers and suppliers Other issues	There is already reduced parking and it will put much more pressure on traffic, impact the local business, safety for pedestrian and children going to schools and increase traffic accidents. Maybe you need to look at building less housing.
194	Object	Specific groups of people require a car Public transport does not meet all the community needs	Important to have accessible parking at least if not more than currently available. While this area might be considered highly accessible via public transport, this does not help with ageing parents and grandparents. This is a very short sighted move that will not serve our community in any way and will negatively impact quality of life for anyone who has regular contact with suburbs and areas not as readily accessible via public transport or who value local businesses who profit from attracting customers.
195	Support	The DCP Amendment should also include Cremorne and Neutral Bay	I would recommend that the reduced car parking rates to apply to land in Neutral Bay and Cremorne villages that may have been rezoned to permit a greater maximum building height than is currently permitted, but with car parking rates for sites that are not rezoned to remain unchanged.
196	Object	Loss of on street parking Local businesses require parking for their customers and suppliers	Strongly agree in principle but concerned about parking for local residences and small businesses in the area. More enforcement is required.
197	Object	Loss of on street parking Public transport does not meet all the community needs	Live outside the LGA on the border and our unrestricted parking areas are filled with people from NSC developments. Council's proposal to reduce parking in new developments will have the "unintended consequences" of pushing parking t nearby streets. Whilst public transport is good for work, outside work hours people still need cars to get around and conduct other activities not possible by Public Transport.
198	Object	Specific groups of people require a car Lack of visitor parking Loss of on street parking North Sydney will not be an attractive place to live	This proposal will directly effect many different community segments that require cars and therefore parking at their home, as public transport does not have the reach to meet all needs. People with children/young and older children who play sport on weekends/older people or those with accessibility issues/disabilities and their supporters.
199	Object	Loss of on street parking Public transport does not meet all the community needs Lack of visitor parking	Already problematic when family and friends visit to park nearby my home. My family don't live near trains or buses so to see me they drive. Council cannot assume that people all travel by public transport as a reason to limit car spaces in new buildings. Will be more overcrowded parking on our streets and will impact all my little local trips I do for various reasons. Whilst I also walk around the area or ride a bike around the area, I also use my car for 'vital' quick trips here and there. Council cannot assume people will stop wanting to use their cars and limit car spaces.
200	Support	Public transport meets most community needs	This is a good move. North Sydney is very well serviced by public transport, and will be even more connected when the Metro opens. The area is missing active transport connections however, which forces people to be more dependent on cars for shorter trips. A well connected, safe, separated cycleway network

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		Additional environmental public policies that should be promoted	should go hand in hand with this proposal, as well as improvements to footpaths, pedestrian areas, and reducing speed limits. Council should be focused on making North Sydney a pleasant, safe and sustainable place to live and work. This is a great step towards that goal.
201	Object	Loss of on street parking Local businesses require parking for their customers and suppliers Specific groups of people require a car Lack of visitor parking Other issues	This will have a huge impact on current residential street parking for many residents that currently already have difficulty parking in our own residential streets. To reduce parking spaces and abolish all visitor parking in new residential developments means that this will further impact our community and further decrease our current parking crisis with excessive demand for on street parking and impact on parking for local businesses. Not everyone who are seen to have a high level of public transport accessibility can rely on public transport in this community. Mums with babies, sick elderly, immune compromised residents, and workers with company cars require the use of their own vehicles and car parking spaces. The need for residential parking should be increased not decreased.
202	Support	The DCP amendment is founded/ clear North Sydney will be more livable	Support using the DCP to start to change behaviour in areas with good public transport options. May also lead to more apartments at more reasonable prices.
203	Object	The DCP amendment is unfounded/ unclear The DCP amendment is unfounded/ unclear	Object to proposal. <ul style="list-style-type: none"> The excessively restrictive parking rates of the Draft DCP would lead to an increase in traffic congestion. Existing development within North Sydney is highly sensitive to conflict over the limited on-street parking supply. The reduced parking rates, with no allowance for visitor parking will exacerbate this conflict. In any event, the Alfred Street Precinct, including 275 Alfred Street should not be included in the land to which the Draft DCP applies because the precinct is subject to a current Planning Proposal and parking rates should be resolved through that process.
204	Object	There are better environmental public policies Loss of on street parking	In principle this is the right idea, reduced parking discourages driving. However, this fraught for two reasons. Firstly, alternative transport options are sub par in North Sydney. Cycleway provision is below par. Our bike network is poor. It does not connect well. Public transport is at a decent level of service. Removing Young St plaza will slow bus flow and encourage more driving! How can the council remove a pedestrian plaza to reopen a road for cars and still claim to be encouraging less car use? Our areas walkability can be challenging due to the topography and many pedestrian hot spots are ruined by traffic and pollution. This will only encourage more on street parking. On street parking kills cities and is a poor use of space. Not only does it occupy public land for a private use, it narrows roads and encourages car use. Without suitable off street parking, cars will clog up on street parking. This means more resources will be dedicated to parking regulation (signage, parking officers and pay stations) to manage the increased demand. On the flip side, off street parking is paid for by developers at no cost to the council. We should be encouraging off street parking to free up our streets for things like bike lanes, gardens and for better pedestrian conditions.
205	Support	Additional environmental public policies that should be promoted	Support the reduced parking spaces in this proposal. I recommend that council encourage space for ebikes and particularly ecargo bikes like bakfiets that can be used to transport multiple children easily. This can be done via a bike share program if needed.
206	Object	Other issues Public transport does not meet all the community needs	People will choose to use public transport if and when the transport infrastructure meets their requirements. Once that is the case, residents will choose to either leave their car for occasional use or use their allocated parking for visitors. Beneficial outcomes that will accrue without Council having to force the issue.
207	Object	Other issues	To hide behind the 'encouragement' of reduced parking availability by not allocating or approving it I think this is a poor reflection on council planning and standards. You have already willingly encouraged that demand by approving the level of additional or proposed development levels.
208	Object	Public transport does not meet all the community needs Loss of on street parking	The proposed DCP Amendment severely reduces the amount of car parking available to residents in new residential developments. The rationale is that in areas where there is a large amount of public transport residents in new high rise apartments will have severely reduced need for on site parking. This presupposes that residents in the workforce will not need on-site car parking as they will use the public transport to travel to and from their workplace. This is not the case where a large number of residents do not work locally and need a car to travel cross country to work or work long hours where public transport is not available. A private car with onsite parking is essential in these instances and where there is none available the car owner residents will park in any available street parking thus impacting their neighbours in residences which have no onsite parking. The LGA contains a majority of small building lots with no onsite parking but with residents who own cars and street parking is the only option. A major desirable factor of desirability of new high rise developments is the availability of onsite parking and even with small buildings one of the first questions of interested purchasers is "Is there a parking space?" At present there is limited

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			opportunity for visitor parking in current blocks and uncaring visitors unlawfully occupy vacant resident spaces plus parking along the local streets. With the reduction on onsite parking there will be a permanent impact on street parking for neighbours without onsite parking plus parking for tradesmen.
209	Object	Loss of on street parking Public transport does not meet all the community needs Specific groups of people require a car Lack of visitor parking	Our streets are full of cars most of the time. People who park in my local area variously park while working in North Sydney or Crows Nest or the Sydney CBD, while working in the local hospitals or schools and local businesses, while performing work in homes – eg trades people, cleaners, care givers, and/or park to then catch a train or bus. Many residents also need to park on the streets. Older buildings do not always have sufficient space for residents to park. The local transport options do not meet all needs. Not everyone has the luxury of having public transport close to the end of their journey. Many people need to travel between different locations during their day, or transport heavy or bulky tools or equipment, or work unsociable hours when public transport is very limited, or have limited mobility. People with limited mobility often depend on a private vehicle to access services they need. There appears to be an assumption that people who live in high density buildings without car parking will not own cars. Cars will be parked in already crowded streets, reducing the amenity for all people who live in the area.
210	Object	Loss of on street parking	This will just result in reduction of already poor public street parking.
211	Object	Loss of on street parking The DCP amendment is unfounded/ unclear North Sydney will not be an attractive place to live	North Sydney LGA has a high proportion of transient traffic, putting pressure on the available street parking. To reduce the parking requirements means that there will be increased pressure on publicly available parking. Whilst I appreciate that this is being done to reduce cars in the LGA I don't see how this has been proven. This reduction in (underground) car spaces per building will clearly have a favourable impact on the development costs of any new building (and this benefit the developer), with a corresponding detrimental impact to residents in the vicinity.
212	Object	North Sydney will not be an attractive place to live Loss of on street parking Lack of visitor parking Traffic generation	The resultant effect will be poorer quality development in the area, increased pressure on street parking, and a reduction in the general appeal and amenity of the North Sydney LGA. The proposed changes will abolish all visitor parking and parking permits for new residents of apartments. These changes will impact our already limited on-street parking, resulting in more traffic on our already congested roads and a creating a major havoc for existing residents, local businesses, and schools. In addition, should this policy be adopted it is likely the type of residential apartments and households that form will change. Smaller studio or one-bedroom investment grade apartments will instead be built in North Sydney and developers will choose to build higher quality dwellings in areas that permit higher rates of car parking, due to the market demand for car parking.
213	Support	The DCP amendment is founded/ clear Public transport meets most community needs The DCP Amendment should also include Cremorne and Neutral Bay	Support for the proposed changes. Our roads are already too congested. Limiting the number of parking spaces to be incorporated into new developments that are located proximate to good public transport is a step in the right direction. I would ask Council to consider the extension of these proposed reduced parking ratios to also include the Neutral Bay and Cremorne Military Road corridor.
214	Support	Traffic reduction	Please remove my previous submissions as I did not fully understand the intent of this document. I welcome the move to reduce vehicle parking in buildings and the reliance of residents upon vehicles. There are already too many cars in the North Sydney LGA.
215	Object	The DCP amendment is unfounded/ unclear Loss of on street parking North Sydney will not be an attractive place to live	Object to proposal. This submission has been prepared by a planning consultant on behalf of a development group. This is a detailed submission that has collected data from buildings in and around the North Sydney CBD, as well as a comparable group of buildings in Green Square to determine whether there is a direct relationship between the parking provision and the traffic activity generated by those buildings. The results indicate no correlation between parking supply and trip generation with other external factors likely having more influence over the decision to drive. Car ownership in North Sydney has remained steady during the census years, although journey to work data indicates a reduction in commuting trips made by car, again indicating no relationship between car ownership and car usage.
216	Object	Loss of on street parking Local businesses require parking for their customers and suppliers Specific groups of people require	As this will have a huge impact on current residential street parking for many residents that currently already have difficulty parking. Will further impact our community and further decrease our current parking crisis with excessive demand for on street parking. Significant impact on parking for local businesses. Not everyone can rely on public transport in this community. Mums with babies, sick elderly, immune compromised residents, and workers with company cars require the use of their own vehicles and car parking spaces. The need for residential parking should be increased not decreased.

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		a car Lack of visitor parking Other issues	
217	Object	Lack of visitor parking Public transport does not meet all the community needs	Fair and reasonable amounts of Visitor Parking is an essential component to well-balanced, harmonious communities. Primary benefits of Visitor parking include spots being readily available for visits by/for activities such as tradespeople, general socialising between relatives and friends.. The spaces bring nothing but support benefits. Whilst car technology may be evolving, individual vehicles in the basic form we know them today will be around for many, many decades.
218	Object	Loss of on street parking	Visitor parking in Alfred street is already very tight. The State Government wants to remove 15 on-street parking spots as part of the Harbour Bridge Cycleway project. My building does not have any visitor parking which makes it very difficult for trades people who have heavy equipment. I urge you to take a 'whole of government' approach when considering further restrictions on parking for residents on Milsons Point.
219	Object	North Sydney will not be an attractive place to live	Proposal could have the unintended consequence of making future developments less attractive.
220	Object	Loss of on street parking North Sydney will not be an attractive place to live The DCP amendment is unfounded/ unclear Lack of visitor parking	Live in Naremburn and will feel the effect of off street parking in our streets. It is unrealistic to expect that new residents won't have cars just because there isn't a parking spot for them. They will just come and fill up the local streets instead! No visitor parking is not a good idea. Where will they all park?.
221	Object	Specific groups of people require a car Loss of on street parking	Concern regarding aged visitors from outside the LGA. Average age of residents in many parts pf the LGA is relatively young to middle aged. This means that parents are generally elderly. The proposal will make it difficult to continue such visits especially if such visitors have mobility issues etc.
222	Object	Loss of on street parking Local businesses require parking for their customers and suppliers Specific groups of people require a car Lack of visitor parking Other issues	This will have a big impact on residential street parking for many residents that currently already have difficulty parking in our own residential streets. To reduce parking spaces and abolish all visitor parking in new residential developments means that this will further impact our community and further decrease our current parking crisis with excessive demand for on street parking including for local businesses. Not everyone who are seen to have a high level of public transport accessibility can rely on public transport in this community. Mums with babies, sick elderly, immune compromised residents, and workers with company cars require the use of their own vehicles and car parking spaces. The need for residential parking should be increased not decreased.
223	Object	Loss of on street parking Local businesses require parking for their customers and suppliers The DCP amendment is unfounded/ unclear North Sydney will not be an attractive place to live Specific groups of people require a car Lack of visitor parking	Object the proposal. <ul style="list-style-type: none"> Abolishing all visitor parking will create conflict and increase pressure with on-street parking for residents and local businesses. Adjacent streets will become overcrowded and impossible for residents to park their cars. Not allow for transition time and risks alienating a significant number of residents who would otherwise support the initiative for reduced car ownership in the longer term. Existing unrestricted parking within the street network will be taken up by residents in new apartment buildings if these proposed reductions in car parking are approved. Resulting pressure from proposed changes to on-street parking will not create a more pedestrian and people friendly environment. Young parents who live in new apartments will be impacted, especially with young children who require fitted car seats. Impact upon local businesses who rely on on-street parking for their customers and delivery drives to access their premises. Not all locations people wish to travel to outside of North Sydney are accessible via the metro/existing train line.
224	Object	Lack of visitor parking Specific groups of people require a car	Cars will park in local streets. It is almost impossible for visitors to find a park in near-by streets. For older persons like myself this really reduces chances to engage with others. Loneliness in the elderly is a problem. Young families with children living in the area find themselves unable to park near their homes.
225	Object	Loss of on street parking	This proposal will increase pressure for on street parking. This will not reduce demand for car use as public transport is limited or poor in many areas, access to

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		<p>The DCP amendment is unfounded/ unclear</p> <p>Specific groups of people require a car</p> <p>Lack of visitor parking</p> <p>Local businesses require parking for their customers and suppliers</p> <p>Public transport does not meet all the community needs</p>	<p>it can be difficult for some, especially with increasing weather events, whilst bike lanes are few, and bikes not suitable for everyone, some rely on cars for school activities, medical access, family/friends visits, grocery etc deliveries, tradie visits, emergency vehicles, all of these requires street parking. Car sharing eg GoGet is already problematic as car pods can be illegally occupied by a private car when street parking is full. This proposal will severely impact local businesses.</p>
226	Object	<p>Loss of on street parking</p> <p>Public transport does not meet all the community needs</p> <p>The DCP amendment is unfounded/ unclear</p> <p>Lack of visitor parking</p> <p>Specific groups of people require a car</p> <p>Public transport does not meet all the community needs</p>	<p>Hayberry Precinct Meeting objects to the proposal.</p> <ul style="list-style-type: none"> The idea that because we live in a comparatively well served area for public transport this was not an issue was rejected. Transport services are severely restricted on Saturdays and even more so on Sundays. Our streets are already stressed. Strongly against reducing the parking currently allowed in new developments any further and would in fact prefer more parking to be added to such developments to prevent cars from taking up street parking spaces which will ultimately happen. North Sydney residents who do have motor vehicles will voluntarily use active or public transport or both to get to work so any suggestion more off street parking would increase traffic exponentially is not true. Specific group of people need a car: People with disabilities, with pets to the vet, emergency workers, people whose work is not accessible by public transport.
227	Object	<p>Other issues</p> <p>North Sydney will not be an attractive place to live</p>	<p>Average car ownership rates are much higher than the proposed requirements. We are already a windswept wasteland because of this. A lack of parking ends up lining the pockets of developers who don't live or pay rates here.</p>
228	Support	<p>The DCP amendment is founded/ clear</p> <p>Traffic reduction</p> <p>Support impacts on the environment</p> <p>Additional environmental public policies that should be promoted</p>	<p>The proposal is consistent with improvements in public transport infrastructure and trends in car ownership rates in the identified areas, as well as wider community concerns around traffic congestion, over development and the environment. This proposal also highlights the importance of improving the frequency, routes, and connectivity of public transport options, ensuring availability and ease of use of car and ride sharing alternatives, and providing safe and high quality bicycle and pedestrian traffic infrastructure.</p>
229	Support	<p>Additional environmental public policies that should be promoted</p>	<p>Edward and Union Combined Precincts Committee supports the proposal.</p> <p>Precinct[s] will support efforts to minimise road congestion in the LGA as long as public transport services are maintained/improved. Passed without objection.</p>
230	Object	<p>Specific groups of people require a car</p> <p>Public transport does not meet all the community needs</p> <p>The DCP amendment is unfounded/ unclear</p>	<p>Will do nothing to achieve the aim of easing congestion. The graphic on page 8 serves no purpose. How many of the various travellers are North Sydney residents. Most in the cars would be from outside North Sydney. I live in North Sydney in a block of units, I am semi-retired and when I work it is in North Sydney, so I walk to work. I use public transport most of the time. There are times when I will use a Go Get car but am not too comfortable with the level of cleanliness. I own 2 cars so I am presumably one of the people you would discourage from living in North Sydney. I rarely use these cars. One is a collectors car, a hobby. The other is a large 4 wheel-drive which I use with my partner for camping trips in NSW and further afield. I am aware that most in our unit block rarely use their vehicles as they too use public transport. As an owner occupier I want the choice of whether to use public transport or not.</p>
231	Object	<p>Specific groups of people require a car</p> <p>Public transport does not meet all the community needs</p>	<p>This is a proposal based on Green ideology, not common sense or with the quality of life of residents in mind, and that threatens the freedom of citizens to live their lives. I would make the following specific points: 1. while North Sydney is blessed with excellent public transport, the same does not apply to most areas of Sydney and regional areas. Travelling to these areas still requires the use of a car. A North Sydney resident's movements would be confined to areas served by public transport. 2. The proposal discriminates against older citizens who are less able to use public transport. 3. The lifestyle of future residents would be</p>

