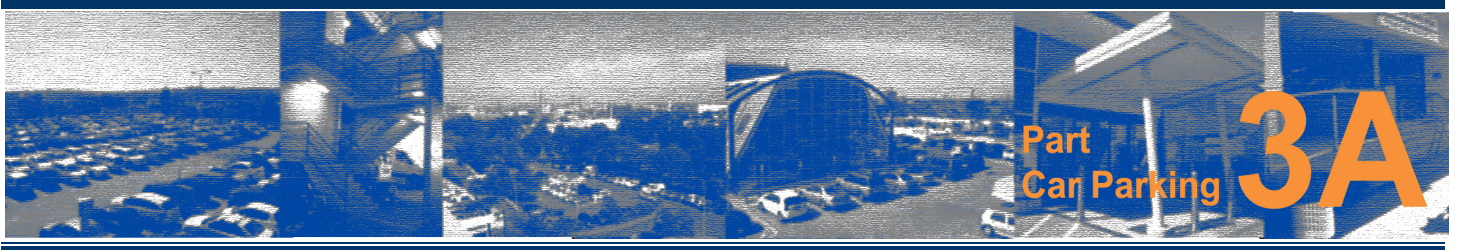


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## 3A.1 Introduction

### 3A.1.1 Land to which this Part Applies

The controls in this Part of the DCP apply to land where this DCP applies where development consent is required.

This Part needs to be read in conjunction with:

- Part 1 - Introduction
- Part 2 - Notification and Advertising
- Part 3 - General Controls
- Part 4 - Residential Development
- Part 5 - Business Centres
- Part 6 - Employment Zones
- Part 7 - Other Development Types and Land Uses
- Part 8 - Character Precincts
- Part 9 - Key Sites
- Part 10 – Technical Guidelines

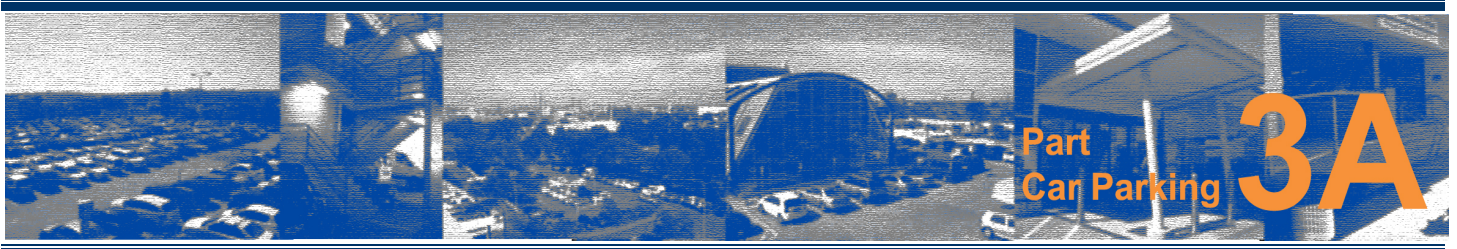
This Part applies to development that includes one or more of the following:

- (i) New buildings or floor space;
- (ii) Alterations or additions to existing buildings (including applications where the additions or alteration do not involve any change in the purpose for which such building are used); or
- (iii) Change of use.

The following key sites may have variances to the requirements of this Part:

- (i) Mascot Station Town Centre Precinct (refer to **Part 9 - Key Sites**);
- (ii) Botany South (refer to **Part 9 - Key Sites**)
- (iii) 130-150 Bunnerong Road, Eastgardens (refer to **Part 9 - Key Sites**); and
- (iv) Eastlakes shopping centre which is subject to a Part 3A Major Project Application.

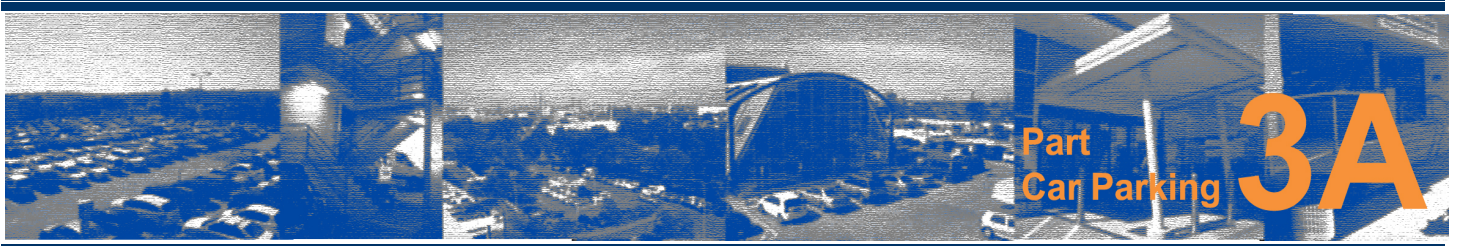
**Note:** For the above Key Sites, if there is a discrepancy between **Part 3A - Car Parking** and **Part 9 - Key Sites**, **Part 9 will always prevail.**



## 3A 1.2 General Objectives

### Objectives

- O1** To minimise car parking in areas which have good access to public transport to promote sustainable transport;
- O2** To ensure adequate car and bicycle parking is provided;
- O3** To minimise the visual impacts of car parks when viewed from the public domain and adjoining sites;
- O4** To maximise opportunities for consolidated areas of deep soil planting and landscaping;
- O5** To minimise traffic congestion and ensure adequate traffic safety and management;
- O6** To ensure parking facilities are safe, functional and accessible to all through compliance with design standards; and
- O7** To ensure parking provisions and design are compatible with the particular development proposed.



## 3A.2. Parking Provisions of Specific Uses

### Objectives

- O1 To ensure the provision of parking is appropriate for the proposed use of development of the land;
- O2 To allocate adequate bicycle parking; and
- O3 To ensure convenient and safe provisions of off street car parking for people with a disability.

### Controls

#### General

- C1 All required car and bicycle parking must be provided on-site.
- C2 Car parking provision shall be provided in accordance with **Table 1**. For land uses not specifically listed, car parking shall be provided as per the most similar use of equivalent intensity; and evidence in support of such provision of parking shall be provided to Council for assessment.

#### Note:

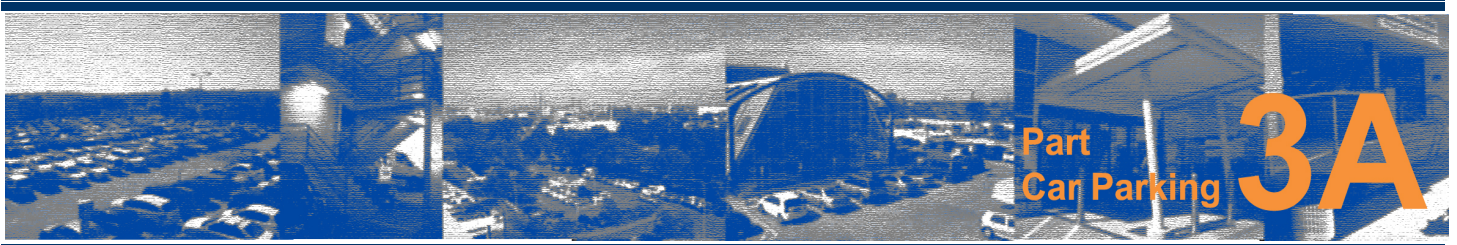
Council may reduce carparking provision in certain circumstances, as follows:

1. Peak parking and traffic activity occurs during periods where surrounding parking demand is lowest;
2. Existing site and building constraints make provision of car parking impractical;
3. Located adjacent to high-frequency public transport services and/or urban services ;
4. Includes management regimes to minimise car use, such as workplace travel plans or on-site car share schemes;
5. Provides a business or social service that benefits the local community and contributes to the vitality of the area;
6. Safety of motorists, pedestrians and cyclists is unduly compromised by provision of parking;
7. Development contributes to heritage conservation of the building and setting; or
8. In respect of a single dwelling on a single allotment where there is conflict with the design provisions in **Part 4A Dwelling Houses**.

