

6.2. MM02: A Parking Policy to Meet Community Expectations

Councillors will recall that at our meeting of 27 July 2020 we considered a Planning Proposal and Draft Development Control Plan (DCP) for 27-57 Falcon Street, Crows Nest. At the meeting there was concern expressed that the Draft DCP for the site would allow only approx. 40 residential parking spaces for 90 apartments and the impact that it would ultimately have on nearby residents. There was also discussion about the need to review the parking and transport controls in the DCP to ensure they meet the expectations of the community and are not changed on a piecemeal basis.

For many years now, Council has pursued a policy of reducing the number of vehicles within the LGA by limiting the number of parking spaces in new development. We have also determined that residents in some mixed-use zones are not eligible for resident parking permits. While this approach was designed to encourage people to use other forms of transport, in practice this hasn't happened. The 2016 Census shows 85% of our residents have a car and 30% have two or three cars.

Car ownership doesn't mean residents are in their cars all the time. Only 33% of our residents travel to work by car - the majority take public transport, walk or cycle to their destination.

The census data tells us what we know in practice - while most of us are happy to use public or active transport in our everyday lives, there are times when a car makes all the difference.

Since our July meeting, I've asked residents to tell me when and why they use their car and I'm sure you won't be surprised by what they said:

- *to go to work on late shifts as I don't feel safe travelling home alone on public transport at night;*
- *taking children to sport on Saturdays at far flung grounds across the city;*
- *taking elderly parents to medical appointments;*
- *taking babies and toddlers pretty much anywhere, other than the local park;*
- *visiting friends in the evening and travelling home late at night; and*
- *bringing the groceries home, especially when shopping for a family.*

I know there are some people who get by quite successfully without a car. But many don't choose to and the flow on impact on our residents just keeps getting worse. If we don't provide off-street parking, we simply add to the burden of on-street parking. The introduction of cycle paths in our residential streets can only exacerbate this pressure.

In the case of the Falcon Street Planning Proposal, some apartment owners may choose not to have a car because no parking space is provided, but others will simply park on neighbouring streets and take the chance on a fine. In effect, the cost of trying to wean some residents off car ownership will be paid by other residents who live near the new development.

As Councillors discussed at our last meeting, it's time we reviewed the DCP and allowed our residents to speak on this matter - it is their community and they deserve to be asked.

I therefore recommend:

1. THAT Council reviews the residential and non-residential parking rates in the Car Parking and Transport section of the North Sydney Council Development Control Plan, and that the review include extensive community consultation, with balanced information about the impacts of parking controls within new developments.

**COUNCILLOR JILLY GIBSON
MAYOR**