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		North Sydney will not be an attractive place to live	unfairly restricted. 4. This proposal would make it very difficult to sell new apartments that do not have on-site or even on-street parking. Council may find that developers become reluctant to invest and build in North Sydney.
		Other issues	
232	Object	Specific groups of people require a car	Proposal puts extra parking on the street with a greater incidence of car damage and theft. It will in no way reduce the number of cars. With current economic times partners may be both required to work. This may require 2 cars if their work locations are in opposite directions in this very extensive city. Cars will still be required and both partners may have to be parked on the street. Car spaces in apartment blocks are vital. The future of the car industry also is to have battery driven cars with a reduced imprint on the climate but not car numbers, they are still required.
		Public transport does not meet all the community needs	
		Loss of on street parking	
233	Object	No comments	Whilst I may understand the thought process behind this proposal, I am against its implementation.
234	Object	No comments	1. North Sydney Council has no electoral mandate for the changes. 2. Community consultation constrained by a tight response time-frame does not legitimise this agenda. It simply reinforces the absence of a mandate. 3. It is clear from the proposals that they are an ill-disguised attempt to constrain high density residential development without consideration of the unintended consequences for residents and rate-payers by constraining the vital access available to family and friends.
235	Object	Loss of on street parking	Would it not be better to ensure all developments must contain sufficient visitor parking thus ensuring street parking is more available ? If your proposal goes ahead we predict that streets will be overburdened and it will become a farce as limited spots in these huge high rise buildings will cause parking chaos in our streets-- the one over the Metro North opposite Council Chambers will be 40 stories and Aqualand in McLaren Street will be 36/38 floors. Where will all the cars park?
236	Object	Loss of on street parking	Object to proposal <ul style="list-style-type: none"> • Development proposals will be less viable as the values of the proposed apartments will reduce significantly. • The buyers of the new developments will park the car in the street – this will therefore not reduce traffic, and it will create on street parking supply issues. • Office projects will be designed and constructed to a lower quality to make up for the reduced income associated with a near zero parking provision. • The proposed DCP amendment has a lack of analysis.
		The DCP amendment is unfounded/ unclear	
		North Sydney will not be an attractive place to live	
237	Object	Lack of visitor parking	I rely on on-street parking for my ute. Opposed to the abolition of Visitor Parking in the R4 High Density zone. The potential for competitive conflict between residential visitors and other people who rely on the availability of on-street parking to support their businesses and livelihoods. The proposal will ultimately reduce the supply of on-street parking for everybody and lead to greater competition for parking.
		Loss of on street parking	
		North Sydney will not be an attractive place to live	Opposed to proposal. Feel disenfranchised by the inadequate opportunities that have been made available for me to provide my input. In the first instance, I feel as though Council would be inclined to overlook my interests due to the general 'white collar' occupational profile of residents and workers in North Sydney. In this regard, I strongly recommend extending the exhibition period to exceed 90 days. This would allow for an appropriate level of public engagement, and would provide improved opportunities for input from diverse stakeholders.
238	Object	Specific groups of people require a car	Opposed to proposal. Believe that these changes are not in the interests of residents and will increase the demand for on street parking in residential streets and result in more congested local streets. Whilst I am an advocate for the use of public transport and use it regularly, a car is still needed for trips which are not easily accessed by public transport, including for luggage/shopping, off peak times, mobility challenged persons, families with small children etc. There will be spillover of cars if not provide don site. More off street car parking is required not less. Will not suit families, visit by distant relatives, carry shopping home etc - shift workers, the elderly/mobility challenged. Visitors will be forced to park on the street increasing the demand and competing with local residents - approval of the changes will result in more demand for off street parking.
		Public transport does not meet all the community needs	
		Loss of on street parking	
239	Object	Lack of visitor parking	Object to proposal. The DCP amended will not reduce car dependency, it will put more pressure on the local road network. There are other ways to encourage more sustainable modes of transport, including the preparation of Green Travel Plans for development proposals, providing excellent end of trip facilities for bicycles, and improving the quality and efficiency of our public transport system. It is unfair that the DCP amendment to reduce car parking rates be imposed to the Alfred Street Precinct.
		Loss of on street parking	
		The DCP amendment is unfounded/ unclear	
		There are better environmental public policies	

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No.	Support / Object	Main issues	Submission
240	Object	<p>Specific groups of people require a car</p> <p>Local businesses require parking for their customers and suppliers</p> <p>Public transport does not meet all the community needs</p> <p>The DCP amendment is unfounded/ unclear</p> <p>There are better environmental public policies</p> <p>North Sydney will not be an attractive place to live</p>	<p>Object to proposal. Concerns are described as follows:</p> <ul style="list-style-type: none"> • Rate of use of public transport can be improved by improving reliability and access and decreasing costs rather than by decreasing residential parking. • If cars are parked in the residential buildings there will be more space for wider footpaths, bike access and public transport access. • There are times when a car is preferable, for example, if one is travelling to an area where there is no good public transport connection. • If I do a big shop, I use my car so that I can bring my parcels home. I would be unable to do this by public transport. • Families with children may enjoy catching a train or bus but this may not be practical with young children who need to be taken to various locations for activities. • The competition for the limited on street parking will result in problems for deliveries to businesses and residents, to tradesmen, servicing the thousands of residents in the area. • Suggest the main beneficiaries of this idea must be the developers who can build and sell a few more apartments.
241	Object	<p>Specific groups of people require a car</p> <p>Public transport does not meet all the community needs</p> <p>Loss of on street parking</p>	<p>Off street parking is already difficult to find and allowing new residential developments without parking will greatly exacerbate the problem. Few people in Australia can manage without a vehicle, even if public transport is utilised when possible. Even if public transport accessibility is improved in North Sydney and other inner suburban areas, much of the country exists outside these zones. There is a myriad of reasons residents need to travel to these areas. The problem is particularly acute for families with young children, the elderly and the incapacitated. Restricting off street parking also discriminates against those who can only afford high density living as opposed to the more affluent with a stand alone house and private parking space. Most people purchasing new apartments will still have a car and the traffic and congestion will only increase with their daily effort to find a parking place. Developers should be forced to provide more off street parking to ease the burden on streets already permanently lined with cars, not the opposite. Safety is also an issue when shift workers, often young women, have to park some distance from their residence when leaving for or returning from work at unusual hours, such as late at night.</p>
242	Object	<p>Specific groups of people require a car</p> <p>Lack of visitor parking</p> <p>Public transport does not meet all the community needs</p> <p>Loss of on street parking</p> <p>North Sydney will not be an attractive place to live</p>	<p>Object to the proposal:</p> <ul style="list-style-type: none"> • Abolishing all visitor parking will create conflict and increase pressure for on-street parking for residents and local businesses. • Adjacent street networks will become overcrowded. • Residents with small children or mobility issues will be forced into unsafe pedestrian environments. • Existing unrestricted parking within the street network will be taken up by residents in new apartment buildings. • No proposed alternatives for residents without car parking to obtain additional on-street parking permits • Resulting pressure from proposed changes to on-street parking will not create a more pedestrian and people friendly environment. • Young parents who live in new apartments will be impacted. • Impact upon older demographics, or those with accessibility issues. • Impact upon local businesses who rely on on-street parking for their customers and deliveries. • Not all locations people wish to travel to outside of North Sydney are accessible via the metro/existing train line. • Will encourage non permanent residents, AirBNB's and short stay visitors who are not invested in the community.
243	Support	<p>The DCP Amendment should also include Cremorne and Neutral Bay</p>	<p>Request the reduced car parking rates to apply to land in Neutral Bay and Cremorne villages that is rezoned to permit a greater maximum building height than is currently permitted, but with car parking rates for sites that are not rezoned to remain unchanged.</p>
244	Object	<p>Specific groups of people require a car</p> <p>Public transport does not meet all the community needs</p> <p>Loss of on street parking</p> <p>The DCP amendment is unfounded/ unclear</p>	<p>Many people from the lower North Shore are keen to downsize and move to the area. Being permanent members of the area, rather than tenants, they will have a vested interest in the North Sydney community and will be very keen to make sure the apartment buildings are maintained to a high standard. They are likely to all have cars but they will be using these at non-peak times eg doctor's appointments, to visit family/friends etc. Local schools and proposed schools adding pressure to parking. Parking on the street has become much more difficult to find during the years with new development. It is unrealistic to expect residents to find any long-term parking on the street and it is unfair that North Sydney Council is proposing to stop giving residents stickers to park locally if they do not have a garage.</p>
245	Support	<p>The DCP Amendment should also include Cremorne and Neutral Bay</p>	<p>Support the amendment. I would like the reduced car parking rates to apply to land in Neutral Bay and Cremorne that is rezoned, to permit a greater maximum building height than is currently permitted. I would however like the car parking rates for sites that are not rezoned, to remain unchanged.</p>
246	Object	<p>Specific groups of people require a car</p>	<p>Am elderly and it is increasingly difficult to find a park at the local supermarket, post office and other services. Have noticed also that although Council requirements for parking in new buildings should match the expected needs for the residents, some of them park in the streets during the day, as they may</p>

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		Loss of on street parking	need their car on and off and must find it more convenient rather than driving into their allotted parking space.
247	Support	The DCP Amendment should also include Cremorne and Neutral Bay	I am writing to support the amendment for reduced car parking spaces in new developments across Cremorne and Neutral Bay, which in turn makes it unnecessary for new buildings to be increased in height.
248	Object	Specific groups of people require a car Public transport does not meet all the community needs Loss of on street parking	Welcome the initiatives by Council to anticipate changes in the future use of private vehicles in the proposed area. However, we are concerned at the proposed amendments which would impact the quality and liveability of the area. However, these proposed amendments would only create more congestion for on-street parking in surrounding residential streets. This won't solve the problem but rather shift it onto the surrounding residential areas. Although the Metro would provide a higher level of accessibility, it is not reasonable to expect that resident private car ownership for new developments will rapidly change in accordance with this in the short term. Many people make use of public transport but still retain a car for additional purposes such as: those with mobility issues, children requiring car seats, and key workers with flexible working hours that do not conform to public transport timetables during off-peak times.
249	Object	Loss of on street parking Other issues	Object to Council's proposed changes to car parking in new developments. This will see a devastating impact to the amenity and enjoyment of its residents. This proposal would result in severe disruption to visitors, residents and deliveries to their residences, being both existing and new residential developments. There will become such a scarcity of parking available to the local population that it will result in community anger.
250	Object	Local businesses require parking for their customers and suppliers Loss of on street parking North Sydney will not be an attractive place to live	This proposal makes no consideration of the following points: 1. There is already insufficient parking for local residents and excessive demand for same at most times of the day and night. 2. Local popular tourist areas such as around McMahon's Point and Blues Point Reserve are already difficult to find any parking available. Council allows commercial business to set up weddings, parties, picnics etc on public land with no thought to the scores of cars that need to find parking to offload people to these private events. Less residential parking will only add to this problem. 3. Local businesses will be severely impacted with a further loss of parking for residents who like to shop locally and support their local business. Locals will travel elsewhere to centres where they can park. 4. Why should residents be forced to pay the price of allowing developers and new developments to increase the number of dwellings in their development because they no longer have to provide the normal amount of car parking spaces and can use that extra square metreage to provide extra residential apartments with such a discounted need to supply resident parking. 5. The plan to abolish all visitor parking in new high density residential apartment projects will mean that visitors will be forced to compete with residents who are already trying to find car parking spaces. 7. Proposal is being rushed.
251	Object	Specific groups of people require a car Lack of visitor parking Local businesses require parking for their customers and suppliers Public transport does not meet all the community needs There are better environmental public policies North Sydney will not be an attractive place to live	Object to proposal. Many friends and family would find it difficult to visit. <ul style="list-style-type: none"> • It would be difficult to shop locally (for example, in Crows Nest) when we purchase large amounts of food or large items, as we could not carry them home. • For many people, the only viable way to get to work is by car. Others need to drive a car as part of their job. • Those dependent on cars would desert the area.
252	Object	Specific groups of people require a car Loss of on street parking	Oppose the Council's proposed changes. The effect on senior population and those with accessibility challenges living in new flats who may not be able to use public transport, ridesharing services and would need to rely on a private automobile -eliminating all visitor parking will lead to conflict and put more pressure on residents and neighbourhood businesses to find on street parking additionally , adjacent street networks will become crowded and make it difficult to both resident and visitors to park their cars in a reasonable amt of space - Due to increasing parking demand, residents with young children or mobility challenges may be placed in danger - Adjacent street networks will become overcrowded and impossible for residents to park their cars within a reasonable distance.
253	Object	Lack of visitor parking Local businesses require parking for their customers and suppliers Loss of on street parking	Object to proposal. Reasoning and research are flawed. The proposed changes will not remediate the needs of existing residents who will occupy current and new developments proposed for the coming years. The reality is that any planned change in private vehicle use will not reasonably happen within the next 12 months; proposals for altering the transport culture in the area as it concerns private vehicles requires a much longer timeframe for consideration. Reducing the car parking numbers in North Sydney will not dissuade residents from buying and using cars. I'm also concerned about the following: <ul style="list-style-type: none"> • The removal of all

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		The DCP amendment is unfounded/ unclear North Sydney will not be an attractive place to live	visitor parking from residential buildings will result in a spill over into existing on-street parking. • Small businesses in the area that rely on customers accessing on-street parking will suffer from increased pressure on parking availability, and ultimately will lead to a decrease in business when customers shop elsewhere with more available parking. • Foot traffic will be dramatically reduced from the resulting impact of fewer available car spaces; the business environment will become less attractive as a shopping destination in the long term. These proposed amendments will only create increasing congestion for on-street parking in surrounding residential streets - the exact opposite to their stated aims. This doesn't solve the problem, but just shifts it onto the surrounding residential areas.
254	Object	Specific groups of people require a car Lack of visitor parking Local businesses require parking for their customers and suppliers Public transport does not meet all the community needs Loss of on street parking The DCP amendment is unfounded/ unclear North Sydney will not be an attractive place to live	Object to proposal. Accessible parking is already a problem for owners, tenants and businesses within the North Sydney LGA, who cannot park within close proximity of their own homes due to the current lack of parking available on their properties and congested on street parking. These changes are in no way encouraging future investment in the community and current owners are going to move to more convenient locations. What about the older residents who cannot be left walking hundreds of metres to their home? What about the young families with children who will have the same concerns? These groups cannot be without a vehicle and cannot rely solely on public transport or ride shares. These change to parking rates are in no way going to discourage residents from owning a car. Everyone is still going to need somewhere to park their vehicle. On street parking is already congested, and these proposed changes will make this worse. The proposed parking rates are the most restrictive maximum parking rates in all Greater Sydney. The fact that a residential area will have lower maximum parking rates that that of Sydney CBD seems absurd.
255	Object	The DCP amendment is unfounded/ unclear Loss of on street parking	Naremburn Progress Association (NPA) has not been informed about this proposal which will significantly impact residents in Naremburn who live close to North Sydney LGA. To further reduce on-site parking in new residential developments to the most restrictive rates in the Sydney metropolitan area including the Sydney CBD and to not provide any visitor parking in new buildings, will impact on-street parking in Naremburn. Currently, on a Sunday evening, the unrestricted parking spaces available in the streets of the Naremburn Conservation Area (NCA) are taken for the working week by residents in apartments in the North Sydney LGA. The proposed new parking rates will impact more Naremburn residents as residents with no parking in their new apartment building will seek unrestricted parking places within walking distance of St. Leonards station and Willoughby Road. Residents will have cars and there needs to be a transition to reduced parking spaces in new buildings if the intention is to wean them off this dependence. The current parking situation in the streets of Naremburn highlights the reality that residents will use public transport for their commute to work but use their car at the weekend for their family activities. There must be adequate community engagement around North Sydney Council's proposal. Residents in Willoughby LGA at Naremburn must have a say because of the proposal's impact on parking in their streets.
256	Object	Specific groups of people require a car Local businesses require parking for their customers and suppliers Loss of on street parking The DCP amendment is unfounded/ unclear	Object as a business owner. <ul style="list-style-type: none">• Impact upon local businesses such as ours where we rely on on-street parking for our customers and delivery drivers to access our premises.• Abolishing all visitor parking will create conflict and increase pressure with on-street parking for residents and local businesses.• Adjacent street networks will become overcrowded and impossible for residents to park their cars within a reasonable distance.• Residents with small children or mobility issues will be forced into unsafe pedestrian environments with increased parking pressure.

