

# University of Wollongong

## Student Accommodation - Supplementary Report



## University of Wollongong

### Student Accommodation - Supplementary Report

Client: University of Wollongong

ABN: 61 060 567 686

Prepared by

**AECOM Australia Pty Ltd**

Level 21, 420 George Street, Sydney NSW 2000, PO Box Q410, QVB Post Office NSW 1230, Australia

T +61 2 8934 0000 F +61 2 8934 0001 www.aecom.com

ABN 20 093 846 925

08-Apr-2015

Job No.: 60100459

AECOM in Australia and New Zealand is certified to the latest version of ISO9001, ISO14001, AS/NZS4801 and OHSAS18001.

© AECOM Australia Pty Ltd (AECOM). All rights reserved.

AECOM has prepared this document for the sole use of the Client and for a specific purpose, each as expressly stated in the document. No other party should rely on this document without the prior written consent of AECOM. AECOM undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document. This document has been prepared based on the Client's description of its requirements and AECOM's experience, having regard to assumptions that AECOM can reasonably be expected to make in accordance with sound professional principles. AECOM may also have relied upon information provided by the Client and other third parties to prepare this document, some of which may not have been verified. Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.

## Quality Information

Document      University of Wollongong




Ref             60100459

Date            08-Apr-2015

Prepared by    Seamus Christley

Reviewed by    Stuart Dalziel

### Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
A	31-Mar-2015	Initial Draft For Comment	Stuart Dalziel Associate Director	
B	07-Apr-2015	Final Draft	Stuart Dalziel Associate Director	
C	08-Apr-2015	For Issue	Roger Jeffries Associate Director	

## Table of Contents

1.0	Introduction	1
1.1	Background	1
1.2	Objective	2
1.3	Report Structure	2
2.0	University of Wollongong – Sustainable Transport (Campus) Vision	3
2.1	Existing Sustainable Transport Initiatives	3
2.1.1	Parking Survey	3
2.2	Future Campus Development	5
3.0	Development Application Revisions	6
3.1	Accountability	6
3.2	DA 2014/1474 – Northfields	7
3.2.1	Parking Rate Calculations	7
3.2.2	Sustainable Transport Vision Alterations	7
3.2.3	Design Alterations	8
3.3	DA 2014/1510 – Kooloobong	9
3.3.1	Parking Rate Calculations	9
3.3.2	Sustainable Transport Vision Alterations	9
3.3.3	Design Alterations	10
4.0	Summary	11
4.1	Conclusion	11
Appendix A		
	UOW Commitment Letter	A
Appendix B		
	GoGet Developer Brochure	B
Appendix C		
	UOW Transport Strategies Figure	C

## 1.0 Introduction

### 1.1 Background

The University of Wollongong is expanding its student accommodation portfolio with a number of new buildings to be constructed over two stages. Building 120 (Stage 1), to be located in the Northfields precinct, would cater for post graduate students and families. Buildings 73, 74 and 75 (Stage 2), to be located in the Kooloobong precinct, would cater for undergraduate students. Both buildings would provide fully furnished, single-bed and multi-bed units, communal living spaces, off-street car park facilities and secure bicycle storage facilities. In December 2014 applications for both developments were submitted to Wollongong City Council (DA 2014/1474 – Northfields and DA 2014/1510 – Kooloobong).

Council responses to the above development applications were received on 3<sup>rd</sup> March 2015 and contained the following concerns regarding each development which have been separated into two categories, sustainable transport vision issues and technical design items:

- DA 2014/1474 – Northfields
  - Sustainable Transport Vision
    - Parking provision rates for both permit and non-permit parking were not deemed acceptable and were thought to generate a negative impact on the surrounding street environment; and
    - The strategic actions outlined provide no commitment or extensive details from the University regarding their implementation or on-going monitoring regarding their success.
  - Design
    - Small car parking spaces should not be used to comply with parking quotas and should only be used when parking quotas are reached and excess parking is supplied;
    - Wheel stops must be provided for all spaces which back onto pedestrian circulatory areas; and
    - Bicycle parking provision should be updated to align with Wollongong City Council Development Control Plan 2009 (WDCP 2009) requirements.
- DA 2014/1510 – Kooloobong
  - Sustainable Transport Vision
    - Parking provision rates for both permit and non-permit parking were not deemed acceptable and were thought to generate a negative impact on the surrounding street environment;
    - The strategic actions outlined provide no commitment or extensive details from the University regarding their implementation and on-going monitoring regarding their success;
  - Design
    - Small car parking spaces should not be used to comply with parking quotas and should only be used when parking quotas are reached and excess parking is supplied;
    - Visitor car parking is required to be signposted and have appropriate link marking details;
    - Eastern car park requires a turning bay in order to comply with AS2890.1; and
    - Bicycle parking provision should be updated to align with Wollongong City Council Development Control Plan 2009 (WDCP 2009) requirements.

UOW and AECOM met with WCC on 18<sup>th</sup> March 2015 to discuss Council's responses and concerns. UOW's Sustainable Transport vision and strategies were discussed and generally supported by Council, however Council advised that the proposed student accommodation will result in specific parking challenges, which are different to general UOW commuters, and that the current student parking ratio and commitments do not satisfy Council's concerns with respect to potential negative impacts.

UOW and Council met again on 24<sup>th</sup> March 2015 and outlined an enhanced transport and parking solution, tailored to the specific needs of the student accommodation proposals. The enhancement includes additional

parking, dedicated to student residents and proposes a University commitment on a range of strategies designed to reduce car ownership and minimise the impact of the development with respect to parking.

## 1.2 Objective

The objective of this supplementary report is to outline enhanced transportation and parking initiatives as well as address Council's concerns regarding the proposed student accommodation developments referred to as DA 2014/1474 and DA2014/1510.

## 1.3 Report Structure

Following Section 1 which provides an introduction and context surrounding the supplementary report the remainder of the document is structured as follows:

- **Section 2** outlines UOW's sustainable transport vision and discusses existing measures in place to achieve stated objectives;
- **Section 3** details modifications that have been made to UOW's strategic transport vision and design criteria for DA 2014/1474 (Northfields) and DA 2014/1510 (Kooloobong) which addresses Council's concerns regarding parking allocation and technical design issues; and
- **Section 4** concludes the report in line with the outcomes of the proposed development.

## 2.0 University of Wollongong – Sustainable Transport (Campus) Vision

### 2.1 Existing Sustainable Transport Initiatives

UOW is a unique land user in that it has a defined and distinct relationship with the community it serves. Great care is taken to ensure accountability in its land use and maintain amenity in the surrounding street network as well as reducing the impact of private vehicles.