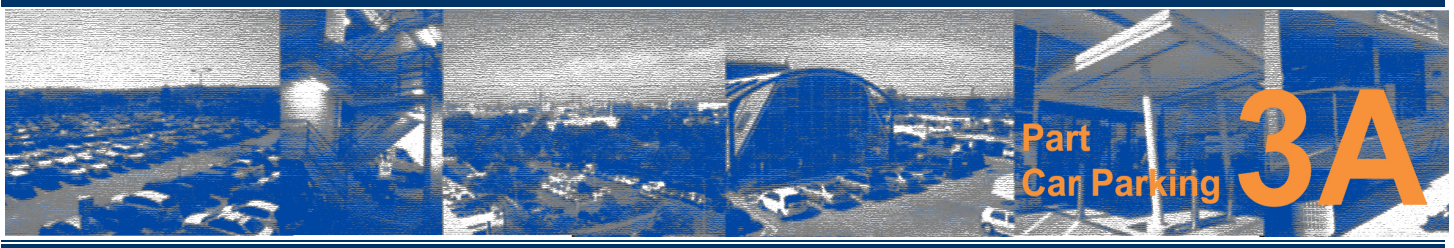
Any request for a reduced car parking provision is to be accompanied by a Traffic and Parking Impact Assessment Report – Refer to **Part 3A.3.3 – Traffic and Transport Plans and Reports**.

- C3 The following must be considered in the calculation of parking provision rates:
  - (i) Where the calculated provision of parking numbers results in a fraction, the parking requirements shall be rounded up to the nearest whole number;





- (ii) Where a change of use would generate a greater number of on-site parking spaces than the previous use, additional parking spaces equivalent to the difference between the previous use and proposed use shall be provided on-site;
- (iii) For alterations and additions to the existing development, additional parking spaces equivalent to the increase in floor area or parking provision rate stated in **Table 1** shall be provided on-site;
- (iv) For mixed use developments, calculations of parking numbers shall be based upon each of the different uses separately. The numbers shall be rounded up to the nearest whole number before they are added together;
- (v) For multi-unit developments, calculations of parking numbers shall be based upon each individual unit (residential, industrial units etc). The numbers shall be rounded up to the nearest whole number before they are added together;
- (vi) Parking rate for service stations, vehicle repair and vehicle body repair stations are intended for staff and customers only and do not take into consideration areas that are to be used for vehicles being worked on, waiting to be worked on or waiting to be picked up. In order to accommodate vehicles being worked on, waiting to be worked on or waiting to be picked up, minimum six (6) parking spaces shall be provided for each service bay; and
- (vii) Parking rate for vehicle sale and hire premises are intended for staff and customers only and do not take into consideration areas that are to be used for parking or storage of vehicles for display, sale or hire. In order to ensure there is adequate parking and manoeuvring area, a minimum 25m<sup>2</sup> of parking and manoeuvring area shall be provided for each vehicle parking or stored on-site for display, sale or hire.



Part  
Car Parking **3A**

**Car Parking**

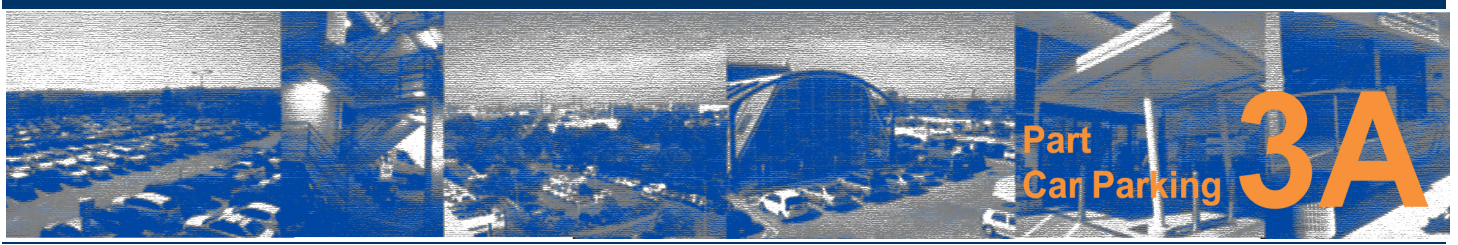
- C4** Where tandem or stack parking is proposed, the following shall be complied with:
  - (i) A maximum of two (2) spaces will be permitted for each tandem or stacked parking arrangement. No small car spaces defined in AS2890.1 shall be used as tandem or stacked parking;
  - (ii) For multi-unit developments, each tandem or stacked parking arrangement shall be allocated to the same unit/ strata title;
  - (iii) Tandem or stacked parking arrangement shall not be used for visitor parking; and
  - (iv) Shuffling of stacked vehicles shall be carried out wholly within the premises.
  
- C5** Parking spaces for small cars will only be permitted as visitor parking spaces or parking facilities that open to the general public. The number of parking spaces for small cars (as defined in AS2890.1) shall not exceed 5% of the total car parking spaces provided by the development.
  
- C6** Council may waive the requirement for onsite parking provision for single dwellings, where such provision (in the form of a garage, carport or handstand area);
  - (i) Adversely impacts on the existing streetscape;
  - (ii) Adversely impacts a Heritage Item or Heritage Conservation Area; and
  - (iii) Is inconsistent with the Desired Future Character of the area.

**Bicycle Parking**

- C7** In every new building, where the floor space exceeds 600m<sup>2</sup> GFA (except for houses and multi unit housing) bicycle parking equivalent to 10% of the required car spaces or part therefore as required in **Table 1** shall be provided.
  
- C8** Residential flat buildings where the floor space exceeds 600m<sup>2</sup> GFA shall provide secure bicycle storage as per AS 2890.3.

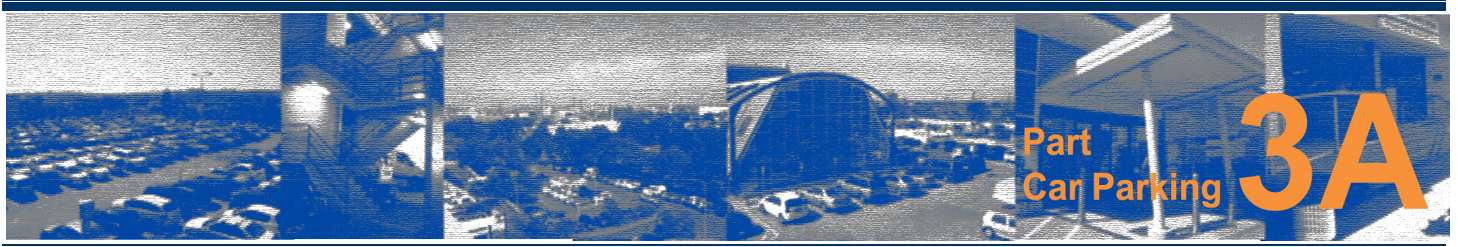
**Table 1 - Car Parking Provisions by Land Use**

Land Use	Minimum Car Parking Spaces Required (GFA refers to gross floor area)
<b>Residential Accommodation</b>	
Attached dwellings	1 space / dwelling