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		North Sydney will not be an attractive place to live	<ul style="list-style-type: none"> Many residents who rely on assistance from allied health professionals with equipment who require their own vehicle will find it difficult to secure ongoing support if no visitor parking is available. Proposed changes do not allow for an appropriate transition time and risks alienating a significant number of residents who would otherwise support the initiative for reduced car ownership in the longer term. Existing unrestricted parking within the street network will be taken up by residents in new apartment buildings if these proposed reductions in car parking are approved. Resulting pressure from proposed changes to on-street parking will not create a more pedestrian and people friendly environment. Young parents who live in new apartments will be impacted, especially with young children who require fitted car seats.
257	Object	Specific groups of people require a car Loss of on street parking Other issues	Opposed to proposal. It is already impossible to find street parking around my area. People cannot visit me, such as my mother who has health issues. Residents should be able to choose if they want to have a car. The proposed DCP amendment will not reduce the number of cars in the roads. In fact, there will be more cars on the road and less parking.
258	Object	Other issues	Concerned about overdevelopment issues.
259	Object	Loss of on street parking Traffic generation	Oppose the above proposed amendment. The on-street parking in the region is already limited and the impact of further limiting parking impacts all local businesses, many of which are still recovering from the recent lockdowns. Cars constantly circling looking for parking spaces creates risk to children, dog walkers and elderly residents, due to the congestion this creates. Double parking also increases in the neighbourhood creating further hazardous conditions. The onus should be on property developers to ensure that the local community is not impacted negatively by new residential developments by providing onsite parking for all residents, including visitor parking.
260	Object	Specific groups of people require a car Loss of on street parking The DCP amendment is unfounded/ unclear	Opposed to proposal. The proposed car parking rates are overly restrictive, and not reflective of true car ownership needs. Proposed changes do not allow transition time for existing residents to deal with the long term effects. Will result in overcrowded street networks and make it impossible for residents to park their cars within a reasonable distance. Also elderly parents visits will be challenging. Eliminating all visitor parking will lead to conflict and put more pressure on residents and neighbourhood businesses. Lack of meaningful consultation.
261	Support	The DCP Amendment should also include Cremorne and Neutral Bay	Support proposal. Traffic is constantly growing and support efforts to manage this. I agree with the Draft DCP Amendment to apply reduced rates to land in Neutral Bay and Cremorne villages if that is rezoned to permit a greater maximum building height than is currently permitted. For future DCP amendments recommend each DA needs to include a sustainability analysis quantifying the costs that appear outside of the development. This could be done by using a standard matrix that is made by Council. This matrix would list the minimum externalities that need to be considered and quantified. Council could also build a predictive model that can use all current statistical data to predict if a given development is beneficial for all the community.
262	Object	Specific groups of people require a car Lack of visitor parking Public transport does not meet all the community needs Loss of on street parking	Oppose proposed changes. Street parking is already a problem here with so many older apartment buildings and dwellings that have no parking. Our streets are already congested and it is always a struggle for our visiting family, friends, deliverymen and tradesmen to find a parking spot close to our home. Lack of parking is a big deterrent for all our visitors and we are already concerned about new apartment developments currently in the planning stages for construction in neighbouring streets. Concerned about the dangers associated with overcrowded competition for parking in the streets and the difficulties and inconvenience this poses for all residents.
263	Object	No comments	The intention of this submission is to explain why the Alfred Street Precinct should not be subject to the proposed DCP amendment. A planning proposal to amend controls for properties located within the Alfred Street Precinct is ongoing. Given this proposal was lodged in 2019, long before changes to parking rates were contemplated it is unfair that the DCP amendment to reduce car parking rates be imposed to the Alfred Street Precinct.

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264	Support	The DCP Amendment should also include Cremorne and Neutral Bay	This submission is made by Willoughby Bay Precinct Meeting. Precinct supports the DCP Amendment and requests that it apply the High Accessibility Area car parking rates to any land in Neutral Bay and Cremorne. Precinct suggests an exemption should apply to land that has an existing supermarket, in which case the current maximum parking rate of 4 spaces / 100 m2 GFA should apply for a supermarket use.
264	Object	Specific groups of people require a car Lack of visitor parking Local businesses require parking for their customers and suppliers Public transport does not meet all the community needs Loss of on street parking	Oppose proposal. Concerned about the dangers associated with overcrowded competition for parking on the streets and the difficulties this poses for visitors. As it is, with the amount of high rise development happening currently in our immediate precinct, all our street parking is taken from dawn to dusk by tradesmen and construction workers. Issues with pushing prams, shopping and essential items for her children. No longer is there a quick drop off or drop in as it can take 15 minutes driving around hoping to find a parking spot! Many have downsized and the thought of visiting them in their apartments without a visitor car space for me is impossible. I will drive for as long as I am able. It is already difficult to pull up outside local shops, which we all try and support, as opposed to the "big" retailers. Due to the prohibitive cost of buying a home, many young families have little or no choice but to live in high rise developments. Our public transport system is not suitable for people with young children and associated luggage. The area already has insufficient parking as it is, so to further restrict it is extremely irresponsible of Council.
266	Object	Local businesses require parking for their customers and suppliers The DCP amendment is founded/ clear There are better environmental public policies Other issues	Oppose proposal. <ul style="list-style-type: none"> • People are entitled to choose. • New developments should allow one parking space per unit (two if 3 beds +) • There should be a reasonable number of guest spaces. • You cannot remove parking permits for on street parking. • Properties in North Sydney will devalue. • Many people still use physical shops to get their weekly provisioning. • Woman, possibly with children need a car to carry things from the shops.
267	Support	The DCP Amendment should also include Cremorne and Neutral Bay	I write on behalf of the 46 Owners of Apartments in Cremorne. Like many Cremorne and Neutral Bay residents, we are vitally and immediately affected by the growing vehicle congestion in our suburbs. We are in Parraween Street and our street has had demonstrable increase in traffic and congestion exacerbated by the appalling congestion at peak hours and school opening and closing hours with vehicles trying to cross Military Road at Winney and Spofforth Streets. Increase of building heights and additional car parking (being major requests by most developers) can only add to these problems. The Council rightly has a general policy of discouraging car usage in the area and we request the Council to continue with that broad philosophy when considering all property redevelopment applications.
268	Object	Public transport does not meet all the community needs The DCP amendment is unfounded/ unclear	Object to proposal. People have a diversity of lifestyles and working arrangements, and they are often very much dependent on motor transport to travel to and from work at the hours that are required these days. Most of the traffic through North Sydney is generated by residents travelling from Eastern suburbs of Sydney via the Harbour Bridge and /or from the coastal suburbs via Military Road. Restricting the rate of off-street parking in new development high rise within North Sydney will not reduce traffic congestion.
269	Support	The DCP Amendment should also include Cremorne and Neutral Bay	Support the proposal and would like extended to Neutral Bay and Cremorne villages that is rezoned to permit a greater maximum building height than is currently permitted. I also would like to see car parking rates for sites that are not rezoned to remain unchanged.
270	Object	Lack of visitor parking Loss of on street parking Traffic generation	Will be negatively impacted by this proposal including the elimination of visitor parking in the High Density Zone and the extremely low parking availability in proposed new residential buildings. Owns two apartments without parking spaces attached. This amendment would mean that visitors would compete for limited on street parking. The traffic that flows on from this will be significant, meaning that in and around the schools and the ovals there will be reduced parking. This amendment will discourage visitors to North Sydney. These changes will not help in making North Sydney an attractive place to live, work and play outside the 9-5 working week.
271	Object	Specific groups of people require a car	Object to proposal.

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		Local businesses require parking for their customers and suppliers Loss of on street parking There are better environmental public policies North Sydney will not be an attractive place to live	<ul style="list-style-type: none"> Currently, with the large amount of high-rise development approved by Council being constructed currently in our immediate precinct, all our street parking is taken. My daughters with small babies have to sometimes park large distances away from my gate and struggle with prams, shopping and essential items for their children when they visit us. My wife has a permanent walking disability which she has had for over 25 years. Most of our friends have downsized in the last few years and the thought of visiting them in their apartments without a visitor car space for her is impossible. When we decide to downsize, we will be forced out of our community because any new high-rise development we contemplate, will be without resident parking and we definitely will not be able to take public transport! We will drive for as long as we are able. As it is already difficult to park outside local shops, which we all try to support, as opposed to the big retailers, this proposal will only exacerbate this issue even more. Many young families have little or no choice but to live in high rise developments. Our public transport system is not suitable for people with young children to get around easily and hence they need a car. It would be substantially more beneficial if Council thought of green incentives that might be offered to Developers such as solar power incentives for electric car stacking lifts within each car space.
272	Object	Lack of visitor parking Public transport does not meet all the community needs Loss of on street parking Other issues	Object to proposal. The population of Australian citizens relies on the convenience of being able to drive to locations that are hard to reach using public transport. Most public transport is linked mainly to the major hubs, so passengers have to wait for connections to take them in another direction or to travel across-country. This may require them to use two or three different stages of transport before reaching their destination. The State Government has recently decimated the public bus system on the lower North Shore, making it as difficult as possible to get to many locations. Many people who live in unit blocks will often need their car to travel on weekends to visit people in other regions. The use of a car, and the provision of adequate car spaces, is essential. Similarly, visitor spaces are necessary for family, friends, tradesmen etc avoid parking in the street. These proposed changes are a backward step and are being mooted only to appease developers and the State Government.
273	Support	The DCP Amendment should also include Cremorne and Neutral Bay	Brightmore Precinct supports the draft amendment. We also request that the amendment to the DCP be modified to include reducing private off-street parking requirements for Neutral Bay and Cremorne B4 (Mixed Use) Zone for any land that is rezoned for higher density (ie for any land where the Maximum Building Height on the NSLEP 2013 Height of Building Map exceeds 16 metres or, in the case of one block in Cremorne, 20 metres). Brightmore Precinct supports the draft amendment and requests that Council takes into consideration the above points for modification.
274	Support	The DCP Amendment should also include Cremorne and Neutral Bay	Support the draft amendment and request that is also applied to land in Neutral Bay and Cremorne villages that is rezoned to permit a greater maximum building height than is currently permitted, but with car parking rates for sites that are not rezoned to remain unchanged.
275	Object	Loss of on street parking The DCP amendment is unfounded/ unclear North Sydney will be more livable	<p>Object to the proposal. While reducing vehicle use and traffic congestion are worth objectives, it is unclear that a car space, and for that matter a vehicle, directly leads to a demonstrable level of usage. In addition, those without cars, when they require a vehicle, will rely on taxi or ride sharing services, which adds to congestion.</p> <p>The areas identified in the draft Amendment are arbitrary, and there could be situations where ability to own a vehicle is dependent upon which side of the street one lives.</p> <p>The impact of this DCP amendment will induce more people to look elsewhere for housing where car parking is allowed.</p> <p>It is noted that the NSW Government's own guidance document, the then RTA's Guide to Traffic Generating Development, is now twenty years' old and desperately needs revision. Transport for NSW is updating its Guide to Traffic Generating Development. It is inappropriate to proceed with the proposed DCP amendment until this guide is updated.</p>

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276	Support	The DCP Amendment should also include Cremorne and Neutral Bay	Support the draft amendment and also request that it be applied in Neutral Bay and Cremorne villages for sites that are rezoned to permit greater maximum heights than current regulations; whilst those within current regulations have no changes to heights.
277	Object	<p>Specific groups of people require a car</p> <p>Lack of visitor parking</p> <p>Local businesses require parking for their customers and suppliers</p> <p>Loss of on street parking</p> <p>The DCP amendment is unfounded/ unclear</p> <p>North Sydney will not be an attractive place to live</p> <p>Other issues</p>	<p>Object to the proposal:</p> <ul style="list-style-type: none"> Abolishing all visitor parking will create conflict and increase pressure for on-street parking for residents and local businesses. Adjacent street networks will become overcrowded. Residents with small children or mobility issues will be forced into unsafe pedestrian environments. <p>Existing unrestricted parking within the street network will be taken up by residents in new apartment buildings.</p> <ul style="list-style-type: none"> No proposed alternatives for residents without car parking to obtain additional on-street parking permits Resulting pressure from proposed changes to on-street parking will not create a more pedestrian and people friendly environment. Young parents who live in new apartments will be impacted. Impact upon older demographics, or those with accessibility issues. Impact upon local businesses who rely on on-street parking for their customers and deliveries. Not all locations people wish to travel to outside of North Sydney are accessible via the metro/existing train line. Will encourage non permanent residents, AirBnB's and short stay visitors who are not invested in the community.
278	Object	No comments	The Lavender Bay Precinct Committee objects to the draft DCP amendment and requests deferral until after the LGA-wide review of parking provisions is completed.
279	Support	<p>The DCP Amendment should also include Cremorne and Neutral Bay</p> <p>Traffic reduction</p>	Support the draft amendment and request that it be applied to both Neutral Bay and Cremorne Villages. As you might know, the Military Road corridor is often at a standstill with traffic. I have owned a home and lived in Cremorne for more than 20 years, and have seen the traffic get worse and worse each year. The rampant amount of development in this small area of Cremorne and Neutral Bay is not only taking away many single family homes, but managing to push through the construction of multi-storey unit developments. We cannot take any more traffic in the area. There are numerous times each day that I cannot leave my home with my car as I cannot get out of my driveway nor enter onto Military Road from my side-street. Spofforth Street is at a stand-still multiple times each day. The current infrastructure cannot hold such an increase in cars and traffic.
280	Object	<p>Lack of visitor parking</p> <p>Loss of on street parking</p> <p>The DCP amendment is unfounded/ unclear</p>	I welcome the initiatives by Council to anticipate changes in the future use of private vehicles in the proposed area. However, I am concerned at the rate of change these proposed amendments require and the ensuing impact it will have on the quality and livability of the area. However, the proposed changes do not remediate the existing needs of residents who will occupy new developments proposed for the next 5 years. The reality is that any planned change in private vehicle use will not reasonably happen within the next 12 months; proposals for altering the transport culture in the area as it concerns private vehicles requires a much longer trajectory. These proposed amendments will only create increasing congestion for on-street parking in surrounding residential streets - the exact opposite to their stated aims. This doesn't solve the problem, but just shifts it onto the surrounding residential areas. My family and friends visit frequently from country NSW and travel by car. The changes proposed will negatively impact them, making family visits less attractive and hence less frequent. As I live by myself I find this outcome very unattractive. Looking to the near future, as the new transport infrastructure comes online, the use of cars will decrease as will the need for parking.
281	Object	<p>Specific groups of people require a car</p> <p>Lack of visitor parking</p> <p>Local businesses require parking for their customers and suppliers</p> <p>Loss of on street parking</p>	<p>Major concerns with the proposed policy amendment by North Sydney Council. My concerns are as follows:</p> <ul style="list-style-type: none"> Removing all visitor parking is too strict. This will cause too much pressure on the surrounding streets and impact on friends/family/visitors. Residents with small children or elderly family with mobility issues will be forced into unsafe pedestrian environments with increased parking pressure. Removing all visitor parking will create conflict and increase pressure for on-street parking for residents and local businesses. Adjacent streets will become overcrowded and impossible for residents and visitors to park their cars. Impact upon local businesses who rely on on-street parking for their customers and delivery drives to access their premises.
282	Object	<p>Lack of visitor parking</p> <p>Lack of visitor parking</p>	Oppose proposal. Reducing parking requirements, including abolishing all visitors' parking, in new residential developments is short sighted. It will lead to even greater parking nightmares than those currently existing in North Sydney Council. I myself do not own a car, but even I can understand this. All residential developments, no matter how many car-owners live there, need additional visitors' parking including for tradesmen, delivery vans, removalist vans etc.
283	Support	The DCP Amendment should also include Cremorne and Neutral Bay	I write on behalf of the owners and residents of our building. We support the proposal. We want the reduced car parking rates to apply to land in Neutral Bay and Cremorne villages that is rezoned to permit a greater maximum building height than is currently permitted, but with car parking rates for sites that are not rezoned to remain unchanged.