UOW has a comprehensive overarching Transport Strategy, initially prepared in 2008, which is regularly reviewed and revised as required. The basis of this document is to guide a reduction in the reliance on the private motor vehicle and promote active and public transport. The next iteration and update of the Transport Strategy shall be undertaken in April 2015 beginning with the Transport Survey which measures progress against set transport mode share targets.

UOW consistently spends on average in excess of \$1.4M per annum on transport initiatives. In 2015 alone, UOW will spend approximately \$900,000 on shuttle buses to the Wollongong Campus and \$1.5 million on the Northfields Bus Interchange expansion. This investment has resulted in reducing the proportion of private vehicle commuting to the Wollongong Campus from 69 per cent in 2008 to 58 per cent in 2013. The target for 2015 is a further reduction to 55 per cent.

UOW views transport as a holistic element encompassing student commuters, staff, visitors, general public and student accommodation. It is acknowledged that this holistic approach has not specifically addressed the unique requirements of on-campus student accommodation. As such the following chapters of this report contain a detailed evaluation of strategic initiatives, specific to the proposed student accommodation facilities, which provide evidence as to the satisfactory provision of parking and transport requirements that result in a solution which is an improved position to the previously approved K2 student accommodation (1 parking space per 5 students).

#### 2.1.1 Parking Survey

UOW consistently monitors the level of parking utilisation in streets surrounding the Wollongong campus in annual parking surveys. These are used to assess the impact of UOW activities on the amenity of local streets. Results from the 2015 surveys, compared against 2014 and 2013, are shown in **Figure 2.1** and **Figure 2.2**. It can be seen that the level of parking utilisation in streets surrounding the campus has remained equal, and in some cases has fallen, when compared to 2014. These results show that the measures put in place by the University are successful in creating change in the travel patterns of students, staff, visitors as well as student residents. It should be noted that the reduction in parking utilisation has occurred despite the introduction of K2 student residents in 2013 and 2014.

Figure 2.1 2015 Parking Survey Results

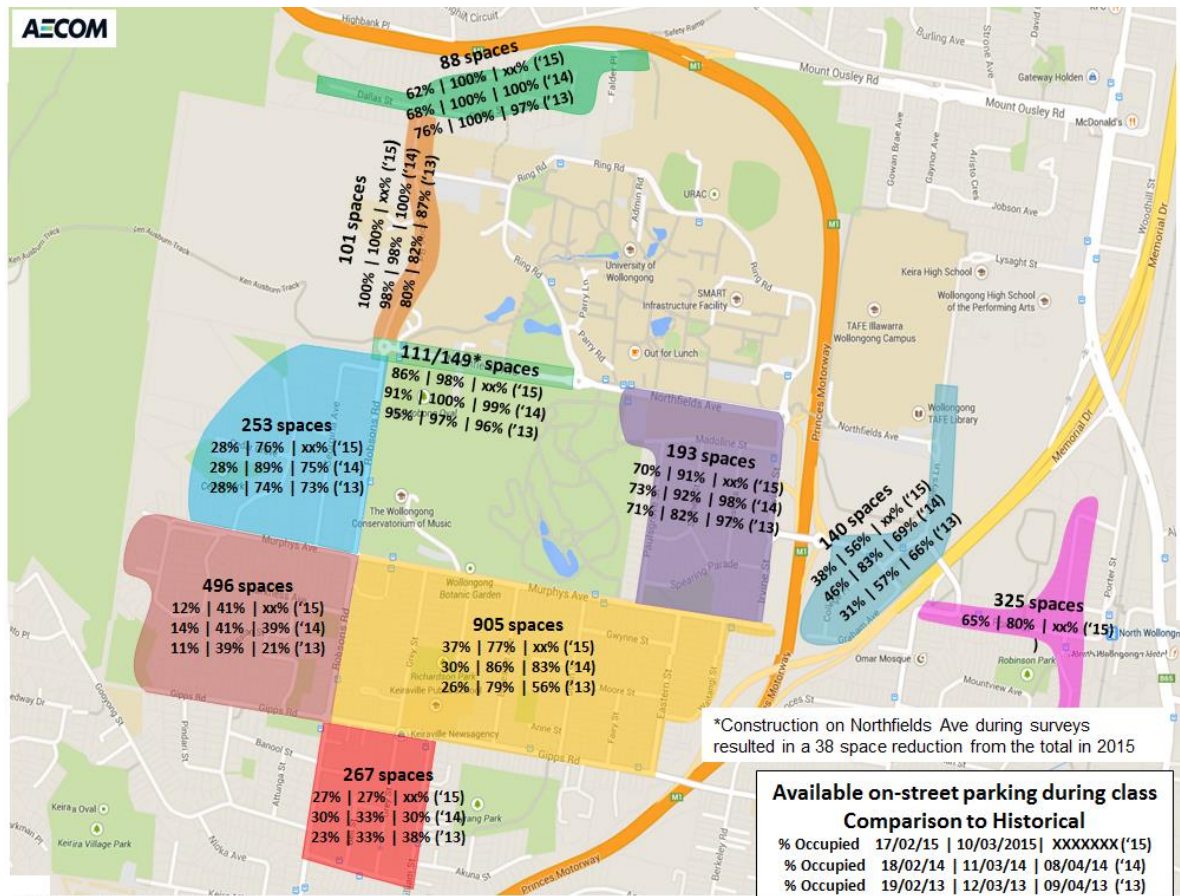
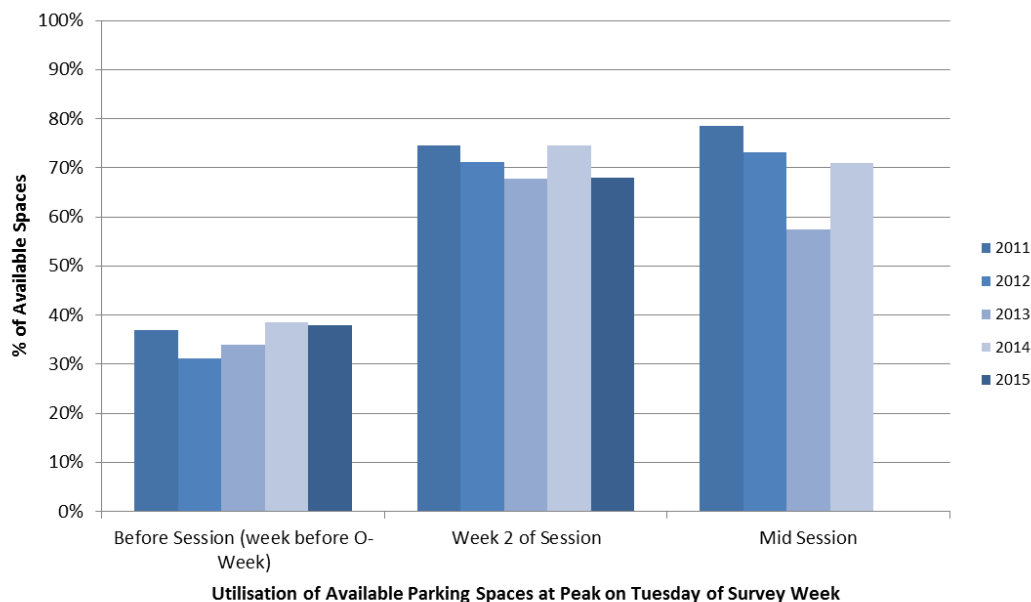