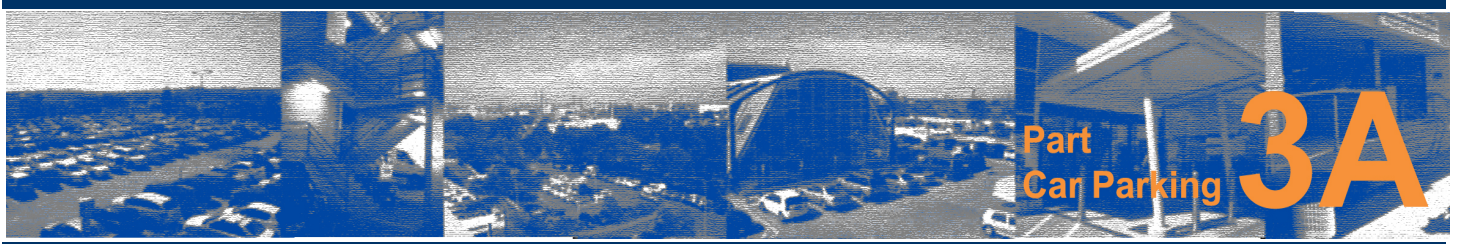
Boarding houses	As per requirements stipulated in State Environmental Planning Policy (Affordable Rental Housing) 2009
Dual occupancies	1 space / dwelling with up to and including two (2) bedrooms; and 2 spaces / dwelling with more than two (2) bedrooms
Dwelling houses	1 space / dwelling with up to and including two (2) bedrooms; and 2 spaces / dwelling with more than two (2) bedrooms
Group homes	As per requirements stipulated in State Environmental Planning Policy (Affordable Rental Housing) 2009
Home-based child care	1 space / employee; plus 1 space / 2 child intake capacity
Home business	1 space / employee not resident at the site
Home industry	1 space / employee not resident at the site
Home occupancies (sex services)	1 space / person offering sex services
Hostels	1 space / 5 beds; plus 1 space / 2 employees; plus 1 space for ambulance
Multi dwelling housing	1 space/ studio or one (1) bedroom dwelling; 2 spaces / two (2) or more bedrooms dwelling; 1 designated visitor space / 5 dwellings; and 1 car wash bay (visitor parking may be equipped with cold water tap and sewer connection and used as a car wash bay)
Residential flat buildings	1 space/ studio or one (1) bedroom dwelling; 2 spaces / two (2) or more bedrooms dwelling; 1 designated visitor space / 5 dwellings; and 1 car wash bay (visitor parking may be equipped with cold water tap and sewer connection and used as a car wash bay)
Secondary dwelling	As per requirements stipulated in State Environmental Planning Policy (Affordable Rental Housing) 2009
Semi-detached dwelling	1 space / dwelling
Seniors housing	As per requirements stipulated in State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
Shop top housing	1 space/ studio or one (1) bedroom dwelling; 2 spaces / two (2) or more bedrooms dwelling; and 1 designated visitor space / 5 dwelling.
<b>Commercial / Retail</b>	



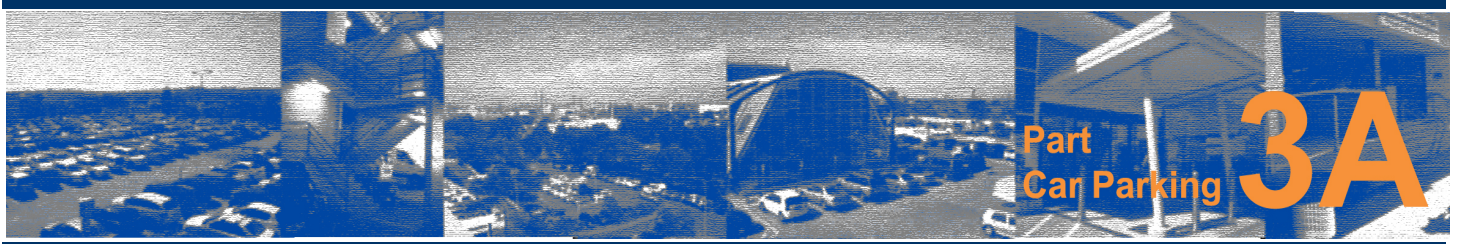


Amusement centres	1 space / 25m <sup>2</sup> GFA
Animal boarding and training establishment	1 space / 40m <sup>2</sup> GFA
Bulky good premises	Parking Assessment based on survey of similar developments is required. However, as a minimum: 1 space / 50m <sup>2</sup> GFA
Business premises	1 space / 40m <sup>2</sup> GFA
Entertainment facilities	Parking Assessment based on survey of similar developments is required. However, as a minimum: 1 space / 2 employees; plus 1 space / 10 seats; or 1 space / 10m <sup>2</sup> GFA (including ancillary spaces such as kitchens, offices, foyers and the like), whichever is greater
Food and drink premises	<p><b>a) Restaurants and café:</b></p> <p>For developments with a gross floor area greater than 100m<sup>2</sup>, the parking provision is to be provided as follows:</p> <p>1 space / 2 employees; plus 1 space / 3 seats (internal and external); or 1 space / 10m<sup>2</sup> GFA, whichever is greater</p> <p>For developments with a gross floor area less than 100m<sup>2</sup>, the parking provision recommended above is desirable, however applicants can take into account car parking available in adjacent parking areas, including on-street and its time of usage. Alternatively a parking assessment based on survey of similar sized developments can be utilised.</p> <p><b>b) Take-away food and drink premises:</b></p> <p>i. No on-site seating 1 space / 2 employees; plus 1 space / 10m<sup>2</sup> GFA</p> <p>ii. On-site seating, with no drive-through facility 1 space / 2 employees; plus 1 space / 5 seats (internal and external); or 1 space / 10m<sup>2</sup> GFA, whichever is greater</p> <p>iii. On-site seating, with drive-through facility 1 space / 2 employees; plus 1 space / 3 seats (internal and external); or 1 space / 10m<sup>2</sup> GFA, whichever is greater</p> <p><b>c) Pubs:</b></p>