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284	Object	Specific groups of people require a car Loss of on street parking	Oppose proposal. Our above street is impossible to obtain general parking at the best of times. A large part of peoples lives are around families going to sport on weekends and in many cases three different directions dropping of children's activities. To do this, we need a car. On weekend 3 to 6 weddings take place on the Grass ant McMahons Point. All guests park their cars in our street. We need a garage to park our car.
285	Object	The DCP amendment is unfounded/ unclear There are better environmental public policies	Call on deferral of Draft Amendment. The proposal do not reflect contemporary land use planning theory, traffic modelling, private vehicle usage patterns, nor do they reflect an understanding of market demands and development feasibility. Recommend: <ul style="list-style-type: none"> Transport for NSW is updating its Guide to Traffic Generating Development. It is inappropriate to proceed with the proposed DCP amendment until this guide is updated. A better understanding Transit Orientated Development is necessary. North Sydney Council engages with neighbouring local governments and TfNSW to ensure a consistent approach to setting car parking rates that are incorporated into an updated of the Guide. Meaningful community consultation including a public forum the opportunity to ask questions is necessary.
286	Object	Loss of on street parking	Object to proposal. Being a holder of a parking permit is not a guarantee that a space is available during the day for residents. The proposal to reduce parking for visitors in new high density development will increase the number of vehicles in North Sydney, Crows Nest, St Leonards, Cammeray and Naremburn looking for somewhere to park. Furthermore, parking spaces are utilised by vehicles occupying local parking to access St. Leonards train station. I can see substantial benefit in the development of a multi storey car park at St Leonards Station which would take pressure of local parking requirements.
287	Support	Traffic reduction Support impacts on local business North Sydney will be more livable Additional environmental public policies that should be promoted The DCP amendment is founded/ clear	Support the proposal. North Sydney is a collection of vibrant '15-minute neighbourhoods' where all daily destinations could be accessed by an easy walk or bike ride. This is reflected in a higher-than average proportion of trips by walking and cycling and lower car ownership per household. Despite this, far too much of road network is dedicated to the movement and storage of private vehicles, North Sydney remains a very difficult area to traverse safely by bicycle. The changes to the DCP reflect a positive step in the painful process to reverse car-first thinking. As population grows, a substantial reduction in vehicle trips per person will be needed to ensure that North Sydney remains liveable. With fewer cars driving on local streets, everyone benefits. There will be more room on the roads for people who really need to use private cars. Space can be reallocated for wider footpaths, trees and cycle paths. It is getting easier and easier to access a car for trips that are too awkward by public or active transport. Car sharing and ride hailing are slowly chipping away at the one-person, one-car mentality that Australians are accustomed to after 60 years of car-centric planning.

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			Studies show that parking spaces in commercial areas are less significant for customers than many businesses expect. Cyclists and pedestrians are better customers, spending over twice as much time in the area and 40% more money per month than people driving.
288	Object	<p>Lack of visitor parking</p> <p>Public transport does not meet all the community needs</p> <p>Loss of on street parking</p> <p>Other issues</p>	<p>Object to proposal.</p> <ul style="list-style-type: none"> Where will cars belonging to residents of buildings without provision for parking be housed? Who will provide the 20 storey carparks for the residents cars –will Council? Or will this be a State government private-public enterprise? Or will some existing complexes be turned into high rise car parks? Currently, around North Sydney, communities who live in the nearby suburbs are absorbing greater quantities of non-local resident cars at night. This has become worse recently as more units around North Sydney have been built with inadequate car spaces. The proposed scheme will exacerbate this problem in local suburbs. The Draft Amendment appears to be based on an assumption that people travel to work by public transport, but in many instances their workplaces are far from the transport nodes. Many residents of towers are tradies or commercial travellers. Where will their vehicles go? Tradies' vehicles need protection from theft, they cannot be left on a local street overnight. Are social planners predicting that people will not want to acquire a car? Currently most Australians expect to own a car – as an entitlement and reward for their labour. The Draft Amendment appears to be an attempt at social engineering of an unequal society. An attempt to drive down the standard of living in North Sydney. Why should residents be excluded from owning an electric vehicle, and having it housed off street in a residential block?
289	Object	<p>Specific groups of people require a car</p> <p>Lack of visitor parking</p>	Object to proposal. Census data indicates that many living in the LGA are of an age where they may have elderly parents. Visits by them will become increasingly difficult.
290	Support	<p>Traffic reduction</p> <p>The DCP Amendment should also include Cremorne and Neutral Bay</p>	<p>Support the draft amendment and request that they also apply to Neutral Bay and Cremorne villages that are rezoned to permit an increase in height as the traffic congestion is unmanageable now. I am referring not only to Military Road but all the side streets particularly Yeo street, Murdoch street, Rangers Road and Spofforth street which are grid-locked with traffic for the major part of the day. The situation is worsened by the pick -up and drop-off for the two schools in the area.</p>
291	Object	<p>Specific groups of people require a car</p> <p>Loss of on street parking</p> <p>The DCP amendment is unfounded/ unclear</p>	<p>Object to proposal. The proposed parking rates for 2 and 3-bedroom apartments are lower than the rate permitted in the Sydney CBD and will be the most restrictive parking rates across Greater Sydney.</p> <p>The proposed abolishment of all visitor parking in new high-density residential apartment projects will be instead transferred onto the street, competing for short term parking. Residents also rely on the street parking for their own parking or their guests. The removal of parking spaces from new high-density residential buildings may also drive the storage of vehicles owned by residents to street untimed areas.</p> <p>Furthermore, the proposed changes have the potential for negative impacts on young parents who live in new apartments, especially with young children who need fitted child safety seats if they are travelling by car. It is also likely to impact local businesses who rely on street parking for their clientele.</p> <p>Lastly, it is our view that Council should consider changes to the DCP as part of the wider LGA parking strategy with further community consultation.</p>
292	Object	Public transport does not meet all the community needs	Live in Naremburn regularly have vehicles parked in our streets for weeks at a time because the cars are used intermittently. The proposed amendment doesn't make sense given we don't have easy access to public transport to visit sites such as Bunnings or to visit family who may live in parts of town that are difficult to

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		Loss of on street parking Traffic generation The DCP amendment is unfounded/ unclear	access. A car is much easier for point to point travel. We also have people who only use the vehicle on weekends and the only time our street sees a reduction in vehicles parked on street is a Sunday when people are doing shopping and visiting friends and family. I expect the proposal it will mean more movements and less on street parking for those who live in the surrounding suburbs of your council.
293	Object	Local businesses require parking for their customers and suppliers Loss of on street parking Traffic generation The DCP amendment is unfounded/ unclear North Sydney will not be an attractive place to live	Oppose proposed changes.. The proposal appears rushed, with little regard for adequate community consultation (residential and business) for such a significant proposed change. Concerned on the impact on local residents and local businesses which include but are not limited to - increased demand for on-street parking in new residential developments areas and streets beyond - issues for local businesses and their clients with deliveries and parking etc -increased congestion in streets, resulting in safety concerns for pedestrian traffic; children, disabled and the older community.
294	Object	Local businesses require parking for their customers and suppliers Loss of on street parking The DCP amendment is unfounded/ unclear	Object the proposal. Some concerns are described as follows: <ul style="list-style-type: none"> • The proposed ratios do not consider the high level of car parking demand within the residential and commercial property market and the impact these ratios would have on development feasibility and the provision of future housing supply. • The methodology used in Council's traffic and transport report, alongside its car ownership conclusions, are flawed. • Residents and visitors in new high-density residential apartment buildings will seek out unrestricted parking space within surrounding streets. • The Council is seeking to implement changes to car parking ratios before a holistic LGA-wide car parking strategy is developed. • No appropriate transitional provisions have been proposed and the consultation approach has not been adequately scaled to the impact on residents, businesses and the property industry.
295	Object	Specific groups of people require a car Lack of visitor parking Local businesses require parking for their customers and suppliers Loss of on street parking The DCP amendment is unfounded/ unclear North Sydney will not be an attractive place to live	Request that council considers the following matters: <ol style="list-style-type: none"> 1. The abolition of all visitor parking will lead to increased pressure on on-street parking for residents and local businesses; 2. Adjacent streets will be clogged with vehicles from new developments and make it very difficult for residents to park their cars 3. Individuals attending at health professionals with equipment who require their own vehicles will find it difficult to source parking within developments where no visitor parking is available; 4. Unrestricted parking within existing streets will be taken up by residents in new apartment buildings; 5. Older residents with restricted access capacity who live in new apartments may not be able to use public transport or ride share; 6. Local businesses that rely on street parking for customers and deliveries; 7. Residents with small children or mobility issues will have to confront unsafe pedestrian environments with increased parking pressure; 8. Increased pressure on street parking will invariably discourage outside visitors into North Sydney; 9. The proposal will potentially deter intending purchasers of new apartments; 10. Insufficient transition time;
296	Object	Specific groups of people require a car Lack of visitor parking Public transport does not meet all the community needs North Sydney will not be an attractive place to live	Opposed to the proposed changes. No evidence of market research into who will want to acquire apartments in these high-density areas. We all know that we have a growing population and a housing shortage. More young families are living in apartments - no discussion of what those needs are. We have a bus stop and a train station nearby but whilst they are used and much appreciated, public transport cannot meet all our needs. Young families, children's needs, recreation, sports, shopping, medical appointments, cleaners, carers , pets etc. In the absence of market research to demonstrate the contrary case, the main group of people who will be interested in these apartments will be investors and we will see apartments used mainly for short-term rentals e.g. Air BnB, serviced apartments etc. This will do nothing to improve the situation for those seeking to purchase a home for themselves. Also negatively impact on the amenity and enjoyment of the area.

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297	Support	<p>North Sydney will be more livable</p> <p>Support impacts on the environment</p> <p>Public transport meets most community needs</p> <p>The DCP Amendment should also include Cremorne and Neutral Bay</p>	Support initiative that focus on maintaining and enhancing the local character and supporting the broader concerns of the global community for sustainability and environmental protections. Protecting our future will rely on sustainability initiatives both large and small. Cremorne and Neutral Bay are very well served by buses and ferries. North Sydney has access to excellent bus and train services. Military Road is a heavily used thoroughfare and initiatives that limit the number of additional private vehicles on the road support the environment by encouraging residents to use public transport. I note that a particular party with development interests has sent an email promoting opposition to this proposal. A sustainable future for our country, and indeed our planet, does not go hand in hand with a situation where each adult resident of a community has a personal vehicle. We need to use the excellent public resources to which we have access.
298	Object	Other issues	
299	Object	<p>The DCP amendment is unfounded/ unclear</p> <p>North Sydney will not be an attractive place to live</p>	This policy is based on a false premise, that people will reduce car ownership if they don't have off street parking. They will not they will just use street parking. Even if public transport is amazing and you use a car infrequently you still need parking for it. Parking that car on the street is the worst possible option. It is a policy purely for developers at the cost of the amenity for local residents and visitors.
300	Object	<p>Loss of on street parking</p> <p>Traffic generation</p> <p>Local businesses require parking for their customers and suppliers</p> <p>Specific groups of people require a car</p> <p>Public transport does not meet all the community needs</p> <p>Specific groups of people require a car</p>	Currently, the lack of available parking, and the expense of parking in the area is the largest barrier to participation in our programs and services at the North Sydney Community Centre (NSCC). A reduction in car parking in new residential buildings and visitor parking in the area will further impact our attendance levels. Should this proposal be approved it will result in a significant impact to on-street parking. Residents/owners in new buildings and their visitors will park their vehicles on already busy streets, where an on-street parking issue already exists, as well as increase the level of congestion that will affect people in the area. Our concern is accessibility and the community being able to access NSCC. Many patrons who come to NSCC have mobility issues, additional difficulties with transport (i.e. young children and prams, art classes with large canvases, paints, etc. classes with tools/equipment, etc.), if they have to rely on public transport they won't come. Also, there is a fear of falls and security for people attending our night classes, who won't use public transport, or they don't live in areas with safe, reliable public transport options. Due to events in the area parking is at a premium on the weekends which has an impact on participation rates. As well, out of area workers park in the vicinity which add to the volume and people's frustration.
301	Object	<p>Public transport does not meet all the community needs</p> <p>Specific groups of people require a car</p> <p>Lack of visitor parking</p> <p>North Sydney will not be an attractive place to live</p> <p>Other issues</p>	With regard to parking in the Walker/McLaren/Miller Street precinct .Parking is an extremely important part of every day life .It is very important for residents , especially the elderly and disabled and those with medical issues and those that enjoy having a car to have access to a parking space in their place of residence without having to contribute to the coffers of the council or any other government body .If you live in any accommodation, no one has the right to stop you from having a car in the building with a nominated car space or two especially visitor parking .Not everyone can catch a train or a bus especially when they have to carry shopping with them. There are workmen, electricians, plumbers, delivery drivers, taxis , community buses, elderly carers, caterers and businesses that rely on parking to collect and unload from private vehicles. Visitors and family members should be able to visit. 3hours free parking would beneficial.
302	Object	<p>Loss of on street parking</p> <p>Traffic generation</p>	Object to proposal. I rely on on-street parking in order to attend local gym and already have difficulty finding a parking spot due to the limited number of spaces and demand. Opposed to the abolition of Visitor Parking as this will make finding on-street parking even more difficult. As the wait period for car parks to become available would increase, so too will the number of vehicles be traveling on the road in search of a car park. which will ultimately reduce the supply of on-street parking. Inadequate opportunities have been made to provide input. I strongly recommend extending the exhibition period to exceed 90 days which would allow for an appropriate level of public engagement.
303	Object	Loss of on street parking	Street parking is already difficult in North Sydney especially in Waverton. Council gives parking permits to residents who already have garages but choose not to put their cars in there and so take up further parking spaces on the street. I do not have an off street parking space and as such often to struggle to find a park especially when also competing with students from the nearby Catholic University. Forcing more people to fight for street parking by reducing visitor parking spaces in new buildings would be a retrograde step.
304	Object	Loss of on street parking	Object to proposal. I rely on on-street parking in order to attend local gym and already have difficulty finding a parking spot due to the limited number of spaces and demand. Opposed to the abolition of Visitor Parking as this will make finding on-street parking even more difficult. As the wait period for car parks to become available would increase, so too will the number of vehicles be traveling on the road in search of a car park. which will ultimately reduce the supply

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			of on-street parking. Inadequate opportunities have been made to provide input. I strongly recommend extending the exhibition period to exceed 90 days which would allow for an appropriate level of public engagement
305	Support	<p>There is a campaign against the proposed DCP amendment</p> <p>Traffic reduction</p> <p>Additional environmental public policies that should be promoted</p>	Support the proposal. Fewer cars in North Sydney is a positive step. I hope supported by an increase in public transport from the NSW Government. Please do not acquiesce to the pressure of developers.
306	Object	Loss of on street parking	Object to the proposal. We need more community engagement to see about your proposal and need more parking spaces, not less.
307	Object	<p>Specific groups of people require a car</p> <p>Lack of visitor parking</p> <p>The DCP amendment is unfounded/ unclear</p>	I object to the plan to reduce the number of parking spaces allowed in high rise developments. Parking is not just for residents' own cars. Parking is required for services such as plumbers & electricians, home care such as elderly, removalists, deliveries and more. These are not services where the supplier can use public transport as it may involve moving goods & equipment. People with disabilities require on-site parking. Also object to the proposal that has a smaller allocation for studio apartments than for one bedroom units. The number of occupants and the needs of residents is similar. Where developments are located on major roads or near shops or transport, the traffic is not generated by residents; cars travel to or through the streets from other areas. Without parking within the development, there will be more demand for street parking. Parking limits of 15 minutes or 2 hours would be useful. I understand that it is difficult to require a development to provide this on private land. More time limited street parking (maybe metered) could be helpful.
308	Object	<p>Loss of on street parking</p> <p>Other issues</p>	<p>Parking in our street has become a nightmare. We hold resident stickers. Our street has unrestricted parking for all but six spaces which are half hour parking. Because of the unrestricted parking we have non residents parking and commuting taking advantage of the unrestricted area. As a result scarce parking that could be used by local residents with resident permits is taken up by cars from out of the area. The available spaces should be at least nominated 1/2hour zones to free up space for residents with permits so those without off street parking can find parking within the immediate area. Council is receiving significant income from permits which should entitle us to whatever parking is available for the permanent residents. Current arrangements give a free ride for non residents. We do not have any off street parking and are the only property in West Crescent St in this situation and yet the street is constantly full of parked cars. The new proposed rules for new developments will only increase the pressure on car parking and make our situation even worse.</p> <p>The new plan will have unforeseen consequences not the least will be a distortion of the real estate market boosting the value of existing property with off street parking. This move is forcing people to live in a manner not to their choice and making properties in the council area less appealing. This is a self defeating exercise and should be scrapped along with limited parking in all areas for non resident vehicles which would reduce the traffic on our suburban streets.</p>
309	Object	<p>Loss of on street parking</p> <p>Public transport does not meet all the community needs</p>	Object to proposal. At present there is a shortage of on street parking and to reduce the off street parking will only create traffic issues. There are limits on street parking now which makes it nearly impossible for residents, their families and guests to park. Not everyone lives on a convenient transport corridor and not all come from greater Sydney. People need cars to give them the freedom to travel, either to work, schools, doctors, and some work shifts that don't coincide with public transport. There needs to be some long term thought put into what's happening in NSW not just what happens in someone's term in office.
310	Object	<p>Public transport does not meet all the community needs</p> <p>Specific groups of people require a car</p>	Object to proposal on the grounds that it disadvantages residents, who for various reasons do need to use their own car. For instance, family outings and trips Having lived in North Sydney for many years I do enjoy the convenience of the many options available for public transport, however in many circumstances it is not possible to take advantage of those options. Sydney is far spread with suburbs where people have to work not always easily accessed by public transport.. Shift workers, nurses and other essential workers of our area all need to have a car. Public transport shuts down after midnight. I do not think in general that anyone would use their cars unless they felt it was necessary, if public transport is available then the car would stay at home.
311	Object	<p>Public transport does not meet all the community needs</p> <p>Lack of visitor parking</p> <p>The DCP amendment is unfounded/ unclear</p>	<p>I object to this policy on the grounds that it is:</p> <p>1. Illogical. The strategy relies on numerous suppositions most of which have no supporting data. One such is that the strategy will "improve the accessibility of regional destinations by public transport". This is meaningless and totally dependent on actions outside the control of North Sydney Council.</p> <p>One stated fact is that current households without cars represent around 25% of all households. This means that around 75% of households have one or more cars. This alone disproves the Kinesis app as it applies to North Sydney. If the supposition that car ownership will fall to 50% by 2036 is correct, then the council need do nothing. If there are no visitor spaces where will tradespeople park? 2. Contradictory. This policy will advantage those residents who currently have off</p>