Figure 2.2 2015 Parking Survey Utilisation

### Parking Space Utilisation in Surveyed Streets Near Wollongong Campus 2011 - 2015



Source: AECOM; 2015



## 2.2 Future Campus Development

In January 2014, the University of Wollongong (UOW) prepared a notional Wollongong Campus Master Plan, which is intended to provide a framework for the future development of the Wollongong Campus. The notional Master Plan anticipates and provides for growth projections:

- Effective Full Time Student Load (EFTSL) to increase from 16,730 to 25,000 (50 per cent increase).
- Gross Floor Area (GFA) of buildings to increase from 198,048m<sup>2</sup> (2013) to 280,000m<sup>2</sup> (41 per cent increase).
- Car parking spaces increased from around 3,100 spaces to 3,650 spaces (20 per cent increase), but with a planned reduction in spaces/EFTSL; as follows:
  - Existing:  $3,100/16,730 = 0.185$ .
  - Future:  $3,650/25,000 = 0.146$ .

Behind this increase is a linkage to the proposed student accommodation developments which will enable the creation of an on campus University town. This will enable UOW to induce a shift in student commuters to student residents. In this regard it is important to note that the proposed approximately new 1,000 bed student accommodation facilities will not equate to 1,000 extra or additional students. Student growth is predicted to continue at the historical average of between two to three per cent per annum with the student accommodation facilities catering to this growth and assisting to reduce car usage.

UOW currently provides significant student services and facilities on campus to support this aim. The Retail and Sports precincts encompass the following facilities:

- Food Retail Outlets (16 premises)
- Banks (Two premises);
- Bar;
- Uni Shop and Convenience Store;
- Campus Health (Doctor and Dentist);
- Travel agent;
- Movie theatre; and
- Fitness centre, sports fields and swimming pool.

UOW has further resolved to construct a mini supermarket (IGA or similar) within the retail hub prior to the proposed Northfields development being completed in 2017. This is in addition to existing retail facilities and services within easy walking / cycling distance of the proposed accommodation within the Keiraville and Gwynneville village shopping precincts. These facilities will reduce the demand for residents to use private vehicles to drive to other areas which in turn will reduce associated reliance on private vehicles.

## 3.0 Development Application Revisions

### 3.1 Accountability

UOW is committed to being accountable to residents, Council and ultimately its own Transport Strategy with regards to the proposed transport measures detailed above. To this end a letter, signed and executed by UOW, committing to these strategies is provided in **Appendix A**. It should be noted that this letter contains a number of initiatives which are as follows:

- Commitment 1: Student Resident Transport Information Pack
  - To enhance the sustainable transport vision UOW will develop and implement a tailored and specific Student Resident Transport Information Pack. This Pack will be developed to promote the benefits of living on campus and alternative options available, such as bicycle hire, car share scheme and public transport options, to reduce the need for students to bring private vehicles to campus. The Pack would be issued to all students applying to live on campus, before they arrive, and be updated yearly.
- Commitment 2: Free Bicycle Hire
  - UOW will provide, maintain and operate a fleet of bicycles for student resident use free of charge. Initially eight bicycles will be provided at Building 120, and for Buildings 73, 74 & 75 a fleet of 15 bicycles is confirmed.
- Commitment 3: Car Share Scheme
  - The University will dedicate three car spaces directly adjacent to the proposed buildings (Northfields – 1 space and Kooloobong – 2 spaces) for the operation of a car share scheme, such as GoGet or equivalent, for students.

All students involved in the scheme benefit from:

- Enhanced rationalisation of student accommodation parking spaces with regards to parking demand.
- The car share parking spaces being located in the secure area and positioned as closely as possible to the proposed pathway. This will enhance the amenity and desirability of the parking spaces.
- Lower costs as the car sharing scheme includes petrol, dedicated parking, insurance, maintenance and cleaning and no hourly charge between the hours of midnight and 6am.

Data gathered from GoGet indicates that one car space services the needs of 23 members and removes up to 12 cars, and associated parking spaces, from the road. A brochure on integrating GoGet into developments is attached in **Appendix B** for additional information.

- Commitment 4: Off-Site Long Term Parking
  - The University will ensure that off-site long term secure parking is provided to support the developments. The commitment of spaces will be:
    - 2017 – 75 spaces at Innovation Campus
    - 2018 – 125 spaces at Innovation Campus

The estimated capital cost of these works is \$4,000 (excl GST) per space or \$500,000 (excl GST) in total. Permits shall be provided to students for an annual fee of \$150 (excl GST), indexed to CPI or as adjusted by the University to ensure the rate offers value for money to the accommodation students. Students shall be provided with a dedicated space in a secure parking area which prevents casual users from accessing the dedicated parking facility.

- Commitment 5: Off Campus Parking Survey (On-going commitment)
  - The success of the above commitments is measurable through the impact of parking in local streets surrounding the campus. UOW commits to continue undertaking the annual local street parking survey and discussing the results with Council and Roads and Maritime Services.

Further details on the above commitments can be found in **Appendix A**.

These policies and commitments provide both Council and the community with the reassurance that the proposed developments at Northfields and Kooloobong satisfies the concerns regarding sustainable transport vision elements of the proposal, particularly with respect to parking and the impact on the local road network.

A visual representation of the strategies discussed above is provided in **Appendix C**.