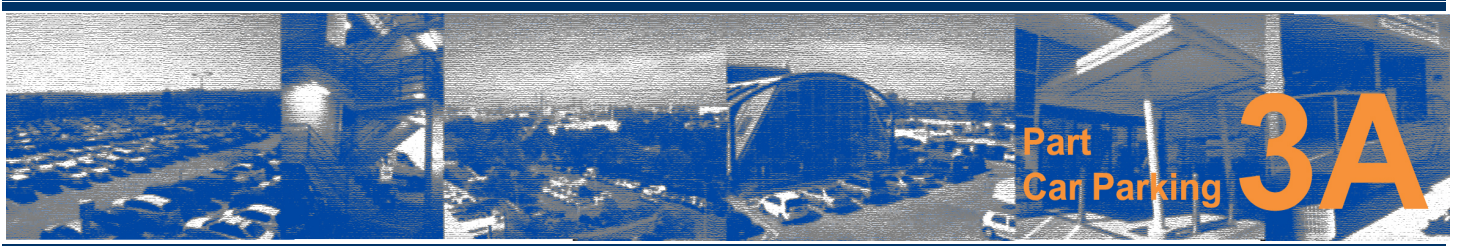




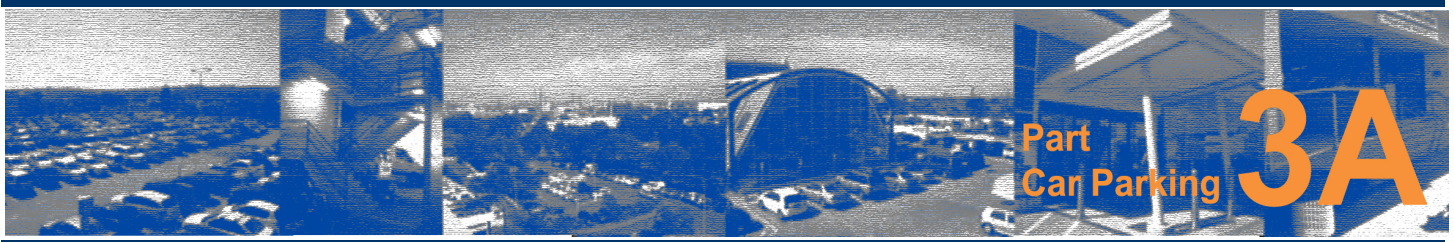
		1 space / 2 employees; plus 1 space / 5m <sup>2</sup> GFA
Function centres		1 space / 2 employees; plus 1 space / 10 seats; or 1 space / 10m <sup>2</sup> GFA (including ancillary spaces such as kitchens, offices, foyers and the like), whichever is greater
Funeral home		1 space / 2 employees; plus 1 space / 10 seats; or 1 space / 10m <sup>2</sup> GFA (including ancillary spaces such as kitchens, offices, foyers and the like), whichever is greater
Garden centre		1 space / 50m <sup>2</sup> GFA
Hardware and building supplies		Parking Assessment based on survey of similar developments is required. However, as a minimum: 1 space / 35m <sup>2</sup> GFA
Industrial retail outlets		1 space / 40m <sup>2</sup> GFA
Kiosks		1 space / employee
Landscaping material supplies		15 spaces; or 1 space / 200m <sup>2</sup> site area, whichever is greater
Markets		1 space / stall operator; plus 2.5 spaces / stall
Neighbourhood shops		<i>Within 400m radius of railway station or 200m radius of a public bus-stop (with minimum two frequent bus routes):</i> 1 space / 3 employees; plus 1 space / 40m <sup>2</sup> GFA <i>Any other locations:</i> 1 space / 2 employees; plus 1 space / 25m <sup>2</sup> GFA
Office premises		1 space / 40m <sup>2</sup> GFA
Plant nurseries		15 spaces; or 1 space / 200m <sup>2</sup> site area, whichever is greater
Registered clubs		1 space / 2 employees; plus 1 space / 5m <sup>2</sup> GFA
Restricted services		1 space / 40m <sup>2</sup> GFA
Roadside stall		4 spaces
Sex service premises		1 space / person offering sex services, in addition to the number required for the residential accommodation.



Shops	1 space / 25m <sup>2</sup> GFA
Timber yards	15 spaces; or 1 space / 200m <sup>2</sup> site area, whichever is greater
Vehicle sale and hire premises	1 space / 40m <sup>2</sup> GFA (See also Control C3(vii))
Veterinary hospitals	3 spaces / each surgery, consulting room or treatment room
Wholesale supplies	1 space / 50m <sup>2</sup> GFA
<b>Industrial</b>	
Depots	Parking Assessment based on survey of similar developments is required. However, as a minimum: 1 space / employee; plus 3 visitor parking spaces
Freight transport facilities	Parking Assessment based on survey of similar developments is required. However, as a minimum: 1 space / employee; plus 3 visitor parking spaces; plus 1 space / each commercial vehicle or trailer parking, holding, servicing or repair on the site
General industry	2 spaces; or 1 space / 80m <sup>2</sup> GFA, whichever is greater; plus 1 space / 40m <sup>2</sup> GFA of ancillary office
Heavy industrial storage Establishment	2 spaces; or 1 space / 80m <sup>2</sup> GFA, whichever is greater; plus 1 space / 40m <sup>2</sup> GFA of ancillary office
Heavy industry	2 spaces; or 1 space / 80m <sup>2</sup> GFA, whichever is greater; plus 1 space / 40m <sup>2</sup> GFA of ancillary office
Light industry	2 spaces; or 1 space / 65m <sup>2</sup> GFA, whichever is greater; plus 1 space / 40m <sup>2</sup> GFA of ancillary office
Self storage units	2 spaces; plus 1 space / 80m <sup>2</sup> GFA
Service station	1 space / 200m <sup>2</sup> site area; plus 1 space / 20m <sup>2</sup> GFA of convenience store (See also Control C3(vi))
Storage premises	2 spaces; plus 1 space / 80m <sup>2</sup> GFA

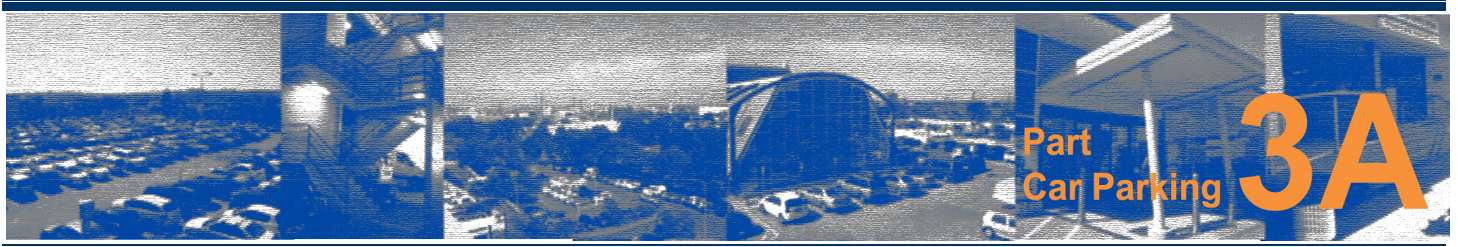


Transport depots	Parking Assessment based on survey of similar developments is required. However, as a minimum: 1 space / employee; plus 3 visitor parking spaces; plus 1 space / each commercial vehicle or trailer parking or servicing on the site
Truck depots	Parking Assessment based on survey of similar developments is required. However, as a minimum: 1 space / employee; plus 3 visitor parking spaces; plus 1 space / each commercial vehicle or trailer parking or servicing on the site
Vehicle body repair workshops	1 space / 50m <sup>2</sup> GFA (See also Control C3(vii))
Vehicle repair stations	1 space / 50m <sup>2</sup> GFA (See also Control C3(vii))
Warehouse or distribution centres	2 spaces; or 1 space / 300m <sup>2</sup> GFA, whichever is greater; plus 1 space / 40m <sup>2</sup> GFA of ancillary office
<b>Tourist and Visitor Accommodation</b>	
Backpackers accommodation	1 space for manager; plus 1 space / 2 employees; plus 1 space / 100 m <sup>2</sup> GFA; plus 1 space for mini-bus <b>(Note:</b> Size of a mini-bus is defined equivalent to Small Rigid Vehicle (SRV) in AS2890.2)
Bed and breakfast accommodation	1 space for resident owner or manager; plus 1 space / guest room
Hotel or motel accommodation	a) <b>Hotel Accommodation</b> 1 space for manager; plus 1 space / 2 employees; plus 1 space / 1.5 rooms; plus 1 taxi pick-up and set-down space / 100 rooms; plus 2 coach pick-up and set-down spaces; and Additional parking must be provided for other licensed parts of the use as stipulated in this section of the DCP. <b>(Note:</b> Size of a coach is defined equivalent to Heavy Rigid Vehicle (HRV) in AS2890.2) <b>(Note:</b> If the development is within 400m from Mascot Train Station or an efficient shuttle bus service is provided between the hotel, Sydney