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			street parking or permits. This will force up the price of their properties thus reducing the supply of affordable housing. Taking away a parking space will have minimal impact on the cost of a new apartment, only making that apartment less attractive. It also defeats the policy of "providing more equitable access to parking". By definition, parking will become less equitable. 3. Poor assumptions. North Sydney might have excellent access to public transport. This does not mean that people coming into North Sydney have access to the same where they commute from. It equally applies that North Sydney residents may need to travel to places without adequate public transport. 4. Ignores reality. Cars exist for a purpose. To get tradespeople to work with their equipment. To get residents to work or leisure where public transport is inadequate. To allow people to carry heavy items. To be affordable for a family outing. To be used in an emergency.5. The Council is there to represent the ratepayers. Has the Council surveyed them?
312	Object	Loss of on street parking Specific groups of people require a car Lack of visitor parking	Object to proposal. Our streets are overcrowded and the beautiful new developments that are cleaning up the streetscape just need to have their own parking. I have problems finding a parking spot close to my home. I am worried this will discourage me and my family from visiting me etc. Additionally, I can see this affect elderly people in the buildings surrounding me for medical drop offs etc. Concerned about the dangers associated with overcrowded competition for parking on the streets and the difficulties this poses for parents with children.
313	Object	Loss of on street parking Local businesses require parking for their customers and suppliers	Business owner in North Sydney and object to proposal. In this regard, the viability of our business should be considered in relation to the health and wellbeing benefits that are provided to the customers of our gym. There will be competitive conflict between residential visitors and others that will be disadvantaged, including those who rely on the availability of on-street parking to support their businesses and livelihoods. Concerns are further heightened by the existing lack of available on-street parking within the vicinity of our business, especially the limited on-street spaces competed for our customers and by the staff and students at the east-adjacent ACU Campus. It is obvious that this existing issue will further worsen due to the proposed amendments. Other similar businesses (gyms) experience similar issues. It would be appropriate for Council to have regard for the health and wellbeing benefits of our collective offering to the LGA.
314	Object	Loss of on street parking	Object to proposal. The streets in Neutral Bay are overflowing as it is and my car was vandalised just last week. I am a young professional that has difficulty parking in my own suburb/Street, let alone having visitors.
315	Object	Loss of on street parking Public transport does not meet all the community needs Lack of visitor parking Additional environmental public policies that should be promoted	Our street in McMahons Point is continually used by commuters and workers in the local and central Sydney area, and already subject to overuse, we find your proposal totally unacceptable. Many properties in this area are subject to renovation or demolition and rebuilding so that tradespeople already find it difficult if not impossible to park anywhere near the property they are attending. When new developments occur in this area, off-street parking is an absolute essential, both for existing residents, and the new owners. More accidents will occur on Blues Point Road if the double parking which now occurs regularly is increased. Not realistic that new residents in North Sydney will totally rely on public transport for their needs. If this does eventuate in the distant future parking restrictions that are being proposed now may well be appropriate, but such an event will be many years in the future. People need cars as public transport does not cater for all needs. The restaurants, hotels and shops in Blues Point Road are already suffering from the lack of parking. The number of both private and public schools in the North Sydney area is already excessive and demanding of street parking, even if often only short term. When the population increases with further residential high rise buildings how can all of us possibly cope? The proposal is premature and not thought through. The changes can be made when the use of private cars decreases, and this time has not yet come. If you believe car ownership is going to drop significantly in the future then the parking problem will solve itself.
316	Object	Loss of on street parking	Object to proposal. I live just off Ben Boyd road and in recent years the streets have been overflowing and it is increasingly difficult to find on street parking. More parking is required not less.
317	Object	Other issues	Object to proposal. These proposals seem to fly in the face of Council's previously announced plans to make North Sydney a more vibrant place for people to visit. It is already nearly impossible to find a parking place during business hours in the North Sydney CBD and these proposals will make it even more difficult. The proposal to remove resident parking permits for residents in new developments just seems totally discriminative and undemocratic.
318	Object	Loss of on street parking	Alarmed at the Council's plans to make such drastic changes proposed for new developments in the area. There appears to be minimal consideration provided

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		Public transport does not meet all the community needs Specific groups of people require a car The DCP amendment is unfounded/ unclear	for local residents who will be grossly impacted by these proposed changes, and scant regard for a proper consultation process for such a significant change to the neighbourhood. I am a passionate advocate for the environment and I am fully aware of the consequences for delaying action on climate including how our urban spaces will need to adapt for a changing future. However, the pace of this proposed change is too rushed and will risk alienating families like me who will be adversely affected by the increased competition for on-street parking in residential areas surrounding these new developments. I require access to a car for domestic and occupational reasons including loading equipment; with reduced availability of car spaces in on street areas I will be potentially forced to carry bulky equipment for longer distances. Furthermore, having small children will create an unfair disadvantage to those less ambulant and many neighbours around me.
319	Object	Specific groups of people require a car Lack of visitor parking	Object to the proposal. I have a lung condition and am limited in walking but benefit from regular swimming. Attend local pool when available and otherwise Balmoral by car. Family visits are now possible because I have parking but would not be if visitor parking not available. Also run a small business and clients use local parking for quick access. Fear that limiting spaces would create a further spill over to street parking and so feasibly the inconvenience could result in decreased business. With another school also coming into the area there will be so many more people needing to come and go and street park. (As currently happens outside Wenona/ Monte/ Marist/St Aloysius/ Loretto/ NS Boys/ NS Girls and Shore etc). Therefore not feasible to limit parking in an already busy area Drivers prowling for a park are often distracted by same and can become a danger to pedestrians/kids. Feel the proposal requires a longer trajectory; seeking local residential and business opinions and needs. On the matter of social equality, you will be creating further elitism allowing only those with big bucks to afford a premises with parking.
320	Object	Loss of on street parking Public transport does not meet all the community needs Specific groups of people require a car Lack of visitor parking	Object to proposal. It will put even more pressure on our streets. There will always be a need for people to be able to visit people by car, home care workers, tradies, etc. Even if residents take the Metro to work often people need a car to take their kids to sport on Saturday, do shopping or visit friends and family that live in suburbs only accessible by car. Agree that in new builds, they should not be able to apply for street permits.
321	Object	Lack of visitor parking The DCP amendment is unfounded/ unclear Other issues	Object to the proposed changes. The problem is the congestion on the roads - not the number of car parking spaces. To reduce congestion, better to make it more expensive to drive and park - a user pays model. This still gives residents the option to own a car and choose how they use it. Shift workers and essential service workers still need their own cars (and home parking) - even the upgraded transport network will not provide a practical alternative. Developers and home builders in North Sydney should have a choice of how many parking spaces they build and let market forces dictate the take up rate, not have council impose controls.
322	Object	Loss of on street parking Specific groups of people require a car The DCP amendment is unfounded/ unclear North Sydney will not be an attractive place to live Local businesses require parking for their customers and suppliers	Understand the intention of the proposal. However, a rushed and not well thought piece of legislation could have unintended consequences that will lead to significant disadvantages for groups of Nth Sydney residents and degrade the quality of development in the area, which we see as inconsistent with recent very support moves made by council to improve the overall standard of living for Nth Syd residents. Will impact the already limited on-street parking, resulting in more traffic on our already congested roads. Such a policy is likely to lead to lower levels of investment in quality developments where access to parking is rated highly. Proposed changes to on street parking will not create a more pedestrian and people friendly environment. Specific groups that we see impacted would include those who rely on medical assistance, older people with accessibility issues.
323	Object	Loss of on street parking Public transport does not meet all the community needs	Object to proposal. Whilst I appreciate attempts to reduce car dependency, the reality is that private vehicles are still needed and parking for residents without off street parking is already very difficult. I live in area 8 where all day parking is regularly taken by trailers and out of area people who work or go to school nearby. Would Council consider making a few of these parking spaces restricted except for area 8 residents and ratepayers? Abolishing visitor parking will not be reversible.
324	Object	Loss of on street parking Specific groups of people require a car The DCP amendment is	The proposed changes will reduce the rates of car parking allowed in new residential developments to the lowest levels in Sydney, but also abolish all visitor parking and parking permits for new residents of apartments. We believe Council should have one policy for all rate payers and discriminating against new rate payers concerning parking permits is wrong. All rate payers should be entitled to the same parking and other privileges.

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
		unfounded/ unclear Traffic generation	Smaller studio or one-bedroom investment grade apartments may instead be built in North Sydney, St Leonard's and our surrounding suburbs. This change in the type of apartments being built, may bring new antisocial issues to the area that we currently do not experience. There is a currently a very high demand for three-bedroom apartments in the area by families moving from the suburbs to be closer to their places of work and excellent public transport. These families need vehicles to transport their children to sporting and after school activities which are not usually on the public transport routes. These changes may impact our already limited on-street parking across the North Sydney LGA, St Leonard's, and our surrounding suburbs, resulting in more traffic on our already congested roads and a creating a major havoc for existing residents, local businesses, and schools.
325	Object	Loss of on street parking Public transport does not meet all the community needs Local businesses require parking for their customers and suppliers	Abolishing visitor parking in new residential apartments will severely reduce the amount of car parking available to residents. It is naïve to think people will stop using their cars just because the Metro exists. Cars are always going to be more convenient for most people. Proposal will put excessive pressure on street parking. It will also impact safety in and around schools and create difficulties for parents, students and often for teachers. Local businesses will also be impacted and there will be increased risk of accidents. It is irresponsible to bring in changes like this without a very thorough assessment of probable impacts on the community.
326	Object	Loss of on street parking	Oppose these proposed changes. It makes no sense to approve residential developments while reducing facilities to service them. Taking this decision will cause excessive demand on street parking, thereby impacting negatively on schools, local businesses, residents, pedestrian safety, etc.
327	Object	Public transport does not meet all the community needs Lack of visitor parking The DCP amendment is unfounded/ unclear	I object to this policy on the grounds that it is: 1. Illogical. The strategy relies on numerous suppositions most of which have no supporting data. One such is that the strategy will "improve the accessibility of regional destinations by public transport". This is meaningless and totally dependent on actions outside the control of North Sydney Council. One stated fact is that current households without cars represent around 25% of all households. This means that around 75% of households have one or more cars. This alone disproves the Kinesis app as it applies to North Sydney. If the supposition that car ownership will fall to 50% by 2036 is correct, then the council need do nothing. If there are no visitor spaces where will tradespeople park? 2. Contradictory. This policy will advantage those residents who currently have off street parking or permits. This will force up the price of their properties thus reducing the supply of affordable housing. Taking away a parking space will have minimal impact on the cost of a new apartment, only making that apartment less attractive. It also defeats the policy of "providing more equitable access to parking". By definition, parking will become less equitable. 3. Poor assumptions. North Sydney might have excellent access to public transport. This does not mean that people coming into North Sydney have access to the same where they commute from. It equally applies that North Sydney residents may need to travel to places without adequate public transport. 4. Ignores reality. Cars exist for a purpose. To get tradespeople to work with their equipment. To get residents to work or leisure where public transport is inadequate. To allow people to carry heavy items. To be affordable for a family outing. To be used in an emergency. 5. The Council is there to represent the ratepayers. Has the Council surveyed them?
327	Object	Loss of on street parking	Object to the proposal. We are completely in agreement that a few of the tired old buildings need a complete update as over 100 years old and the streets are due for a facelift. However, we need to make sure there is ample parking within the new developments to avoid any further bottleneck.
329	Object	Loss of on street parking Public transport does not meet all the community needs Traffic generation	I am a resident in Crows Nest and hold great concern for traffic flow and parking in relation to new proposed changes to new building developments. Any reduction in off street parking is a mistake. I do not agree that the metro train station will deter the need for cars in our area. In fact, this will increase commuters to the area as it is a metropolitan stop with suitable amenities.
330	Object	Public transport does not meet all the community needs North Sydney will not be an attractive place to live	Object to proposal. I do not agree that the new Metro station will reduce the need for cars in this LGA. In fact, more people from out of area will look to park in our suburb then take the Metro to the city. The Metro will increase cars on our roads and cars looking to park in our neighbourhood. Any move to reduce off street parking is a mistake. What is the benefit to this change other than reducing costs for developers?
331	Object	Loss of on street parking Specific groups of people require a car Lack of visitor parking Traffic generation	Object to proposal. Concerned at the rate of change these proposed amendments require and the ensuing impact it will have on the quality, livability and perceived value of the area. The proposed changes do not take into consideration the needs of residents who will occupy new developments proposed for the next 5 years. The strong reality is that most residents in the area will retain a car for additional purposes such as: those with mobility issues, children requiring car seats, and key workers with flexible working hours, so we think that Council should in fact be considering an expansion in the car parking rates, not a reduction.

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
			<p>These proposed amendments will not reduce the amount of cars in the area – it will only create increased congestion for on-street parking in surrounding residential streets. This doesn't solve the problem, but just shifts it onto the surrounding residential areas. Concerned about family and friends visiting our home in the future. In particular, our parents getting older and are developing mobility issues, they will definitely access our place via car in the future and will require on street parking. Proposal does not allow for an appropriate transition time for the existing residents, and in general, are under-researched and much too stringent.</p> <p>Encourage Council to consider increasing the amount of car parking available in new development.</p>
332	Object	<p>Loss of on street parking</p> <p>Specific groups of people require a car</p> <p>Lack of visitor parking</p> <p>Traffic generation</p>	<p>Object to proposal. Concerned at the rate of change these proposed amendments require and the ensuing impact it will have on the quality, livability and perceived value of the area. The proposed changes do not take into consideration the needs of residents who will occupy new developments proposed for the next 5 years. The strong reality is that most residents in the area will retain a car for additional purposes such as: those with mobility issues, children requiring car seats, and key workers with flexible working hours, so we think that Council should in fact be considering an expansion in the car parking rates, not a reduction.</p> <p>These proposed amendments will not reduce the amount of cars in the area – it will only create increased congestion for on-street parking in surrounding residential streets. This doesn't solve the problem, but just shifts it onto the surrounding residential areas. Concerned about family and friends visiting our home in the future. In particular, our parents getting older and are developing mobility issues, they will definitely access our place via car in the future and will require on street parking. Proposal does not allow for an appropriate transition time for the existing residents, and in general, are under-researched and much too stringent.</p> <p>Encourage Council to consider increasing the amount of car parking available in new development.</p>
333	Object	North Sydney will not be an attractive place to live	<p>Object to the proposal. The reason for the amendment is that Council seeks to curtail car usage as people will flock to the metro with benefits to congestion and protection of the environment. Council's motives are laudable but impractical. There is a trillion-dollar industry producing and marketing automobiles. History provides the example of Prohibition failing in America in spite of the unrealistic and pig-headed determination to abolish a human reality. Another example is the Indonesian government's outlawing pre and extra-marital sex. North Sydney Council's proposed legislation is of the same regressive type and will result in abuses. How will vendors sell, and buyers purchase, a two-bedroom apartment with 0.6 car spaces? The only possible benefit will be for developers who will need to excavate far less as they build much smaller car parks, so increasing their profits.</p>
334	Object	<p>The DCP Amendment should also include Cremorne and Neutral Bay</p> <p>The DCP amendment is founded/ clear</p>	<p>Support the amendment and requests that they also apply to Neutral Bay and Cremorne.</p> <p>The Neutral Bay Town Centre Planning Study will not be in place until probably the end of 2024, In the meantime, landowners are submitting Planning Proposals seeking significant height and therefore density increases in the Neutral Bay B4 Zone, with potentially massive increases in car parking numbers. Council should act now to restrict car parking spaces where increased density is permitted through private developer-initiated rezonings.</p>
335	Object	<p>Loss of on street parking</p> <p>Public transport does not meet all the community needs</p> <p>Specific groups of people require a car</p>	<p>My occupation is within the community health care profession, servicing the local area. I have a health condition which is ongoing and means traveling to and from my car can be difficult. I am pleased to see some great new development proposals and welcome new neighbours and would love to see a more buzzing and vibrant business and community in and around North Sydney, however, I am worried that not allowing/ incorporating enough parking built into (under) the new developments will mean I won't be able to find on street parking which will become an occupational hazard for myself and many people. To do my job and earn a liveable wage, I require access to my clients which is by car - public transport or other means of transport is not a feasible option. Walking long distances to my car is not feasible and would put undue pressure on my health or diminish my ability to earn a liveable income. As a long term health community health care professional, I am well aware of the amount of people in a similar situation to me and would be negatively impacted by Council not ensuring enough on site parking. The impact will be greater for those who cannot afford apartments that include parking or those who cannot afford a car space. Many people, especially those with disabilities and are health compromised, require cars without reasonable alternative.</p>
336	Object	<p>Loss of on street parking</p> <p>Public transport does not meet all the community needs</p>	<p>Object to the proposal. I rely on my car to attend medical appointments and do my shopping. There is no way I could carry groceries on a bus or train, and hence, need car parking. Also, my family visit often, and with young children, we enjoy trips to the beach etc. Concerned that this will discourage my family</p>