## 3.2 DA 2014/1474 – Northfields

### 3.2.1 Parking Rate Calculations

Council have considered the car ownership rates in the 2014 Student Accommodation Survey contained within the previously submitted 'Independent Assessment of the Wollongong Campus Transport Strategy – Parking (2014)' (AECOM; 2014) and correlated this rate to parking provision for the proposed development. It is contended that the parking provision rate for the proposed student accommodation development should not be based on the survey rate of existing students residing in accommodation facilities. This sample size contains no calculation or consideration of the impact the sustainable transport initiatives outlined in the 'Independent Assessment of the Wollongong Campus Transport Strategy – Parking (2014)' (AECOM; 2014) will potentially have on private vehicle usage in the area surrounding the Wollongong Campus. In addition, despite the perception that the K2 student accommodation has resulted in a deterioration in parking conditions on the surrounding network annual parking occupancy surveys, highlighted in **Figure 2.1**, provide a clear indication that this is not the case. Whilst patterns of demand and locations of demand have altered as a result of the development the net impact of parking demand is unchanged. In this regard it is considered that the previously approved ratio of 1 car space per 5 students is an appropriate starting position for the proposed development with respect to parking provision and possible impacts.

It is also important to consider that a portion of the students who reside in the proposed student accommodation are existing students who already park their vehicles on the streets surrounding the University. Whilst, at this stage of the project, it is not possible to quantify the specific shift in day students residing and commuting from surrounding suburbs who will shift to on campus accommodation services the outcome of this shift shall be a net benefit (reduction) to traffic generation and parking occupancy on local streets surrounding the Wollongong Campus.

### 3.2.2 Sustainable Transport Vision Alterations

The proposed Northfields development, which caters for post graduate students, contains 208 student beds with remaining 52 beds used for student's families and / or partners. Utilising the previously approved K2 parking ratio of 1 space per 5 students this would equate to a 42 space parking requirement. The current proposal is for 34 secure parking spaces directly adjacent the site, leaving a shortfall of eight spaces.

However, research findings indicate that the car ownership and country of origin breakdown for postgraduate student accommodation is very different to undergraduate student accommodation. **Table 3.1** shows the breakdown of student's country of origin at existing UOW post graduate accommodation.

**Table 3.1 Postgraduate Students: Country of Origin**

Country of Origin	Total Students	Percentage
Australia	9	8%
Rest of the World	103	92%

Source: University of Wollongong Accommodation Services; 2015

Car ownership percentages of international and domestic students are provided in **Table 3.2** and are based on the 2014 Student Accommodation Survey results which are also supported by University Student Accommodation staff over many years. The statistics indicate an inverse relationship between domestic and international students with respect to car ownership with domestic students being six times more likely to own a car than an international student. This is primarily due to the fact that international post-graduate students are in Australia, at the University, for up to 1 to 2 years only and primarily live on Campus and are focused on their research and studies.

**Table 3.2 Car Ownership: Country of Origin**

Country of Origin	Car Owner	Non Car-Owner	Car Owner %	Non Car-Owner %
Australia	301	77	80%	20%
Rest of the World	15	97	13%	87%

Source: 2014 Student Accommodation Survey; 2015

Based on the above statistics the forecast number of international students who will reside in the Northfields post graduate student accommodation is 191 with domestic students numbering 17. Of these the proportion of international students who will own private vehicles is 25 students. Factoring in the high domestic student car ownership results in a further 14 car spaces or a total of 39 spaces. Whilst this is a snapshot analysis of the statistics it is anticipated that it is an authentic representation of the demand for parking for this particular post-graduate residence. In addition to the dedicated spaces on site UOW proposes the following committed alternatives and strategies:

- Provide an off-site long term car park which provides, out of the total 125 spaces committed to by UOW (refer to **Section 3.1**), 25 parking spaces for postgraduate students.
- Supply one car share (GoGet or equivalent) car space at the development
  - In the previously discussed 2014 Student Accommodation Parking Survey 10 per cent of survey respondents (31 students), who currently own private vehicles, stated they would 'Definitely' participate in a car share scheme. As a worst case scenario it has been assumed that, of the 39 people forecast to own a private vehicle 10 per cent will definitely use the car share scheme instead of a private vehicle. This will result in a four vehicle reduction in parking provision at a minimum however the actual value realised could be as high as 12 parking spaces.
- A free bike hire scheme on campus to assist students undertaking short term trips around campus and to nearby trip attractors.

The above parking provision, excluding the car share scheme which has not been included to provide a worst case assessment, would result in total parking provision for Blg 120 (DA 2014/1474 Northfields) that equates to 1 space per 3.5 students. Based on the approved K2 development rate this is equivalent to a 30 per cent increase in parking provision. As previously highlighted in **Figure 2.1** the introduction of K2, and its associated parking rate of one space per 5 students, has not had a measurable impact on the net parking demand surrounding the Wollongong Campus.

### 3.2.3 Design Alterations

Based on the comments provided by Council the following modifications have been made to the 2014/1474 car park design:

- Small car parking spaces have been removed from the proposed car park design in line with Council comments;
- Wheel stops have been provided in all locations where spaces back onto pedestrian circulatory areas;
- Bicycle parking provision has been extended in line with Wollongong City Council Development Control Plan 2009 (WDCP 2009) requirements. Bicycle parking spaces have been increased to comply with the requirements for the "Residential flat building/Multi-dwelling housing" development type in the WCC DCP, from 40 spaces to 86 spaces. The active transport rate for 2013 from the UOW Transport Questionnaire Survey (TQS) had a rate of 12.3% of students using active transport. Using this rate, the 260 students would require 32 residential bike spaces, which is more than met by the proposed number of bicycle spaces

In addition to this high level of provision UOW has also committed to providing a dedicated bicycle hire facility for students. Eight bicycles are proposed for the Northfields site. This shall be reviewed annually with demand increased as required.

### 3.3 DA 2014/1510 – Kooloobong

#### 3.3.1 Parking Rate Calculations

Council have considered the car ownership rates in the 2014 Student Accommodation Survey contained within the previously submitted 'Independent Assessment of the Wollongong Campus Transport Strategy – Parking (2014)' (AECOM; 2014) and correlated this rate to parking provision for the proposed development. It is contended that the parking provision rate for the proposed student accommodation development should not be based on the survey rate of existing students residing in accommodation facilities. This sample size contains no calculation or consideration of the impact the sustainable transport initiatives outlined in the 'Independent Assessment of the Wollongong Campus Transport Strategy – Parking (2014)' (AECOM; 2014) will potentially have on private vehicle usage in the area surrounding the Wollongong Campus. In addition, despite the perception that the K2 student accommodation has resulted in a deterioration in parking conditions on the surrounding network annual parking occupancy surveys, highlighted in **Figure 2.1**, provide a clear indication that this is not the case. Whilst patterns of demand and locations of demand have altered as a result of the development the net impact of parking demand is unchanged. In this regard it is considered that the previously approved ratio of 1 car space per 5 students is an appropriate starting position for the proposed development with respect to parking provision and possible impacts.

