

**From:** [Neil Morris](#)  
**To:** [DPTI:Planning Reform Submissions](#) Phase  
**Subject:** 3 Draft Planning code feedback  
**Date:** Wednesday, 4 December 2019 9:17:00 PM

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Hi DPTI,

Please see my comments below.

General note that as a resident, was extremely difficult to find or see the relevant data in the code.

Carparking requirement – Row dwelling

Draft Code and current code is inadequate. Even single bedroom unit/apartment, residence will have 2 cars. **As a minimum, 1 carpark per bedroom is required.** Not 1 for a 2 bedroom residence.

Driveway and carparks must be side by side. Under main roof can NOT be included as a “carpark”. This space is too small to be effective as a carpark. Since Open space is so small, building % so large on these lots, the under main roof is used for storage, not a carpark.

DPTI promoted that supporting narrower driveways and encourage “on street” parking – I do not see how this is addressing the issues from overdevelopment. Most streets are too narrow to allow parking on the street without causing flow issues. (This has already destroyed many community streets/areas, making it unsafe for kids, emergency services and general community, or simply to be able to drive down) Where do visitors park, Where to service providers park (RDNS etc especially with aging community). What will we do in 15 years, where and how will we recharge electric vehicle?

Government have concerns about general community activeness, obesity etc – Do you remember growing up playing cricket in the street, How can you do this now? No yard, No street as blocked with cars.

I challenge you to park 12 cars either side of your own driveway, on either side of the road and try and enter exit safely and not be frustrated by this.

200sqm lot size is too small. If not able to fit 2 carparks side by side and wanting to keep this lot size, then reduce the number of rooms and increase the open space.

Min frontage, 6.6 for dual driveway, + 3m curb – must be 9.6m min width.

Give thought to integration to existing street. Consideration must be given for orientation to maximise normal curb, taking into account verge trees and stobie poles. Ie mirror building orientation so that driveways together, maximise curb for the “row developments”. Ie, enable resident to park on street in front of their dwelling instead of in-front of and blocking neighbouring residences.

Open space – rainwater onto road causing flooding – this is real NOW. Open space is not sufficient at 15%. Building size followed by verandah’s being added is forcing stormwater on roads and infrastructure can not cope. Have seen this clearly this winter.

I have outlined the impacts of the current and draft code at the below link. Please read and add as general feedback.

<http://chng.it/4xHd8JWHcY>

regards

Neil Morris