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
		Specific groups of people require a car Lack of visitor parking	from visiting me. Concerned about the dangers associated with overcrowded competition for parking on the streets and the difficulties this poses for parents with children.
337	Object	Specific groups of people require a car	Object to the proposal. Although I appreciate that Council is trying to reduce cars and traffic I find the proposals to be extreme. It is unrealistic. We are an aging population who will rely on cars more often including visits. The Government is encouraging electric cars, so where are they going to be parked and also charged. I am all for public transport and use it more often than not as I am an easy walk to the station.
338	Object	Loss of on street parking The DCP amendment is unfounded/ unclear	Object to the proposal. Not having off-street parking does not automatically mean that the occupant will relinquish their car as is implied in the proposal. Many dwellings in the area already have their cars parked in the street because they have no off-street parking and require a car. With fewer car spaces in new high-density developments, an occupant may still choose to own a car and therefore park it on the street. This is the component I cannot follow in the logic being presented. All other points are sensible: it is just this key issue that is troublesome. If new arrival requires a car, then less places to park a car off-street leads to more cars parked on the street, which reduces available spots for those already in this situation. Will the new occupants arrive without a car, or will they still bring a car because it is a necessity for them and therefore take away existing street spots? It is a fundamental scenario about the behaviour of the new occupants.
339	Object	Loss of on street parking Specific groups of people require a car Lack of visitor parking	Do not support any plans to reduce car-parking allocations in the area. Living alone, I rely on visits and social catch ups but my visitors need parking. Any future decrease of on-street parking spaces will only discourage my visitors from visiting me. Reducing car parking allocations for new developments will create congestion on our streets.
340	Object	The DCP amendment is founded/ clear The DCP amendment is unfounded/ unclear	Object to the proposal . Not enough consideration given for local residential parking. This proposal is being rushed without due consideration being given to the needs of local residents. We hope that the North Sydney Council will take the time to properly consider these proposed changes.
341	Object	Loss of on street parking The DCP amendment is unfounded/ unclear North Sydney will not be an attractive place to live	Object to the proposal. Council has not conducted any community sessions prior to the proposal of these reforms which not only will have an impact to North Sydney but wider implications to surrounding areas within the LGA including Crows Nest, Cammeray, Neutral Bay, Kurraba Point and Cremorne. At my current residence, myself and my neighbours already find it extremely difficult to find on-street parking and reforms such as this will only worsen the situation. To not provide parking spaces for high density residential buildings, in North Sydney, is unacceptable. How does Council propose to control the pressure and overcrowding from street parking as a result of residents in high density developments not having a dedicated car space and forced to park elsewhere? People still own cars. I note that Council's report suggests that every car parking space provided generates additional traffic and is part of the argument to reduce the car parking rates in new development however has this been proven to be the actual case? Where's the data? I only use my car on weekends or for incidental/ad-hoc trips like most of my neighbours do. If I did not have a car space, where would I park? Or are Council suggesting residents should forgo their right to own a car if they live within North Sydney? That's absurd and this just proves Council's complete oversight on the issue. Has Council considered the social impacts that would result in providing housing with no car parking? This change to housing type will inadvertently result in a change of demographic into the area, encouraging a high number of investors, renters, students etc to come into the area and push out empty nesters, downsizers and families altogether.
342	Object	Loss of on street parking The DCP amendment is unfounded/ unclear Local businesses require parking for their customers and suppliers	Object to the proposal. The changes proposed will have a detrimental effect to an already highly congested area that has insufficient street parking for the amount of visitors that come to this area. The changes proposed will also negatively impact local businesses, have an increased risk of pedestrian and vehicle accidents. It will by its sheer design risk altering the socio-economic and demographics of the area. Council needs to have a more thorough impact assessment and proper community consultation before proceeding with these changes. There are many other ways to encourage people to use public transport and improve the environment.

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
342	Object	Loss of on street parking	<p>Object to the proposal.</p> <ul style="list-style-type: none"> • We would like to see evidence of the assertion that a significant number of residents in the area would switch exclusively to public transport by the proposed timeline. This seems like a desire/hope rather than evidence-based forecast of anticipated behaviour. • Families with children will find it very challenging to be without car and rely solely on public transport. Older residents who are less mobile also rely on heavily on their vehicles for independence. • Residents who do not currently have parking permits do not abide by this restriction. They park permanently in any non-timed parks taking parks from eligible residents. • Non 'permitted' resident cars are parked in restricted parks and are moved around all day to avoid fines. • Building new apartments with no associated off-street parking does not assure that these residents will not have a car in the area. • Visitors will park on the street and reduce resident parking availability. • While we agree that the increase in public transport options in the area would hopefully lead to more trips being made by that modality; the extent of the change would need to be incredibly significant given the current appalling state of parking availability in the area. • We recommend adding the public transport options and maintaining existing onsite parking regulations for new developments. This may lead to a more acceptable experience for existing residents who are trying to stay in the area.
		Specific groups of people require a car	
		The DCP amendment is unfounded/ unclear	
		There are better environmental public policies	
343	Support	The DCP Amendment should also include Cremorne and Neutral Bay	Support the proposal and would like it to be extended to land in Neutral Bay and Cremorne villages that is rezoned to permit a greater maximum building height than is currently permitted, but with car parking rates for sites that are not rezoned to remain unchanged. There are too many people living in the area already with a stack of developments under way with construction. Military Rd is in a constant state of gridlock and cannot be widened.
344	Support	There is a campaign against the proposed DCP amendment	Support initiative that focus on maintaining and enhancing the local character and supporting the broader concerns of the global community for sustainability and environmental protections. Protecting our future will rely on sustainability initiatives both large and small. Cremorne and Neutral Bay are very well served by buses and ferries. North Sydney has access to excellent bus and train services. Military Road is a heavily used thoroughfare and initiatives that limit the number of additional private vehicles on the road support the environment by encouraging residents to use public transport. I note that a particular party with development interests has sent an email promoting opposition to this proposal. A sustainable future for our country, and indeed our planet, does not go hand in hand with a situation where each adult resident of a community has a personal vehicle. We need to use the excellent public resources to which we have access.
		Traffic reduction	
		Support impacts on the environment	
345	Object	Lack of visitor parking	<p>Object to proposal. Will have a detrimental effect for Council, it's residents and it's business community. We know that car usage is here to stay unless there is a vast improvement on public transport which means free and regular (every 5 to 10 minutes) public transport for most not only in the local Council area but also outside of the Council area . Most local self-employed and trades people need transport to service their customers . Residents need a place to park their cars at night or during the day especially where high density living are situated. Retailers need customers to travel and park at their place of business. Alternatively, Council may reduce street carparking BUT at the same time by providing : 1.Free Multi Storey car parking for residents and shop owners at convenient locations. 2.Provide sufficient local car parking/parking lots for retail customers also at convenient locations.</p>
		Local businesses require parking for their customers and suppliers	
		There are better environmental public policies	
346	Object	Loss of on street parking	<p>Object to proposal. Concerned that proposed amendments will create real impacts to the quality of life as professionals and as a young family in the area. We have plans to stay in the area and grow our family. We also hope that our children will go to schools in the area.</p> <p>We would love to buy a new 2 or 3 bedroom apartment for our family to live in the coming years. If the changes are implemented it's possible that either there will be no new apartments available with parking or we won't be able to afford the premium that carspaces will no doubt attract.</p>
		Public transport does not meet all the community needs	
		Specific groups of people require a car	<p>We work in the CBD and use public transport to commute to work. However, we rely on our car to do the grocery shopping, take our son to the doctors, visit family on the weekends, take trips to the beach, weekend trips away, commute to weekend sport and the like. These proposed amendments will not reduce the amount of cars in the area – it will only create increased congestion for on-street parking in surrounding residential streets. This doesn't solve the problem, but just shifts it onto the surrounding residential areas.</p>
		Lack of visitor parking	
		The DCP amendment is unfounded/ unclear	<p>Concerned about family and friends visiting our home in the future. In particular, aging parents developing mobility issues, they will access our place via car in the future and will require on street parking.</p>
North Sydney will not be an attractive place to live			
Traffic generation			

Draft Amendment to North Sydney Development Control Plan 2013 Car Parking Rates for new high-density developments in areas with high public transport access Submission Summary			
No.	Support / Object	Main issues	Submission
			Encourage Council to consider increasing the amount of car parking available in new residential development to take the pressure off the streets.
347	Object	Specific groups of people require a car Lack of visitor parking	Wollstonecraft Precinct supports the proposal. The St Leonards Crows Nest 2036 Plan predicts approximately 7000 new dwellings in and around Crows Nest and St Leonards. It is imperative that car parking be reduced in areas of high accessibility to public transport.
348	Support	Traffic reduction The DCP amendment is founded/ clear North Sydney will be more livable Public transport meets most community needs	<ul style="list-style-type: none"> It is a well-considered and timely proposal to limit traffic congestion from new developments which are highly accessible to a range of public transport options. The reality is that congestion cannot be eased or addressed by increasing car parking capacity. Every car parking space provided in a private development generates multiple corresponding trips on our local roads. Less reliance on cars will promote transport-oriented, walkable and bicycle-friendly environments which will benefit the North Sydney community. The proposed changes affect a comparatively small geographical area, yet they are areas which in the future will have extremely high population density, but are within walking catchments of excellent public transport options. The proposed changes do not affect any current residents of North Sydney LGA. It will assist in providing more affordable and sustainable housing options without the additional construction costs of providing car parking. Now is the right time for Council to encourage reduced car use and dependence, which incorporates Council's sustainability goals. <p>Precinct also supports the proposal that resident parking permits will not be issued to future residents of new high-density developments. It is important to note that this proposal will not impact any current residents who are eligible for permits. This policy will encourage buyers and renters in new developments to consider private car free lifestyles, given they will have greater access to public transport.</p>
349	Object	Loss of on street parking Lack of visitor parking Traffic generation	<p>Object to proposal. Parking is a significant problem in North Sydney, not only due to the limited number of street car spaces available but also because they all day occupied by non-residents and construction workers.</p> <p>If Council is going to abolish the requirement for visitor parking in new residential developments, this can only compound the problem. These visitor cars are not going to go away, they will look for an alternative and that will be into residential streets.</p> <p>If this DCP amendment proceed, it can only result in more traffic.</p>
350	Object	Specific groups of people require a car Loss of on street parking Lack of visitor parking The DCP amendment is unfounded/ unclear North Sydney will not be an attractive place to live Local businesses require parking for their customers and suppliers Traffic generation There are better environmental public policies	<p>Object to proposal.</p> <ul style="list-style-type: none"> The proposed changes to the draft DCP will limit ability for developers to provide suitable parking and charging for EVs. We understand that only 90 days on exhibition for this draft DCP has been conducted with very limited community. Council's report submitted to support the draft DCP is not based on traffic modelling. We understand that the proposed new car parking maximum rates will be the lowest in Sydney. There is also not clear rationale for removing visitor car parking. We suggest that more analysis is done to understand an appropriate rate for these areas in addition to adding visitor and service parking and ensuring that ample EV charging is available within new apartments. The majority of our customers in the lower North Shore buying apartments are downsizers. They wish to age in place and have access to a car that allows them mobility to visit friends and reduce social isolation. Traffic guide to traffic generating development is out of date and Transport for NSW has a view to update it, it should not be used as the basis for planning decisions. Access to fair parking on-street is already a huge issue for residents and local businesses and The DCP amendment will make worst.
351	Support	Traffic reduction	

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No.	Support / Object	Main issues	Submission
		The DCP amendment is founded/ clear	Support the proposal.
		North Sydney will be more livable	This would encourage a 'mode shift' away from private vehicles to more efficient and sustainable alternatives i.e. active (walking and cycling), public (train, bus and metro) and shared (car share, ride share, bike share) transport modes. It is noted that the Lower North Shore already enjoys excellent public transport accessibility.
		Public transport meets most community needs	



SECTION 10 CAR PARKING AND TRANSPORT

10.1 INTRODUCTION

Due to its geographical location within Metropolitan Sydney, North Sydney's transport infrastructure not only accommodates the travel demands of its residents and workers, it also caters to needs of a significant level of cross regional trips. Increased parking provision directly results in increases in traffic flow and congestion, which subsequently reduces levels of service for all modes of transport.

This increase in traffic generation can also lead to loss in residential, pedestrian and cyclist amenity, safety of all transport modes and further lead to increased use of private vehicles as alternative transport modes become less attractive.

The *North Sydney Transport Strategy* seeks to manage these issues by outlining Council's transport vision and priorities for the LGA. The vision focuses on issues of safety, transport security, social well being, active health, fair access to parking, environmental sustainability, local environments, transport affordability, congestion and business activity.

In particular, it seeks to prioritise the efficient movement of people and goods by walking, cycling, and public transport with lower levels of priority given to private vehicular transport.

10.1.1 General objectives

The objectives of this Section of the DCP are to ensure that:

- O1 the objectives, strategies, planning priorities and actions of the [Greater Sydney Region Plan – A Metropolis of Three Cities](#) and the *North District Plan* are implemented;
- O2 the objectives, strategies, planning priorities and actions of the *North Sydney Local Strategic Planning Statement* are implemented;
- O3 the vision and priorities of the *North Sydney Transport Strategy* are achieved;
- O4 existing levels of traffic generation are contained and reduced;
- O5 public transport, including walking and cycling, is the main form of travel mode;
- O6 parking is adequate and managed in a way that maintains pedestrian safety and the quality of the public domain whilst minimising traffic generation;
- O7 parking is limited to minimise impacts on surrounding areas;
- O8 parking is accessible to all user groups;
- O9 minimal impacts occur on the provision of on-street parking;
- O10 ensure consideration is given to the provision of bicycle parking and facilities; and
- O11 a development's transport demand is effectively managed through its lifetime.

10.1.2 When does this section of the DCP apply?

This Section of the DCP applies to all development applications.

10.1.3 Relationships to other sections

Where relevant, this section of the DCP should be read in conjunction the following Sections of the DCP:

- (a) Part A: Section 3 – Submitting an Application;
- (b) Part B: Section 1 – Residential Development;
- (c) Part B: Section 2 – Commercial and Mixed Use Development; and
- (d) Part B: Section 3 – Non-residential development in residential zones;



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- (e) Part B: Section 5 – Child Care Facilities;
- (f) Part B: Section 4 – Boarding houses; and
- (g) Part B: Section 6 – Sex services and restricted premises.

10.1.4 Relationship to other documents

Where relevant, this section of the DCP should be read in conjunction with the following planning policies and documents:

- (a) *North Sydney Local Strategic Planning Statement*;
- (b) *North Sydney Transport Strategy*;
- (c) *SEPP (Infrastructure) 2007* *SEPP (Transport and Infrastructure) 2021*;
The Infrastructure SEPP lists the types of developments which are required to obtain the RMS's concurrence prior to the issuing of development consent
- (d) The Road and Maritime Service's *Guide For Traffic Generating Developments*;
- (e) *Planning Guidelines for Walking and Cycling* (2004) prepared by NSW Department of Infrastructure, Planning and Natural Resources and the NSW Roads and Traffic Authority.
- (f) **Performance Guide**
The Guide will direct you to the references, which have been adopted by Council for designing traffic facilities associated with the development of private property.
- (g) *North Sydney Council Resident Parking Permit Policy*.

10.2 PARKING PROVISION

10.2.1 Quantity Requirements

Objectives

- O1 To facilitate an increase in the use of public and alternative transport modes including walking and cycling.
- O2 To minimise the reliance on private car usage.
- O3 To ensure that an appropriate level of on-site car parking is provided to cater for the users of the development, with regard to a site's proximity and access to other sustainable transport modes.