It is also important to consider that a portion of the students who reside in the proposed student accommodation are existing students who already park their vehicles on the streets surrounding the University. Whilst, at this stage of the project, it is not possible to quantify the specific shift in day students residing and commuting from surrounding suburbs who will shift to on campus accommodation services the outcome of this shift shall be a net benefit (reduction) to traffic generation and parking occupancy on local streets surrounding the Wollongong Campus.

#### 3.3.2 Sustainable Transport Vision Alterations

The proposed Kooloobong student accommodation, which will cater for undergraduate students, will house 800 students. The previous approved K2 Student Accommodation project (1 space per 5 students) would equate to a total requirement of 160 spaces. Utilising the previously proposed parking ratio of one space per 7.5 students requires provision of 107 spaces, leaving a shortfall of 53 spaces.

The projected shortfall shall be eliminated as follows:

- UOW shall construct the previously approved DA 2014/1311 which is for the additional of 79 car park spaces on the north of the campus;
- 75 spaces in P3 shall be dedicated for students residing in the proposed Kooloobong development;

Due to set back requirements a minor reduction in the provided parking spaces, immediately adjacent to the building, to 100 spaces is required. With the proposed 75 additional spaces this equates to a total of 175 parking spaces dedicated for student residents. This is in excess of the parking provision rate of K2 and is calculated to be one space per 4.4 students, an increase in parking provision of 12 per cent by comparison to K2.

In addition to the above, despite already recording a parking rate provision that is lower than the previously approved K2 student accommodation, UOW proposes the following committed alternatives and strategies:

- UOW has committed to the provision of a 125 space off site long term car parking facility of which 100 spaces are for use by students at the Kooloobong residences. This increases the parking ratio to 1 space per 2.9 students.

This parking advantage is increased when consideration is given to the fact that a portion of the students who reside in the proposed student accommodation are existing students who already park their vehicles on the streets surrounding the University.

- Supply two car share (GoGet or equivalent) car spaces at the development
  - Data gathered from GoGet indicates that two car spare space services the needs of 46 members. In the previously discussed 2014 Student Accommodation Parking Survey 10 per cent of survey respondents (31 students), who currently own private vehicles, stated they would 'Definitely' participate in a car share scheme. As a worst case scenario it has been assumed that, of the 493 people forecast to own a private vehicle (noting many of these are existing students) 10 per cent will definitely use the car share scheme instead of a private vehicle. This will result in a total of 49 users of the car share service. However 45 users should be assumed due to the previously stated figure of two car share

spaces servicing the needs of 46 members. The parking reduction is estimated to be up to 24 parking spaces.

A brochure on integrating GoGet into residential developments is attached in **Appendix B** for additional information.

### 3.3.3 Design Alterations

Based on the comments provided by Council the following modifications have been made to the 2014/1474 car park design:

- Small car parking spaces have been removed from the proposed car park design in line with Council comments
- The eastern car park has been modified to incorporate a dedicated turning facility for vehicles;
- Wheel stops have been provided in all locations where spaces back onto pedestrian circulatory areas;
- Bicycle parking provision has been extended in line with Wollongong City Council Development Control Plan 2009 (WDCP 2009) requirements. Bicycle parking spaces have been increased to comply with the requirements for the "Residential flat building/Multi-dwelling housing" development type in the WCC DCP, from 100 spaces to 135 spaces. The active transport rate for 2013 from the UoW Transport Questionnaire Survey (TQS) had a rate of 12.3% of students using active transport. Using this rate, the 800 students would require 99 residential bike spaces, which is more than met by the proposed number of bicycle spaces

In addition to this high level of provision UOW has also committed to providing a dedicated bicycle hire facility for students. Eight bicycles are proposed for the Northfields site. This shall be reviewed annually with demand increased as required.

## 4.0 Summary

### 4.1 Conclusion

This report has quantified the proposed alterations to DA 2014/1474 (Northfields) and DA 2014/1510 (Kooloobong) following Council's comments. In summary the proposed developments, which will cater for a total of 1,006 students shall provide 209 dedicated student resident on-site parking spaces. This equates to a parking space provision of 1 space per 4.8 students which is higher than the previously approved K2 rate of 1 space per 5 students. The introduction of a further 125 dedicated off-site long term parking spaces (Commitment 4) will improve this ratio further to one space per 3 students.

Annual parking surveys indicate that the impact of the K2 development on the streets surrounding the Wollongong Campus has been negligible which is a success story regarding the way in which UOW delivers sustainable transport options for students both attending and residing on campus.

The above figures and calculations do not include an additional 18 spaces which will be provided (10 DA 2014/1510 and eight for DA2014/1474) for visitors, maintenance, pick up and drop off and car share vehicles.

In addition to the above off-site long term car park the following commitments are provided to Council by UOW:

- Commitment 1: Student Resident Transport Information Pack;
- Commitment 2: Free Bicycle Hire;
- Commitment 3: Car Share Scheme; and
- Commitment 5: Off Campus Parking Survey (On-going commitment).

Based on the above alterations to parking provision rates and enhanced strategic initiatives pertaining to DA2014/1474 and DA2014/1510 it is recommended that Council approve the above developments with respect to the traffic issues raised in previous correspondence.

## Appendix A

# UOW Commitment Letter





1 April 2015

Mr David Farmer  
General Manager  
Wollongong City Council  
Locked Bag 8821  
Wollongong DC NSW 2520

Ref: oltr\_wcc\_Transport\_Accomm\_010415

Dear David

**UOW Student Accommodation – Transport Initiatives  
DA's 2014-1474 and 2014-1510**

We refer to recent discussions and meetings with Wollongong City Council (WCC) staff concerning Transport Strategies and Initiatives proposed to support the Student Accommodation development outlined in Development Applications 2014-1474 and 2015-1510.

As WCC is aware, the University has been very successful in the implementation of a Strategic Sustainable Transport Model which has seen a modal shift of commuters moving to public transport. Currently 42% of commuters now come to the Wollongong Campus without using a car compared to 31% in 2007.

The Student Accommodation expansion project will see a net increase of approximately 900 students living on campus by 2018. The additional beds will replace old and unsuitable beds both on-campus (95) and in other Wollongong locations (178).

The new accommodation will be beneficial in moving existing students to an on-campus location resulting in a reduction in peak period traffic and parking generation rates. It is, however, recognised that additional on-campus student residents will create different challenges associated with car ownership and parking.