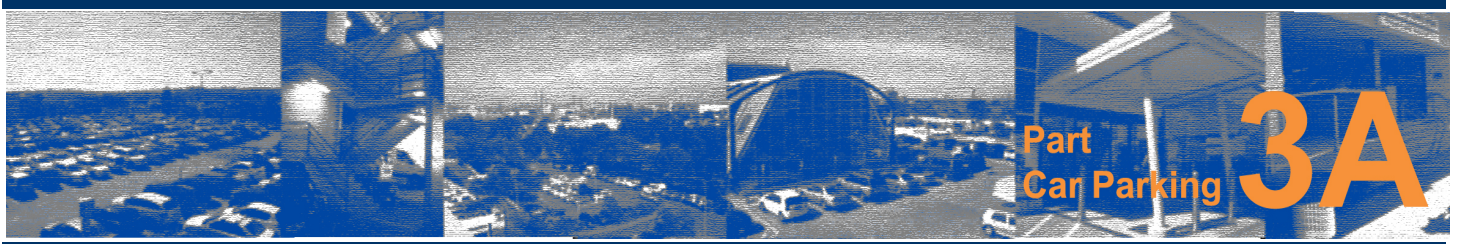


		Airport and the City, the parking requirement can be reduced to 1 per 2.5 bedrooms)
		<p><b>b) Motel Accommodation</b></p> <p>1 space for manager; plus</p> <p>1 space / 2 employees; and</p> <p>1 space / bedroom plus Additional parking must be provided for other licensed parts of the use as stipulated in this section of the DCP</p>
Serviced apartments		<p>1 space / 1.5 units; plus</p> <p>1 space / 2 employees; plus</p> <p>1 taxi pick-up and set-down space / 300 rooms</p> <p><b>(Note:</b> If the development is within 400m from Mascot Train Station or an efficient shuttle bus service is provided between the hotel, Sydney Airport and the City, the parking requirement could be reduced to 1 per 2.5 units)</p>
<b>Infrastructure</b>		
Child care centre		<p>Parking Assessment based on survey of similar developments is required. However, as a minimum:</p> <p>1 space / 2 employees; plus</p> <p>1 space / 5 children; plus</p> <p>1 pick-up and set-down space / 20 children</p>
Community facilities		<p>1 space / 10 seats; or</p> <p>1 space / 10m<sup>2</sup> GFA (including ancillary spaces such as offices, foyers and the like), whichever is greater</p>
Educational establishments		<p>a) <b>Schools</b></p> <p><i>I. Infants, Pre-schools and Primary</i></p> <p>Parking Assessment based on survey of similar developments is required. However, as a minimum:</p> <p>1 space / 2 employees; plus</p> <p>1 pick-up and set-down space / 50 students; plus</p> <p>1 bus pick-up and set-down space</p> <p><i>II. Secondary</i></p> <p>Parking Assessment based on survey of similar developments is required. However, as a minimum:</p> <p>1 space / 2 employees; plus</p> <p>1 space / 10 students (Year 12); plus</p> <p>1 pick-up and set-down space / 100 students; plus</p> <p>1 bus pick-up and set-down space</p> <p><b>(Note:</b> Size of a bus is defined equivalent to Heavy Rigid Vehicle (HRV) in AS2890.2)</p>

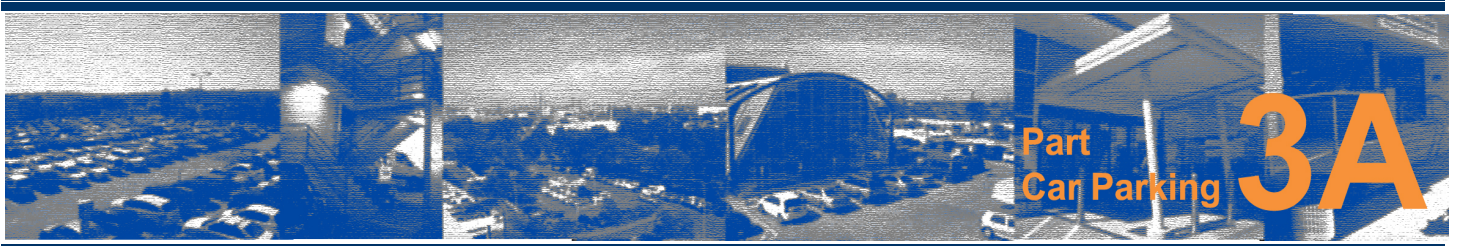




		b) <b>Others</b> Parking Assessment based on survey of similar developments is required. However, as a minimum: 1 space / 2 employees; plus 1 space / 5 students
Emergency services facilities		1 space / 2 employees; plus 1 space / each emergency vehicle parking on the site
Health consulting rooms		3 spaces / each surgery, consulting room or treatment room <b>(Note:</b> minimum 1 accessible parking spaces for people with disabilities shall be provided)
Hospitals		1 space / 3 beds; plus 1 space / each health care professional/ management staff; plus 1 space / 2 other employees; plus 1 ambulance bay <b>(Note:</b> minimum 1 accessible parking spaces for people with disabilities shall be provided)
Industrial training facilities		1 space / 2 employees; plus 1 space / 10 visitors
Information and education facilities		1 space / 2 employees; plus 1 space / 10 visitors
Medical centres		3 spaces / each surgery, consulting room or treatment room <b>(Note:</b> minimum 1 accessible parking spaces for people with disabilities shall be provided)
Passenger transport facilities		Parking Assessment based on survey of similar developments is required
Places of public worship		1 space / 10 seats; or 1 space / 10m <sup>2</sup> GFA (including ancillary spaces such as offices, foyers and the like), whichever is greater
Public administration building		1 space / 40m <sup>2</sup> GFA
Respite day care centres		1 space for manager; plus 1 space / 2 employees; plus 1 space for mini-bus
<b>Recreation</b>		
Recreation facilities (indoor)		a) <b>Squash court</b> 3 spaces / court
		b) <b>Indoor swimming pool</b>



		<p>1 space / 10m<sup>2</sup> pool area; plus 1 space / 2 employees</p> <p>c) <b>Gymnasium</b> <i>Within 400m radius of railway station or 200m radius of a public bus-stop (minimum frequent two bus routes):</i> 1 space / 25m<sup>2</sup> GFA <i>Any other locations:</i> 1 space / 10m<sup>2</sup> GFA</p> <p>d) <b>Bowling alley</b> 3 space / alley</p> <p>e) <b>Dance Studio</b> 1 space/ 25m<sup>2</sup> GFA</p> <p>f) <b>Others</b> Parking Assessment based on survey of similar developments is required.</p>	
	Recreation facilities (major)	Parking Assessment based on survey of similar developments is required.	
	Recreation facilities (outdoor)	<p>a) <b>Golf course</b> 1 space / hole; plus 1 space / 2 employees; plus 1 space / 5m<sup>2</sup> GFA of club house</p> <p>b) <b>Tennis Court</b> 3 spaces/ court</p> <p>c) <b>Lawn bowling green</b> 30 spaces for first green; plus 15 spaces / each additional green</p> <p>d) <b>Outdoor swimming pool</b> 1 space / 10m<sup>2</sup> pool area; plus 1 space / 2 employees</p> <p>e) <b>Others</b> Parking Assessment based on survey of similar developments is required.</p>	