Provisions

Residential Development

- P1 Provide on-site car parking, not exceeding the maximum rates stated in Table B-10.1.

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TABLE B-10.1 – Residential Parking Rates				
Development Type	Zone	Location	Maximum Parking Rate	
<ul style="list-style-type: none"> • dual occupancies • dwelling houses • semi-detached dwellings 	All	All	1-2 bedrooms	1 space / dw*
			3 or more bedrooms	2 spaces / dw
<ul style="list-style-type: none"> • attached dwellings • multi-dwelling housing 	All	All	Studio, 1-2 bedrooms	1 space / dw
			3 or more bedrooms	1.5 spaces / dw
			Visitor	0.25 space / dw (min of 1 space)
<ul style="list-style-type: none"> • residential flat buildings • shop top housing 	B4 – Mixed-Use	All- except in St Leonards Precincts 2 & 3**	Studio, 1 bedroom	0.5 space / dw
			2 or more bedrooms	1 space / dw
			Motorcycle parking	1 space / 10 car spaces
		St Leonards Precincts 2 & 3**	Studio, 1 bedroom	0.25 space / dw
			2 or more bedrooms	0.5 space / dw
			Motorcycle parking	1 space / 10 car spaces
All zones other than B4 – Mixed-Use	All	All	Studio, 1-2 bedrooms	1 space / dw
			3 or more bedrooms	1.5 spaces / dw
			Visitor	0.25 space / dw (min of 1 space)
• boarding houses	All	All	1 / 12 beds	
• seniors housing	All	All	1 / 5 dw	

* dw = Dwelling

** For the purposes of applying parking rates, St Leonards Precincts 2&3 relates to all sites within the area bounded by Chandos Street, Oxley Street, Albany Street, the Pacific Highway and the northern railway line

TABLE B-10.1 – Residential Parking Rates				
Development Type	Zone	Location	Maximum Parking Rate	
<ul style="list-style-type: none"> • dual occupancies • dwelling houses • semi-detached dwellings 	All	All	1-2 bedrooms	1 space / dw*
			3 or more bedrooms	2 spaces / dw

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TABLE B-10.1 – Residential Parking Rates				
Development Type	Zone	Location	Maximum Parking Rate	
<ul style="list-style-type: none"> • <u>attached dwellings</u> • <u>multi-dwelling housing</u> 	All	All	Studio, 1-2 bedrooms	1 space / dw
			3 or more bedrooms	1.5 spaces / dw
			Visitor	0.25 space / dw (min of 1 space)
<ul style="list-style-type: none"> • <u>residential flat buildings</u> • <u>shop top housing</u> 	B3 Commercial Core B4 Mixed Use	High Accessibility Area**	Studio	0.3 space / dw
			1 bedroom	0.4 space / dw
			2 bedroom	0.67 space / dw
			3 + bedrooms	0.71 space / dw
			Motorcycle parking	1 space / 10 car spaces
	All locations other than High Accessibility Area**	High Accessibility Area**	Studio, 1 bedroom	0.5 space / dw
			2 + bedrooms	1 space / dw
			Motorcycle parking	1 space / 10 car spaces
	All zones other than: B3 Commercial Core B4 Mixed Use	High Accessibility Area**	Studio	0.3 space / dw
			1 bedroom	0.4 space / dw
			2 bedroom	0.67 space / dw
			3 + bedrooms	0.71 space / dw
		Motorcycle parking	1 space / 10 car spaces	
All locations other than High Accessibility Area**	High Accessibility Area**	Studio, 1-2 bedrooms	1 space / dw	
		3 + bedrooms	1.5 spaces / dw	
		Visitor	0.25 space / dw (min of 1 space)	
• <u>boarding houses</u>	All	All	1 / 12 beds	
• <u>seniors housing</u>	All	All	1 / 5 dw	

* dw = Dwelling

** The extent of the High Accessibility Area is identified in Figures B-10.1 to B-10.3.

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Figure B-10.1



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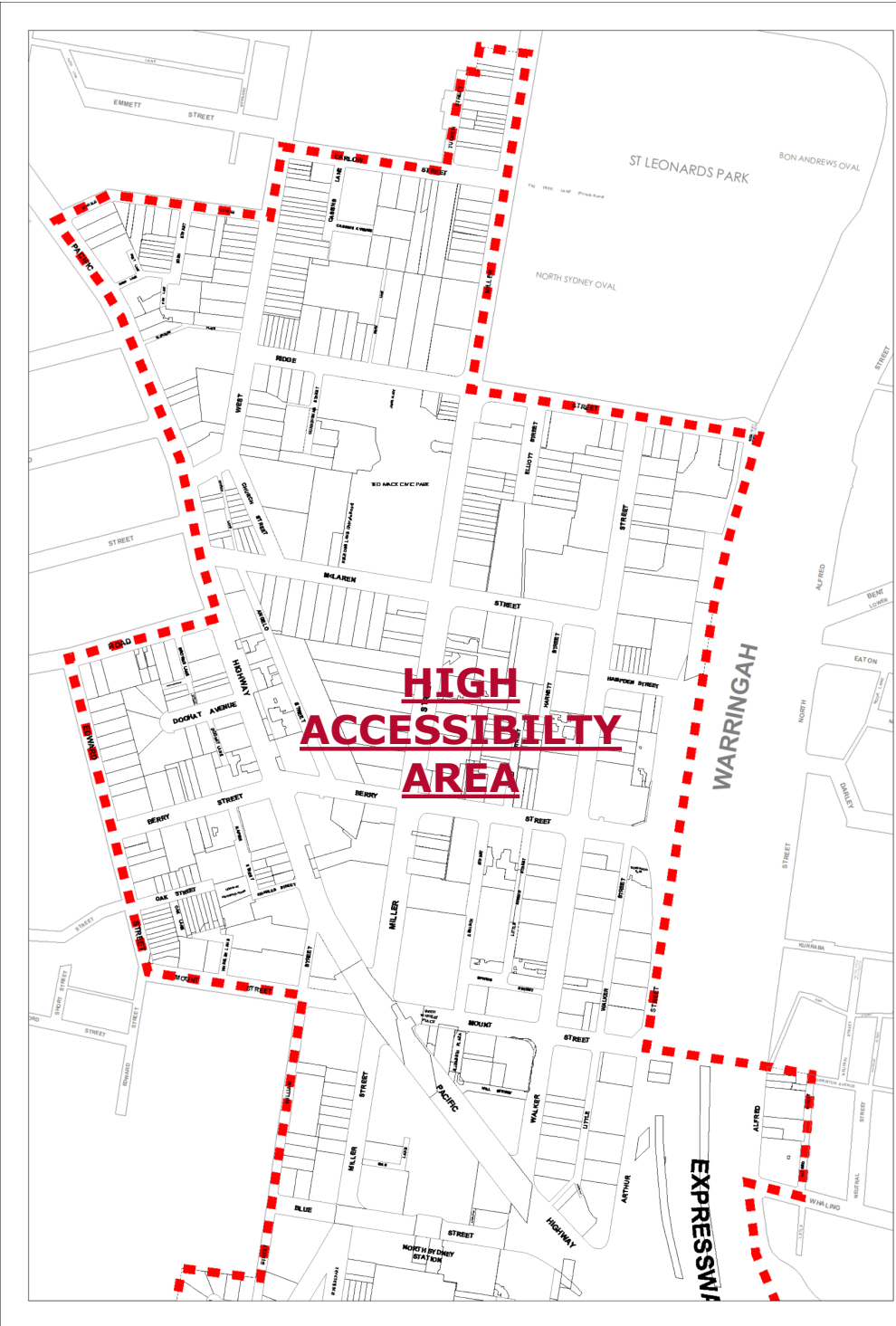


Figure B-10.2

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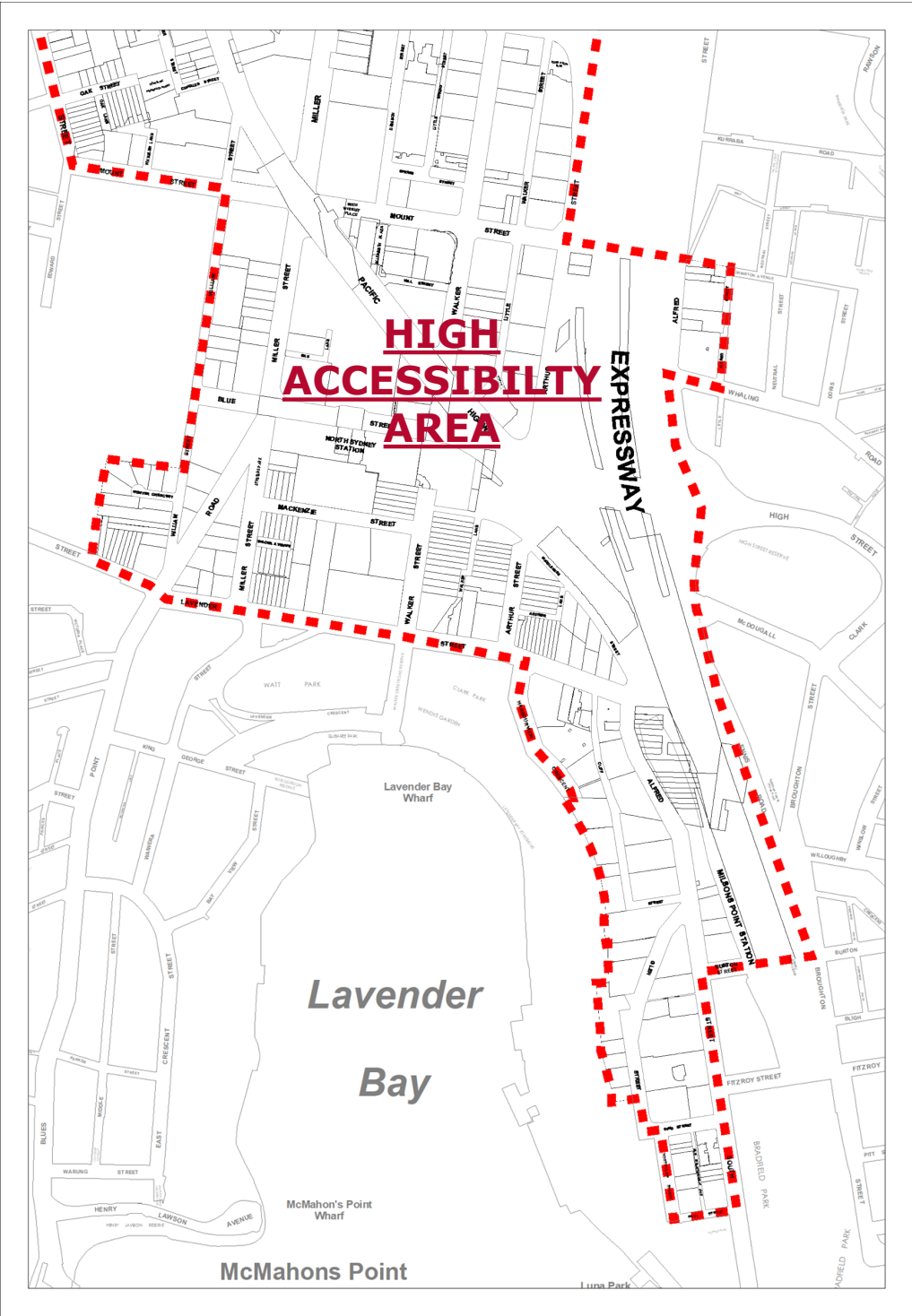


Figure B-10.3



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- P2 For residential flat buildings, shop-top housing and attached dwellings, on-site car parking provision below maximum rates specified in Table B-10.1 is encouraged where the proposed development has good access to public transport.
- P3 For residential developments containing 4 or more dwellings, a car wash bay is to be provided within the visitor parking area. The car wash bay may comprise a visitor car space. The wash bay is to be adequately drained and connected to the sewer line.
- P4 The use of car spaces is restricted to the occupiers(s) of a development.
- P5 Designate visitor car parking spaces as common property.
- P6 Developments containing adaptable housing must allocate at least one accessible parking space to each adaptable dwelling.

Non-Residential Development

- P7 Provide on-site car parking not exceeding the maximum rates specified in Table B-10.2.

TABLE B-10.2: Non-residential Parking Rates in Specific Locations

Development Type	Zone	Location	Maximum Parking Rate
All-uses	B3 – Commercial Core	North-Sydney-Centre	1 space / 400m ² -GFA*
All-uses-not-listed-in-Table-B-10.3-Specific-Uses	B1 – Neighbourhood Centre	All	1 space / 100m ² -non-residential-GFA
	B3 – Commercial Core	All-locations-except-North-Sydney-Centre	1 space / 400m ² -non-residential-GFA
	B4 – Mixed Use	North-Sydney-Centre Milsons-Point St-Leonards	1 space / 400m ² -non-residential-GFA
		Crows-Nest Neutral-Bay Cremorne	1 space / 60m ² -non-residential-GFA
	IN2 – Light Industrial	All	1 space / 100m ² -non-residential-GFA

*——— GFA = gross floor area

TABLE B-10.2: Non-residential Parking Rates in Specific Locations

Zone	Location	Development Type	Maximum Parking Rate
B1 Neighbourhood Centre	High Accessibility Area **	All	1 space / 400m ² non-residential GFA
	All locations other than High Accessibility Area **	All uses listed in Table B-10.3 - Specific Uses	As per Table B-10.3
		All uses not listed in Table B-10.3 - Specific Uses	1 space / 100m ² non-residential GFA

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TABLE B-10.2: Non-residential Parking Rates in Specific Locations			
Zone	Location	Development Type	Maximum Parking Rate
B3 Commercial Core	High Accessibility Area **	All	1 space / 400m ² non-residential GFA*
B4 Mixed Use	High Accessibility Area **	All	1 space / 400m ² non-residential GFA*
	All locations other than High Accessibility Area **	All uses listed in Table B-10.3 - Specific Uses	As per Table B-10.3
IN2 Light Industrial IN4 Working Waterfront	All	All uses not listed in Table B-10.3 - Specific Uses	1 space / 60m ² non-residential GFA
		All uses listed in Table B-10.3 - Specific Uses	As per Table B-10.3
IN2 Light Industrial IN4 Working Waterfront	All	All uses listed in Table B-10.3 - Specific Uses	As per Table B-10.3
		All uses not listed in Table B-10.3 - Specific Uses	1 space / 100m ² non-residential GFA

* GFA = gross floor area

** The extent of the High Accessibility Area is identified in Figures B-10.1 to B-10.3.

- P8 For specific non-residential uses, provide on-site car parking not exceeding the maximum rates specified in Table B-10.3. The parking requirements within Table B10.2 take precedence over the rates within Table B-10.3.

TABLE B-10.3 – Parking rates for specific non-residential uses	
Development Type	Maximum Parking Rate
Boat repair facilities	<ul style="list-style-type: none"> 1 space / 200m² of GFA* Appropriate loading facilities
Child care centres	<ul style="list-style-type: none"> Staff 1 space / 2 employees with a max. of 3 spaces Parents < 24 places - 2 spaces ≥ 24 places - 3 spaces
Educational establishments	<ul style="list-style-type: none"> 1 space / 6 staff
Entertainment facilities	<ul style="list-style-type: none"> 1 space / 100m² of GFA
Food and drink premises (excluding Pubs)	<ul style="list-style-type: none"> 1 space / 50m² of GFA
Funeral chapels Funeral homes	<ul style="list-style-type: none"> 1 space/ 5 seats
Hospitals	<ul style="list-style-type: none"> 1 space / 6 beds + 1 space / 4 staff
Hotel and motel accommodation Pubs Registered clubs (excluding residential)	<ul style="list-style-type: none"> 1 space / 100m² (licensed floor area), 1 space / 5 bedrooms
Light industries	<ul style="list-style-type: none"> 1 space / 200m² of GFA Appropriate loading facilities



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TABLE B-10.3 – Parking rates for specific non-residential uses		
Development Type	Maximum Parking Rate	
Medical centres	North Sydney Centre Milsons Point St Leonards	<ul style="list-style-type: none"> 1 space / 400m²
	All other areas	<ul style="list-style-type: none"> 4 spaces / 100m² of GFA
	<ul style="list-style-type: none"> Proposals for medical centres must include traffic report accurately predicting traffic generation based on similar sized medical centres 	
Places of public worship	<ul style="list-style-type: none"> 1 space / 100m² of GFA 	
Recreational facilities	<ul style="list-style-type: none"> 1 space / 100m² of GFA 	
Restricted premises Sex service premises	<ul style="list-style-type: none"> 1 space / 205m² of GFA 	
Serviced apartments	<ul style="list-style-type: none"> 1 space / 5 apartments 	
Service stations Vehicular repair stations	<ul style="list-style-type: none"> 2 spaces / workshop bay 	
Supermarkets	North Sydney Centre Milsons Point St Leonards	<ul style="list-style-type: none"> 1 space / 400m² of GFA
	All other areas	<ul style="list-style-type: none"> 4 spaces / 100m² of GFA
Vehicular sales or hire establishment	<ul style="list-style-type: none"> 1 space / 100m² of GFA 	

* GFA = gross floor area

** The extent of the High Accessibility Area is identified in Figures B-10.1 to B-10.3.

P9 On-site car parking provision below maximum rates specified in Tables B-10.2 and B-10.3 is encouraged where the proposed development has good access to public transport.