The University has developed a considered and appropriate approach to the provision of parking for the student residents with our Transport Planning Consultant AECOM. Their report, prepared to support the Development Applications, details the proposed solution in response to issues raised by Council in our meeting on 18<sup>th</sup> March 2015. The solution contains a number of strategies and initiatives that are committed and supported by the University. These are detailed below:

**Chief Administrative Officer**

University of Wollongong NSW 2522 Australia

**Telephone** +61 2 4221 3933 **Facsimile** +61 2 4221 5871

melva\_crouch@uow.edu.au www.uow.edu.au CRICOS PROVIDER No. 00102E

### **Commitment 1: Student Resident Transport Information Pack**

To complement the existing sustainable transport information and strategy already in place the University will develop and implement a tailored and specific Student Resident Transport Information Pack. This Pack will be developed to promote the benefits of living on campus and detail the alternative transportation options available, such as bicycle hire, car hire and public transport. Awareness of such schemes will reduce the need for students to bring private vehicles to campus. The Pack would be issued to all students applying to live on campus, before they arrive, and be updated yearly.

### **Commitment 2: Free Bicycle Hire**

The University, via its Accommodation Services Division, would provide, maintain and operate a fleet of bicycles for student resident use free of charge. Numbers will depend on demand, however, initially on building occupation we propose to provide 8 bicycles at Building 120, and for Buildings 73, 74 & 75 a fleet of 15 bicycles. In the second year of operation the size of the fleet will be assessed and adjusted according to demand.

### **Commitment 3: Car Hire**

The University will dedicate 3 car spaces directly adjacent to the proposed buildings (Bldg. 120 – 1 space and Bldgs. 73, 74 & 75 – 2 spaces) for the operation of a car hire scheme for students. Prior to building(s) operation (2017 and 2018 respectively) the University will engage with a commercial operator (such as GoGet or similar) to provide the service.

The introduction of a commercial operator to Wollongong is anticipated to present wider opportunities for the region and we will seek to work with the WCC in the future to promote and widen the service.

### **Commitment 4: Off-Site Long Term Parking**

The University will ensure that off-site long term parking is provided to support the developments. The commitment of spaces will be:

- **2015-2016** – Trial of 50 spaces at iC
- **2017** – 75 spaces at iC
- **2018** – 125 spaces at iC

As discussed (at our recent meetings) the 50 spaces currently allocated to the trial uses spare capacity of iC Parking, that is, spaces built in advance of building construction (in this case the iAccelerate project which will become operational through 2016).

The University will prepare and lodge a specific Development Application for the committed spaces (required by 2017 and 2018) with a construction program to ensure the spaces are available.

**Chief Administrative Officer**

University of Wollongong NSW 2522 Australia

**Telephone** +61 2 4221 3933 **Facsimile** +61 2 4221 5871

melva\_crouch@uow.edu.au www.uow.edu.au CRICOS PROVIDER No. 00102E



For the medium to long term the iC may not have the capacity to accommodate the parking spaces. The University will commit to ensure a permanent off-site parking solution is available at this time.

The University will continue to operate the recently introduced free shuttle bus service to the off-site parking site and to its other student accommodation facilities around Wollongong.

**Commitment 5: Off Campus Parking Survey**

It is understood that the ultimate test of the success of the University's overall Sustainable Transport Strategy and the specific initiatives for the Student Accommodation is the impact of parking in the local streets surrounding the University.

The University will commit to continue to undertake the local street parking survey, each year, and continue to share the results with WCC and Roads and Maritime Services. The results of the survey will be used by UOW to inform, develop and update the UOW Transport Strategy on an ongoing basis.

Further, UOW committed in 2014 to be an active participant and financial contributor to WCC's proposed Keiraville/Gwynneville Local Area Transport Management study, which would include addressing neighbourhood parking concerns.

We trust the above undertakings will assure WCC of the University's commitment to an appropriate sustainable transportation solution for the proposed Student Accommodation developments.

Please do not hesitate to contact me if you require further information on any of the initiatives proposed.

Regards

Melva Crouch CSM  
Chief Administrative Officer

**Chief Administrative Officer**

University of Wollongong NSW 2522 Australia

**Telephone** +61 2 4221 3933 **Facsimile** +61 2 4221 5871

melva\_crouch@uow.edu.au www.uow.edu.au CRICOS PROVIDER No 00102E

## Appendix B

# GoGet Developer Brochure



*on-site*



**Please contact:**

Business Development Manager

1300 769 389

[pods@goget.com.au](mailto: pods@goget.com.au)



## Introduction

### Why own a car when you have GoGet on-site?

The trend towards high density, inner city living means car ownership is increasingly a burden. Providing **GoGet on-site** in your building lets residents and businesses have the convenience of a car when they need one, without the costs and hassles of owning their own.

**GoGet on-site** delivers benefits to you, to tenants and the general community, and we make it super easy to incorporate into your building.

GoGet is Australia's first and largest carshare operator, and we have an established network across the country.

We have over 11 years' of experience making carshare work for everybody.



## Benefits for developers

### Sell apartments without parking

- A single GoGet pod services 23 members
- Most councils recognise carshare as a way to reduce parking ratios
- Experience shows apartments without parking sell better in **GoGet on-site** buildings

### A great selling point

- Carshare is a meaningful and easily achievable sustainability angle
- Tenants can get free membership
- Residents, business tenants and councils are all increasingly demanding **GoGet on-site** as crucial infrastructure

### Green Building Accreditation

- Green Star points are awarded for reduced parking provision, especially in highly accessible areas
- Extra points are awarded for dedicated carshare spaces in both residential and commercial buildings
- The GBCA recommends 1 GoGet pod per 70 residents

### Lasting Benefits

- We work with strata and owners after construction has finished
- Cars are cleaned, cared for and upgraded by GoGet fleet maintenance
- Local GoGet members using the pod increase foot traffic to retail tenants



Trio Apartments 2008  
Camperdown Sydney:  
10 GoGet cars on-site

#### Dustin Wu Developer

"When we introduced GoGet to Cirque we experienced an increase in sales of apartments without dedicated parking. These residents can still enjoy the benefits of car ownership while the investors can expect the same return on their property without the added cost of buying a car space."

"We firmly believe in the sustainable development of our cities and the success at Cirque has convinced us to include a car sharing scheme across all our projects in inner city locations that are readily accessible by public transport and bike routes."