## 3A.3. General Requirements

### 3A.3.1 Car Park Design

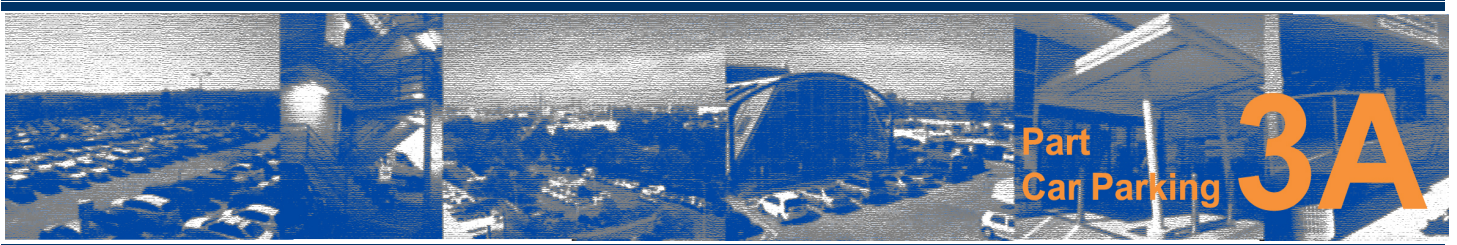
#### Objectives

- O1 To ensure the safe and efficient circulation and manoeuvring of vehicles and minimise the potential of pedestrian and vehicle conflict in the off-street parking facilities;
- O2 To ensure that off-street parking facilities do not interfere with traffic flow and safety in adjacent public roads or endanger pedestrian traffic on or off the site;
- O3 To minimise the visual impact of car parking when viewed from the public domain and adjoining sites;
- O4 To ensure that off-street parking facilities are safe, functional, and accessible to all vehicles generated by the development;
- O5 To ensure parking designs are compatible with the development proposed;
- O6 To ensure adequate drainage, lighting and ventilation is provided in the off-street parking facilities; and
- O7 To maximise opportunities for deep soil planting and landscaping.

#### Controls

##### General

- C1 All off-street parking facilities shall be designed in accordance with current Australian Standards AS2890.1 and AS2890.6 (for people with disabilities). The design of off-street commercial vehicles facilities (including parking) shall be in accordance with AS2890.2.
- C2 Vehicle access points, loading/unloading area and the internal circulation of an off-street parking facility shall be designed in a manner that entry to and exit from the site is made in a forward direction (except for dwelling houses).
- C3 Parking spaces for small cars shall comply with AS2890.1 and *to* only be permitted to the off-street parking facilities that are open to the general public.
- C4 For mixed use development, residential off-street parking facilities shall be separated from the other uses and security roller doors shall be installed to provide security to residents.



- C5** A swept path analysis shall be provided for manoeuvring of commercial vehicles. The diagrams shall include a scale, dimension and legend and be prepared by standard software (e.g. Auto Track, Auto Turn or equivalent) or based upon the turning templates in AS2890.2.
- C6** All parking bays shall be clearly designated, sign posted and line marked. Signage and line marking shall comply with AS2890.1. These markings shall be maintained at all times.
- C7** Stormwater disposal systems in car parks shall comply with Council's **Stormwater Management Technical Guidelines**.
- C8** Walking routes through large car parks are to be clearly delineated with appropriate marking, pedestrian crossing and signposting.
- C9** The length of uncovered driveways/ramps are limited to 6 metres from the face of the building (building line).

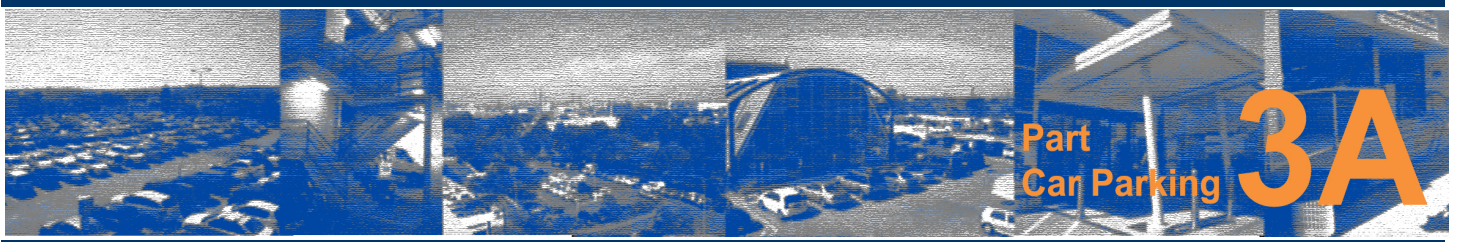
#### Location

- C10** Off-street parking facilities are not permitted within the front setbacks.
- C11** Car parks must provide a direct and safe access to a building's entry and exit (well lit and free of concealment opportunities).
- C12** Off-street parking facilities must not dominate the streetscape and are to be located away from the primary frontages of the site.

#### Access

- C13** Pedestrian entrances and exits shall be separated from vehicular access paths.
- C14** A maximum of one vehicle access point is permitted per property. Council may consider additional vehicle access points for large scale developments.
- C15** Vehicle access points of the property should not be located:
  - (i) In places with high traffic volumes, such as classified or arterial roads;
  - (ii) Close to intersections as outlined in Section 3.2.3 of AS2890.1;
  - (iii) Where there is heavy or constant pedestrian movements along the footpath;
  - (iv) Opposite to other traffic generating developments;
  - (v) Where traffic using the driveways interferes with or blocks the operations of bus stops, taxi ranks, loading zones or pedestrian crossings;





- (vi) Adjacent to or at the sag point of the street; and
- (vii) In places where sight distance requirements outlined in Section 3.2.4 of AS2890.1 cannot be complied with.

**C16** The following general design principles shall be considered when planning access driveways for developments:

- (i) Separate ingress and egress vehicle access points shall be arranged for large scale developments to enable vehicular flow in a clockwise direction wherever possible;
- (ii) Reversing movements into and out of public roads shall be prohibited at all times (except for dwelling houses);
- (iii) The location of an access driveway shall be sited to minimise the loss of on-street parking;
- (iv) An access driveway at the property line shall be clear of obstructions, such as fences, walls, poles and trees which may prevent drivers from viewing pedestrians; and
- (v) The vehicle access point of the property shall be signposted with appropriate signs.
- (vi) No vehicles shall be allowed to queue in the public road reserve.

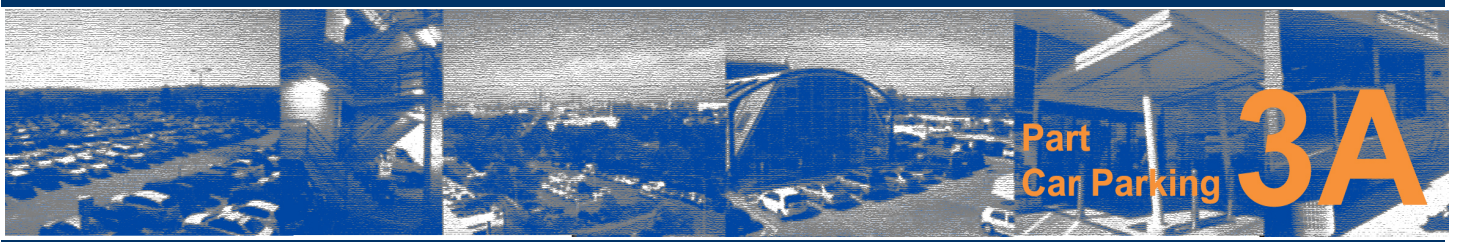
**C17** Parking and servicing access shall be provided from a secondary street frontage or rear lane where possible.

**C18** The maximum gradients on and near access driveways and for at least the first six (6) metres into the property boundary shall be 1 in 20 or 5% (except for dwelling houses) upward from kerb line to allow drivers adequate visibility of pedestrians and prevent inflow of surface stormwater runoff into the property during heavy storms.

**C19** The location of vehicle control points (e.g. roller doors / boom gates) shall allow sufficient queuing areas within the site in accordance with AS2890.1 for vehicles entering the site.