P10 Council must not grant consent for car parking spaces for entertainment facilities unless the location and availability of existing public car parking in the vicinity of the proposed entertainment facility has been considered. Any car parking allowed specifically for the entertainment facility may, with consent, also be available only for short-stay parking during the hours of 9.30am to 6pm, but for no other purpose.

P11 In addition to P7 and P8 above, parking for motorcycles must be provided at the minimum rate of 1 space per 10 cars or part thereof.

Note: Submit a Traffic and Transport Study prepared by an appropriately qualified person, if required.

10.2.2 Car Share Schemes

Car share schemes support sustainable transport modes, such as walking, cycling and public transport by filling a “mobility gap” – that is providing access to a vehicle on an “as needs” basis, without the high cost of ownership or private parking space provision.

Objectives

O1 To minimise the negative impacts of vehicular traffic associated with new development on the safety and efficiency of existing roads and the amenity of the North Sydney community.

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North Sydney Development Control Plan 2013 – DRAFT AMENDMENT**Car Parking and Transport****Provisions**

- P1 Council supports the provision of car share parking in residential, mixed use and commercial developments. Where a car share scheme is to be provided:
- The number of car share parking spaces provided does not replace more than 25% of the maximum off-street parking requirement if those car share spaces had not been provided, excluding any residential visitor parking spaces; and
 - Each car share space does not replace less than 3 or more than 4 of the maximum residential and/or non-residential parking space requirements.
- P2 Where car share spaces are to be provided on private land, they must be:
- Publicly accessible 24 hours a day, 7 days a week;
 - Located as close as practical to site's entry to the public road;
 - Where more than one space is to be provided, located adjacent to one another;
 - Clearly marked for use by car share scheme vehicles only; and
 - Identified as common property on any registered title of land and not sold or leased to an individual.

10.3 DESIGN AND LAYOUT**10.3.1 General****Objectives**

- O1 To ensure that the parking area is adequately designed to enable the manoeuvring and accommodation of the types of vehicles likely to use the site.
- O2 To ensure that parking areas are adequately designed for mobility impaired persons.
- O3 To ensure that the servicing of the site is adequately accommodated for on site.

Provisions

- P1 The size and design of all parking spaces, loading facilities and any associated manoeuvring areas must be in accordance with AS2890.
- P2 1-2% of all non-residential parking spaces are to be designated for use by the disabled.
- P3 Car parking spaces for people with disabilities or their associates are provided adjacent or close to the principal public entrance in accordance with AS 1428.2.
- P4 Motorcycle parking must have a minimum dimension of 1.2m x 3m.
- P5 Council does not support the use of use of turntables for vehicular manoeuvring unless there is no feasible alternative.
- P6 Where security doors/gates are proposed, an intercom system is to be provided to facilitate visitor/service access to underground parking areas.
- P7 Where resident parking and non-resident parking is to be provided within the same development, vehicular access to the private residential areas of the parking area is to be restricted through appropriate security measures.

10.3.2 Stacking of parking spaces**Objective**

- O1 To minimise the impact on existing vegetation and landscape features and to prevent adverse safety impacts for drivers and pedestrians.
- O2 To minimise inconvenience to all users of the parking spaces.

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O3 To minimise impacts on the surrounding road system.

Provisions

P1 Council does not support the stacking of parking spaces in the non-residential component of developments. However, Council may permit the stacking of spaces, but only where:

- (a) the number of stacked spaces does not exceed 25% of the total number of non-residential spaces; or
- (b) where the parking spaces are in the same ownership or strata lot.

P2 Council does not support the use of mechanical car stacker systems for the provision of car parking. However, Council may consent to the use of a mechanical car stacker, but only where it can be demonstrated:

- (a) That the use of the mechanical stacker will enable a reduced level of excavation to preserve existing significant tree(s) and or natural landscape features on the site;
- (b) That the site's shape is physically constrained, such that conventional parking arrangements would not enable compliance with the parking provision requirements of this DCP;
- (c) Where a single car stacker system accommodates more than 10 vehicles within a multi-dwelling housing development, a residential flat building, a mixed use or commercial premises, that a car waiting space is provided entirely on the site and adjacent to the mechanical stacker to enable a vehicle to wait while the stacker is in use. The waiting area must be located such that it does not interfere with the ability for a vehicle to enter and leave the stacker, while a car is occupying the waiting area.

Note: A car stacker system referred to in P2(c) refers to a system which uses a lift and/or horizontal moving platforms.

10.4 LOADING AND SERVICING FACILITIES

Objectives

- O1 To ensure that adequate off street loading, delivery and servicing facilities are provided.
- O2 To minimise the impacts of loading, deliveries and servicing operations on the safety and efficiency of the surrounding road system.

Provisions

P1 Off-street loading and unloading facilities should be provided for all commercial and industrial premises as required by Council. The requirement for, number and size of loading bays will be determined by Council having regard to the:

- (a) Intended use of the premises;
- (b) Frequency of deliveries / collections;
- (c) Size and bulk of goods to be delivered / collected;
- (d) Size of vehicles to be used;
- (e) Practicality of accommodating delivery and service vehicles on site; and
- (f) Likely impacts on traffic safety and efficiency on adjoining roads.

P2 Developments containing more than 30 dwellings but less than 60 must provide at least 1 service delivery space, capable of accommodating at least 1 Medium Rigid Vehicle. [Development containing less than 30 dwellings must provide at least one delivery/service/trade standard parking space.](#)

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P3 Developments containing more than 60 dwellings must provide at least 1 service delivery space, capable of accommodating at least:

- (a) 1 Heavy Rigid Vehicle; or
- (b) 2 Medium Rigid Vehicles.

Note: For the purposes of P2 and P3 above, Medium Rigid Vehicles and Heavy Rigid Vehicles are deemed to be same as that described in Section 2 of Australian Standard AS 2890.2 - Parking facilities - Part 2: Off-street commercial vehicle facilities.

P4 Provide loading spaces and courier parking spaces near vehicle entry points to a site and lifts.

P5 Height clearances, including access routes to the required loading spaces must comply with Australian Standard AS 2890.2.

10.5 BICYCLE PARKING AND ASSOCIATED FACILITIES

Objective

O1 To encourage the use of bicycles as an environmentally beneficial form of transport and an alternative to the use of private motor vehicles.

Provisions

Number

P1 All new development is to provide on-site, secure bicycle parking spaces and storage for residential accommodation in accordance with the minimum rates specified in Table B-10.4 with the following exceptions:

- (a) where an apartment in a residential building has a basement storage area on title that is large enough to accommodate a bike and being no smaller than a Security Level A bike locker, then additional bike parking for that apartment is not required; and
- (b) where a proposed use is not included below, bicycle parking and storage rates will be considered on merit taking into consideration rates for similar uses in Table B-10.4 as well as those contained in the *NSW Planning Guidelines for Walking and Cycling* (2004).

TABLE B-10.4: Minimum Bicycle Parking Rates		
Development Type	Rate	
	Occupants	Visitor / Customer
Residential		
Residential accommodation	1 / 1 dwelling	1 / 10 dwellings
Tourist and Visitor Accommodation		
Serviced apartments, Hotels and motels	1 / 4 staff	1 / 20 rooms
Backpackers accommodation	1 / 4 staff	1 / 10 beds
Commercial Premises		
Office premises, Business premises	1 / 150m ² GFA	1 / 400m ² GFA
Bulky goods premises	1 / 600m ² GFA	1 / 1000m ² GFA
Shop, Restaurant or cafe	1 / 250m ² GFA	2 + 1 / 100m ² over 100m ² GFA
Shopping centre	1 / 200m ² GFA	1 / 300m ² sales GFA
Pub	1 / 100m ² GFA	1 / 100m ² GFA



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TABLE B-10.4: Minimum Bicycle Parking Rates		
Development Type	Rate	
	Occupants	Visitor / Customer
Entertainment facility	-	Greater of 1 / 15 seats or 1 / 40m ² GFA
Place of public worship	-	Greater of 1 / 15 seats or 1 / 40m ² GFA
Industry		
Industry, Warehouse or Distribution centre	1 / 10 staff	-
Community		
Child care centre	1 / 10 staff	2 / centre
Medical centre, Health consulting rooms	1 / 5 practitioners	1 / 200m ² GFA
Tertiary educational institution	1 / 10 staff	1 / 10 students
Swimming pool	1 / 10 staff	2 / 20m ² of pool area
Library	1 / 10 staff	2 + 1 / 200m ² GFA
Art gallery or museum	1 / 1000m ² GFA	1 / 200m ² GFA
Other		
	On merit. Council will give consideration to the rates contained within the <i>Planning guidelines for walking and cycling 2004</i> .	

- P2 Bicycle parking facilities are to be additional to other parking requirements.
- P3 The minimum number of bicycle parking spaces is to be rounded up to the nearest whole number if it is not a whole number.

Type

- P4 Secure bicycle parking facilities are to be provided in accordance with the following:
- Security Level A or B facilities for occupants of residential dwellings (Security Level A is preferred);
 - Security Level B facilities for staff/employees of any land use; and
 - Security Level C facilities for visitors of any land use.

Note: The security level of facilities are described in detail within AS 2890.3.

Design

- P5 Design bicycle parking and storage facilities in accordance with the relevant Australian Standards that apply at the time.

Location

- P6 Locate private bicycle storage facilities within basement parking levels of the building where provided.
- P7 If private storage facilities are located in a basement, they are to be located:
- on the uppermost level of the basement; and
 - as close to the primary entry point as possible; and

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- (c) subject to security camera surveillance where such security systems exist.

Access

- P8 A safe path of travel from Security Class A and B facilities to entry/exit points is to be clearly marked.
- P9 Access to Security Class A and B facilities areas are to be:
- (a) a minimum of 1.8m wide to allow passage of a pedestrians and bikes to pass each other (access ways can be shared with vehicles within buildings and at entries to buildings);
 - (b) accessible via a ramp;
 - (c) clearly identified by signage; and
 - (d) accessible via appropriate security/intercom systems.
- P10 Locate Security Level 3 facilities in an accessible at-grade location near a major public entrance to the development, preferably undercover, is able to be passively surveyed from the public domain and/or the proposed or adjoining developments, is well lit to enable adequate night time use and is to be signposted.

Changing / shower facilities

- P11 For non-residential uses, the following facilities for bike parking are to be provided at the following rates:
- (a) 1 personal locker for each bike parking space;
 - (b) 1 shower and change cubicle for up to 10 bike parking spaces;
 - (c) 2 shower and change cubicles for 11 to 20 or more bike parking spaces are provided;
 - (d) 2 additional shower and change cubicles for each additional 20 bike parking spaces or part thereof;
 - (e) Showers and change facilities may be provided in the form of shower and change cubicles in a unisex area or in both female and male change rooms; and
 - (f) Locker, change room and shower facilities are to be located close to the bicycle parking area, entry/exit points, and within an area of security camera surveillance where there are such building security systems.

10.6 TRAVEL PLANS

Travel Plans identify typical travel demand and mode share for a proposed development based on empirical analysis of similar developments, then identify what actions will be delivered to increase walking, cycling, public transport and ride sharing mode share, thereby reducing the negative impacts of the traffic generated by the development on the North Sydney community. Travel Plans encourages people to consider alternate means to accessing a site rather than by private motor vehicle and may also be known as:

- (a) Workplace Travel Plan (e.g. for commercial premises and industry and the like);
- (b) Education Travel Plans (e.g. educational establishments);
- (c) Residential Travel Plans (e.g. residential accommodation); and
- (d) Visitor and Leisure Travel Plans plus others (e.g. Tourist and visitor accommodation and recreational facilities)

Objectives

- O1 To encourage employees, residents and visitors to make greater use of public transport, cycling, walking and car sharing for commuting, visiting and work related journeys.



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Provisions

- P1 A Travel Plan must be submitted with all development applications that involve:
- (a) New, or redevelopment of, educational establishments which result in the total number of students exceeding 100 persons.
 - (b) New, or redevelopment of, non-residential developments which result in the total floor space of the development exceeding 2,000m² (approximately 100 employees in an office development).
 - (c) The provision of 50 or more dwellings.
- P2 Components of a Travel Plan should include:
- (a) empirical analysis of typical travel demand and mode share outcomes for walking, cycling, public transport and private vehicular use for similar developments (base case scenario);
 - (b) a vision and objectives for the Travel Plan that are consistent with the community's vision for transport as detailed in the North Sydney Transport Strategy;
 - (c) specific, measurable, ambitious and realistic targets, including time-frames for achieving them;
 - (d) an action plan, with links to identified targets, that demonstrates how these actions will deliver the Travel Plan vision, reduce travel demand and/or increase walking, cycling, public transport and ride sharing for trips to and from the site. This could include:
 - (i) Identification and promotion of public transport options to access the site (for example, on a website and /or business cards);
 - (ii) Preparation of a Transport Access Guide (TAG) for the site.
Note: *Transport Access Guides (TAGs) provide information to staff and clients on how to reach places via public transport, walking or cycling.*
 - (iii) Implementation of a car pool system for employees;
 - (iv) Introduce staff car sharing scheme for fleet vehicles;
 - (v) Use taxis or public transport for work related journeys;
 - (vi) Provide priority parking for staff who car pool with more than 2 passengers;
 - (vii) Encouragement of cycling and walking to the site through generous provision of bicycle parking, showers and lockers;
 - (viii) Incentive schemes to encourage employees to commute using sustainable transport modes (such as the provisions of public transport vouchers/subsidised public transport tickets);
 - (ix) Allocation of designated parking spaces for a car sharing scheme;
 - (x) Prominent display of a large map of cycling routes (i.e. in the foyer of a residential, educational or business complex);
 - (xi) Provide staff with cycling allowances, loans and insurance together with bicycle storage and showering and changing facilities; and
 - (xii) Provision of a bus to pick up and drop off staff to the nearest railway station.
Note: *The strategies listed in P2 above do not comprise an exhaustive list and Council will consider alternative strategies that reduce the reliance on the use of private motor vehicles.*
 - (e) undertakings to regularly evaluate and review the Travel Plan, including a submission to Council, to ensure that proposed travel demand management and

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walking, cycling, public transport, ride share and private vehicle mode share outcomes for the development are achieved.

- P3 The maximum parking requirements for on-site car parking may be reduced on the basis of a written agreement between Council and the owner/occupiers for the implementation of a Travel Plan.
- P4 The undertakings made in a Travel Plan submitted with a development application may be included as conditions to any development consent.

10.7 TRAFFIC & PARKING IMPACT ASSESSMENT**10.7.1 Objectives**

- O1 To ensure that a proposed development's impact on the surrounding arterial and local road network, identification of transport infrastructure requirements and cost implications are adequately considered prior to issuing of development consent.

10.7.2 Provisions

- P1 A Traffic & Parking Impact Assessment must be submitted with all development applications that are also required to be referred to the Roads and Maritime Services under cl.104 and Schedule 3 of the [Infrastructure SEPP](#), and for all applications which are classified as designated development pursuant to s.4.10 of the [EP&A Act 1979](#).
- P2 Council may require a Traffic & Parking Impact Assessment to be submitted with a development application for one or more of the following types of new developments, regardless of whether they are captured by cl.104 and Schedule 3 to the [Infrastructure SEPP](#):
- (a) Child care centres
 - (b) Drive-in take-away food outlets
 - (c) Education facilities
 - (d) Entertainment facilities
 - (e) Health care facilities
 - (f) Hotel and motel accommodation
 - (g) Industrial premises
 - (h) Public car parks
 - (i) Places of public worship
 - (j) Pubs
 - (k) Recreation and tourist facilities
 - (l) Registered clubs
 - (m) Retail premises comprising supermarkets and/or shopping centres
 - (n) Service stations
 - (o) Other developments. Generally, if there is a significant expansion or modification to an existing development type, as outlined in the list above, then a Traffic & Parking Impact Assessment must be submitted with the development application. Seek Council Officer advice for further information.
- P3 The following issues are to be considered when preparing a Traffic & Parking Impact Assessment for Council to adequately assess the traffic impacts of a proposed development:
- (a) Existing traffic generation



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- (b) Proposed traffic generation
- (c) Capacity of road network
- (d) Environmental capacity of the road network
- (e) Traffic safety
- (f) Traffic amelioration
- (g) Off-street parking
- (h) On-street parking
- (i) On-street metered parking
- (j) Vehicle access
- (k) Public & active transport
- (l) Street lighting
- (m) Construction Management Plan
- (n) Work zones
- (o) Partial road closure (temporary)
- (p) Full road closure (temporary)
- (q) Cyclists and cycle paths

Note. Refer to the Performance Guide for more details.

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