## Benefits for residents

**A GoGet on-site pod is a car residents can use like their own**

### **All the fun of a car, none of the hassle**

- Petrol, maintenance, rego and insurance are all covered by GoGet
- Residents can sell their existing car, or not buy one to begin with
- Protection from unexpected car costs and petrol price fluctuations

### **A happier, healthier lifestyle**

- Residents can use public transport, cycling and walking for the majority of trips
- GoGet fills the “mobility gap”, providing a car when it is needed
- Less car dependence means improved community connections and support for local businesses

### **Only pay for what you use**

- Most of the costs of car ownership are fixed - you pay even when you don't drive
- Book a GoGet car by the hour or by the day, and only pay when you need to drive
- Save money by buying an apartment without parking

### **One membership, thousands of vehicles**

- GoGet vehicles are in buildings and local streets across Australia
- The fleet includes utes, commercial vans and SUVs for when a normal car won't do
- Pods at airports and hotels across Australia makes travel easy
- Pet-friendly, learner-friendly and baby seat equipped cars to suit all families





## Benefits for businesses

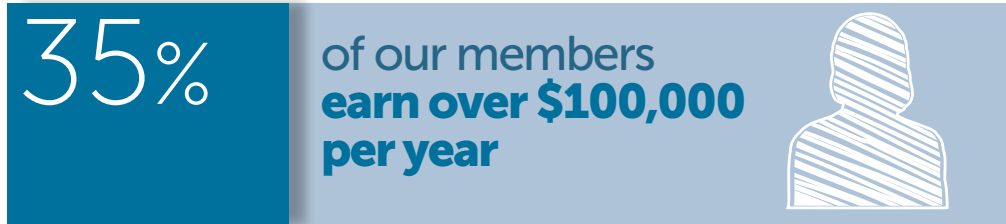
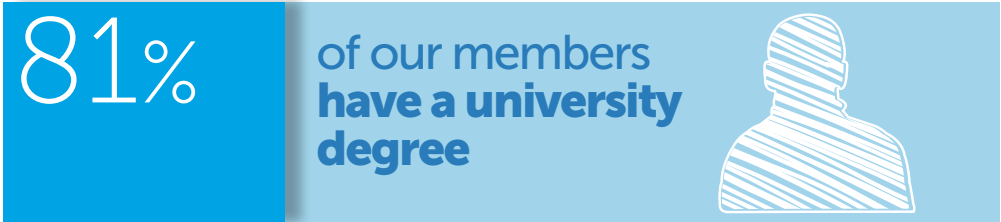
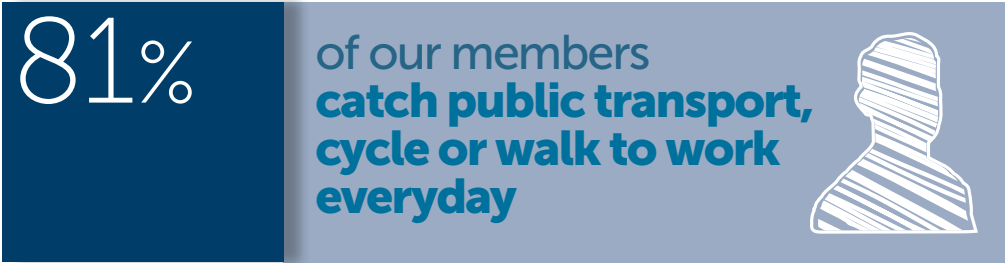
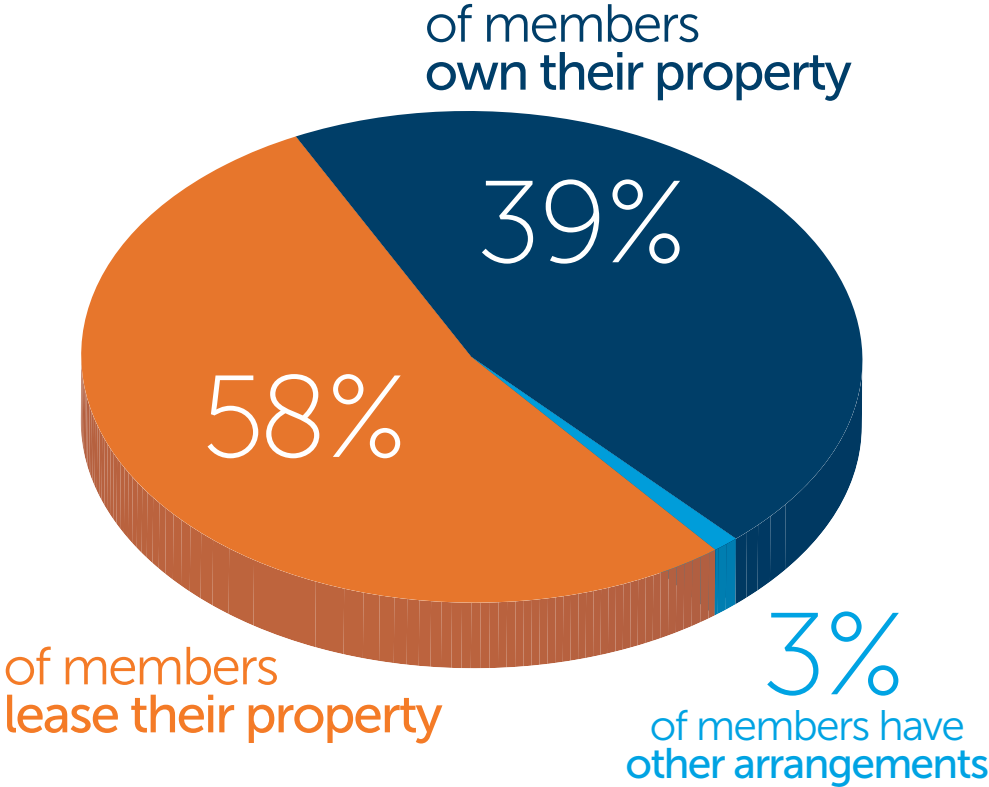
### The hassle-free fleet solution

Businesses of all sizes use GoGet to get around

- **Scalable:** No difficult decisions about buying another fleet car
- **Neutral:** Enough capacity for all staff means no more disputes
- **Efficient:** No personal car allowances or unused fleet cars
- **Accountable:** In-depth activity reports cuts down on misuse
- **Trackable:** Always know who is responsible for fines
- **Down to earth:** Staff drive themselves
- **Affordable:** Around half the cost of cabs for most trips
- **Flexible:** Easy access to commercial vans, utes and people movers



# Who uses GoGet



## Social and environmental benefits

### Cleaner air

Newer, more fuel-efficient cars, including hybrid vehicles, means less pollution.