## Landscaping

**C20** Landscaping must comply with **Part 3L - Landscaping**.



### Basement parking

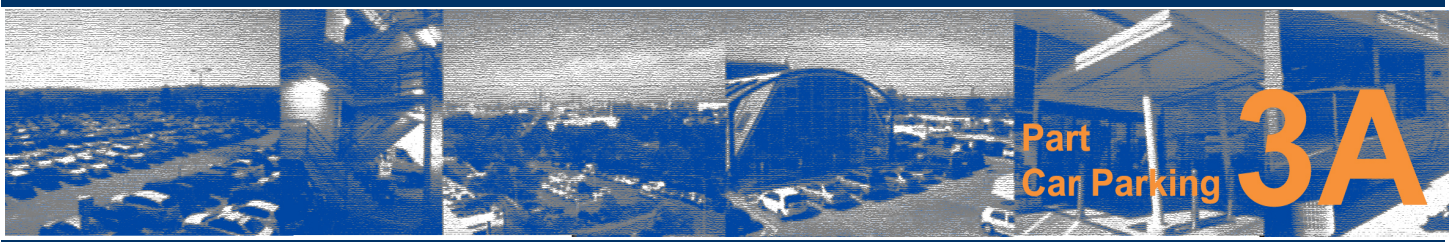
- C21** Basement car parking facilities are preferred for large scale development.
- C22** Basement parking areas are to be located directly under building footprints to maximize opportunities for deep soil planting.
- C23** Ventilation grills and screening devices of car park openings are to be integrated into the overall façade and landscape design of the development.
- C24** Natural light and ventilation must be introduced into semi-basement parking where possible.

### At-Grade Parking

- C25** At-grade parking shall be avoided for large scale residential and commercial development.

### Residential

- C26** Tandem or stacking of car parking spaces are permitted where the spaces are only allocated to same single dwelling (refer to **Part 3A.2 - Parking Provisions for Specific Uses**).
- C27** A variety of alternative paving materials and colours are to be incorporated into large parking areas to visually alleviate the massing and expanses of hard pavement and to delineate building entrances, pedestrian zones or other specialised areas.
- C28** The minimum width of the access driveway at the property boundary shall be:-
  - (i) For dwelling houses:
    - 3 metres
  - (ii) For other residential developments:
    - 3 metres (one-way) and 5.5 metres (two-way); and
    - The width must be extended for at least the first 6 metres of the circulation roadway within the property boundary.
  - (iii) For others:
    - In accordance with AS2890.1 and AS2890.2; or
    - Subject to turning path analysis.



### Non-Residential

- C29** Car parking areas shall be adequately finished with fully sealed surfaces, internal drainage systems, line markings, appropriate kerbing, paved aisle dividers and/or wheel stops.
- C30** Appropriate landscaping which responds to the site conditions and surrounding context, particularly the transition between public and private spaces must be provided on-site. Landscaping shall comply with **Part 3L - Landscaping**.
- C31** The minimum width of access driveway for non-residential development shall be designed to accommodate the largest commercial vehicle accessing the site in accordance with AS2890.2.

### Pavement

- C32** All off-street parking areas and internal circulation roadways shall be sealed with hard-standing all weather materials or approved alternatives to Council's satisfaction.
- C33** The pavement in internal circulation roadways, aisles, parking areas, turning circles, etc., shall be designed and constructed to withstand the specific wheel loadings of vehicles likely to use them. But in no case shall the pavement be of a lesser thickness than 125mm of reinforced concrete, bitumen, asphalt, or other paving material as approved by Council.

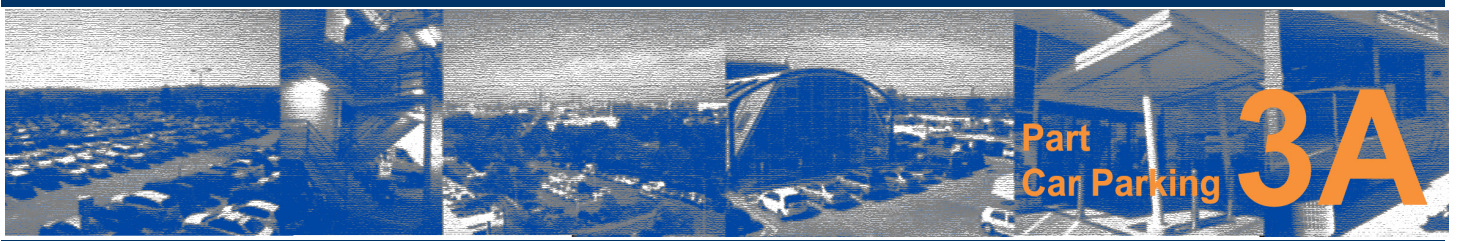
### Lighting

- C34** Adequate lighting shall be provided if the parking facility is expected to be used at night. Design of lighting shall be in accordance with relevant Australian Standards and be consistent with the relevant requirements to allow drivers to manoeuvre vehicles safely into and out of parking spaces. Where residential or other sensitive properties closely abut large off-street parking facilities, consideration shall be given to the control of glare and light spillage into adjacent properties.

### Accessible parking

- C35** Accessible parking spaces for people with disabilities shall be designed in accordance with AS2890.6.
- C36** All off-street parking facilities shall allocate accessible parking spaces for people with disabilities at the rate in accordance with **Part 3C - Access and Mobility**.
- C37** Accessible parking spaces shall be located close to an accessible lift, ramp or building entrance and be provided with an accessible path of travel.





**C38** Accessible parking spaces shall be indicated by a permanent sign as specified in AS 1428.1.

**C39** For residential development, accessible car parking spaces are to be allocated to adaptable unit, or as visitor parking.

### Waste Collection Points

**C40** The waste collection point shall be designed to:

- (i) Allow waste loading operations to occur on a level surface away from parking areas, turning areas, aisles, internal roadways and ramps; and
- (ii) Provide sufficient side and vertical clearance to allow the lifting arc for automated bin lifters to remain clear of any walls or ceilings and all service ducts, pipes and the like.

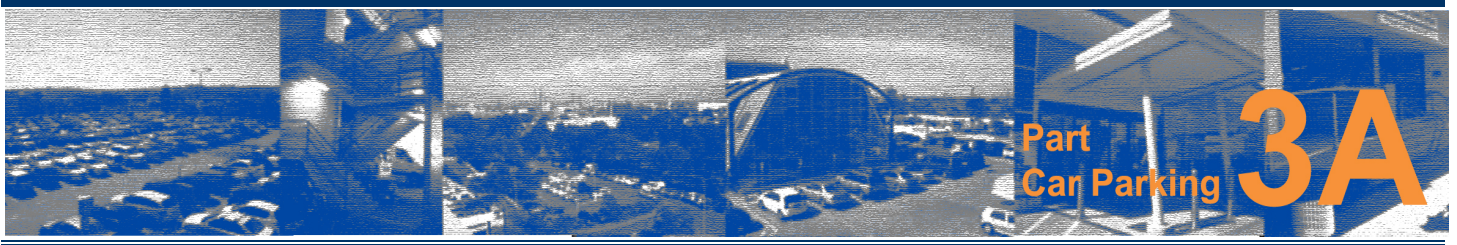
**C41** Where any collection vehicles are required to enter a building, the access will provide for:

- (i) Minimum vertical clearance (clear of all service ducts, pipes etc) of 4.5 metres, depending on the gradient of access and the type of collection vehicle;
- (ii) Collection vehicles shall enter and exit the premises in a forward direction;
- (iii) Maximum grades shall be 1:20 for the first 6 metres from the property boundary, then a maximum of 1:8 with a transition of 1:12 for 4 metres at the lower end;
- (iv) A minimum width of an access driveway shall be in accordance with AS2890.2;
- (v) Minimum turning circle radius is to be 10.5 metres;
- (vi) For new development, access must be designed to accommodate a Council garbage truck (MRV) as well as any vehicles used by private waste contractors; and
- (vii) For new residential development fronting a classified road, provision must be provided on site for a 23 cubic metre capacity rear load garbage compactor to enter and exit the site in a forward direction. **Refer to Part 3N.5.2 Garbage Dimensions for Residential Waste Collection.**

**C42** For multi-unit residential buildings and multi-storey commercial buildings, waste collection points shall be located inside the building, for example - in an underground car park, as this reduces noise impact on surrounding residents.