### Reduced usage

**GoGet** lets people drive less and use other transport methods.

### Promoting & maintaining liveable communities

Carshare encourages public and active transport use, facilitating interaction which creates cohesive residential communities.

### Fewer cars

**1 GoGet car** is shared between **23 members**. Fewer cars means less parking hassles for everyone.

### Providing economic benefit

Carshare provides 'mobility infrastructure' enhancing its local and wider connectivity.



for every GoGet car, 12 private cars are taken off the road



## Security & authentication

### GoGet members aren't strangers

- Members must pass ID and licence checks
- We always know who uses which cars, and when
- We have \$20 million liability insurance
- Each member has a unique RFID smartcard

### Bookings-based authentication

- Standalone access systems can be fitted to any door
- Gallagher provides GoGet-compatible integrated building security
- Doors and lifts work with standard GoGet smartcard
- GoGet booking systems adds and removes access rights



## GoGet vehicles

### Diverse fleet

- Economy cars and compact wagons
- SUVs
- Vans and utes
- Electric cars and hybrids
- People movers

### Ongoing service

- Weekly cleaning by professionals
- Scheduled servicing
- Maintenance crew attend to any problems
- Roadside assistance for on-road issues
- 24/7 contact centre
- Vehicles are periodically replaced





## Our partners

**GoGet** has forged great working relationships with **IKEA, Westfield, Frasers, Lend Lease** and others to deliver much more than pods on-site. We can work to cross-promote your development, provide value-added services for your customers, provide fleet management solutions for your business, and find other ways to meet your business needs.

Get in touch with our Business Development Manager to see how a GoGet partnership can benefit you, and check out our case studies at [goget.com.au/developer-partners](https://goget.com.au/developer-partners)



The earlier the better! Contact us now to integrate GoGet into your:

- Planning and DA submissions
- Sales and marketing
- Construction, design and security

**Please contact:**

**Pods & Locations Team**  
email: [pods@goget.com.au](mailto: pods@goget.com.au)  
1300 769 389

## Fleet guide

### Hatchbacks



### SUVs



### Hybrids



### Premium



### Utilities



### Vans



GoGet is a member of:



Why own a car when you can goget!



## Appendix C

# UOW Transport Strategies Figure

### COMMITMENT 5

Continuation of Off  
Campus Parking  
Surveys

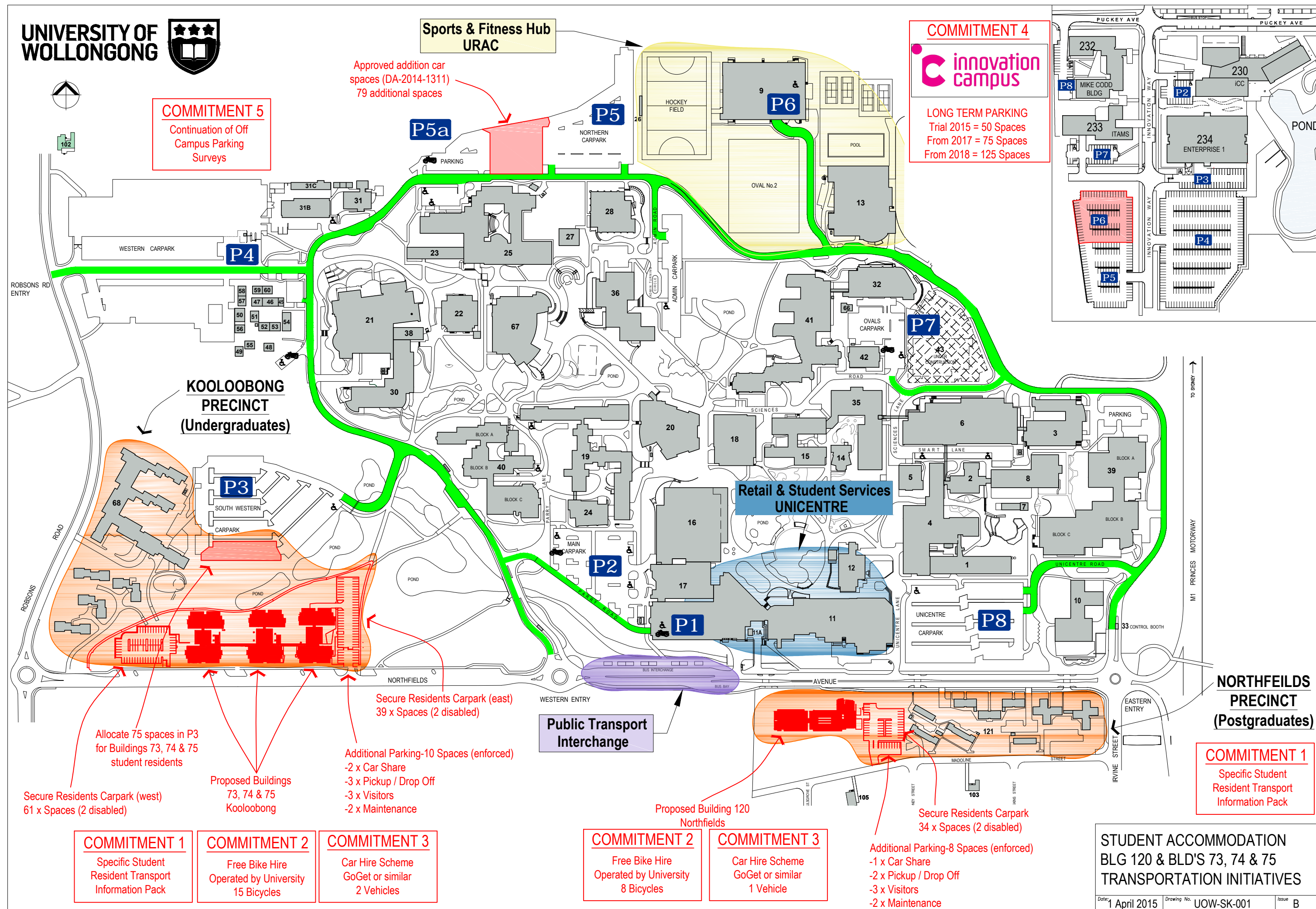
### Sports & Fitness Hub URAC

Approved addition car  
spaces (DA-2014-1311)  
79 additional spaces

### COMMITMENT 4



**LONG TERM PARKING**  
Trial 2015 = 50 Spaces  
From 2017 = 75 Spaces  
From 2018 = 125 Spaces



**STUDENT ACCOMMODATION  
BLG 120 & BLD'S 73, 74 & 75  
TRANSPORTATION INITIATIVES**