**C43** Where vehicle access is via a ramp, design requirements for the gradient, surface treatment and curved sections are critical and should be analysed at an early stage in the design process.





### 3A.3.2 Bicycle Park Design

#### Objectives

- O1** To ensure bicycle parking is well designed and located.

#### Controls

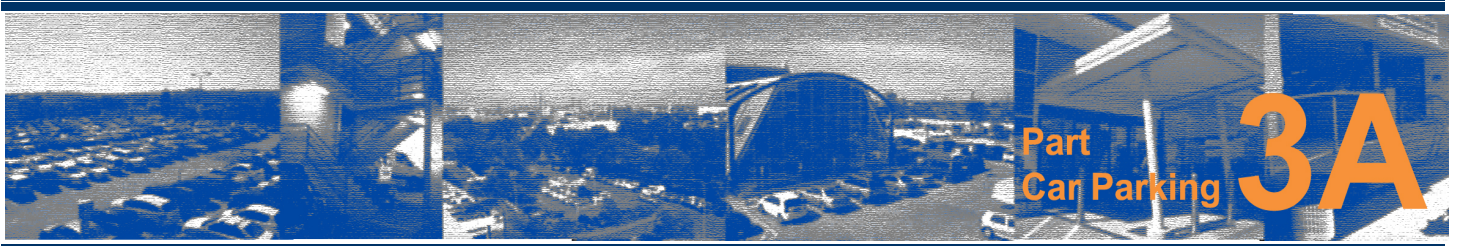
- C1** Bicycle parking areas shall be designed in accordance with Australian Standards AS2890.3 and AUSTRROADS Guide to Traffic Engineering Practice, Part 14, Bicycles.
- C2** Bicycle parking and access shall be designed to ensure that potential conflicts with vehicles are minimised.

**Note:** Minimising conflicts between vehicles and bicycles may include providing separate ramp access for cycles within car parks and providing safe rideable approaches along road frontages to the bicycle parking area.

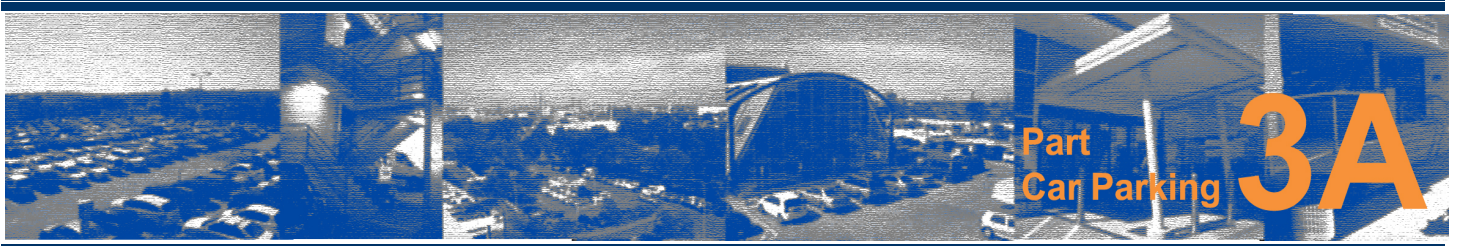
- C3** Bicycle parking is to be secure (lockers, compounds or racks) and located undercover with easy access from the street and building entries.
- C4** End of trip facilities accessible to staff (including at least 1 shower and change room) are to be provided for all commercial, industrial and retail development.
- C5** Bicycle parking in the form of racks shall be functional and secure and shall comply with the following:
- (i) Both wheels and frame must be able to be easily locked to the rack with U-lock, cable or chain without damaging the bicycle;
  - (ii) Parked bicycles must not obstruct pedestrians or vehicles;
  - (iii) The parking area must be weather protected;
  - (iv) The racks must be in a convenient location, near building entrances, and open to view to enhance security; and
  - (v) The parking area must be easily accessible from a bicycle routes, footway or roadway.

**Note:** Key bicycle parking guidelines:

- Australian Standards AS 2890.3 Bicycle parking facilities;
- AUSTRROADS 1999 Guide to Traffic Engineering Practice Part 14 Bicycles – Chapter 10: End-of-trip facilities;



- Department of Planning 2004 Planning Guidelines for Walking and Cycling – Section 7.6: Bicycle parking and end-of-trip facilities; and
- RTA 2003 NSW Bicycle Guidelines – Chapter 11: bicycle parking and access to public transport interchanges.



### 3A.3.3 Traffic and Transport Plans and Reports

#### Objectives

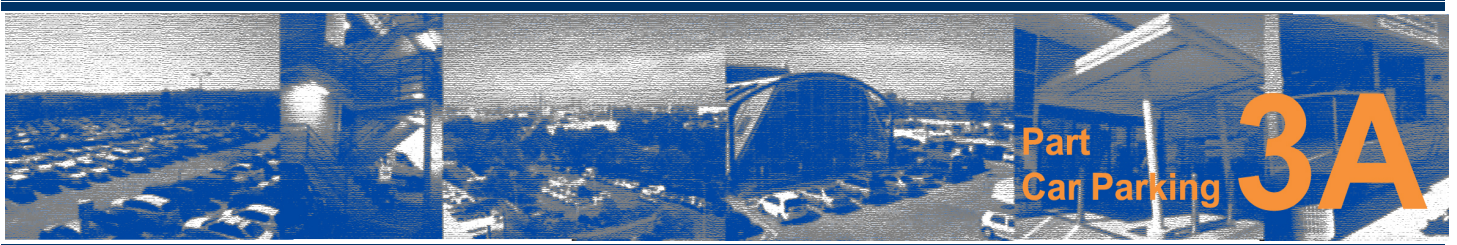
- O1** To ensure that developments consider the traffic and parking impacts on the local and surrounding road networks; and
- O2** To ensure development encourages sustainable transport.

#### Controls

- C1** A Traffic and Parking Impact Assessment Report shall be provided for development:
  - (i) Listed in Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007; and
  - (ii) Where, in the opinion of Council, the proposed development is likely to generate significant traffic and/or parking demand or land use.
- C2** The Traffic and Parking Impact Assessment Report shall be prepared by a qualified and experienced traffic engineer.
- C3** The Traffic and Parking Impact Assessment Report shall be prepared generally in accordance with RMS “*Guide to Traffic Generating Developments (2002)*” and AUSTROADS “*Guide to Traffic Management, Part 12: Traffic Impacts of Development*”.

The Traffic and Parking Impact Assessment Report is to undertake a cumulative traffic impact assessment for ‘all developments’ in the area. By ‘all developments’ it means those still have DA approval pending, approved but yet to be constructed, those are under construction and fully built but not yet fully occupied. Council will supply information on the current and approved DAs to be taken into consideration. Access will also be provided to the *Botany/Banksmeadow Traffic Review* prepared by SMEC on behalf of Council.

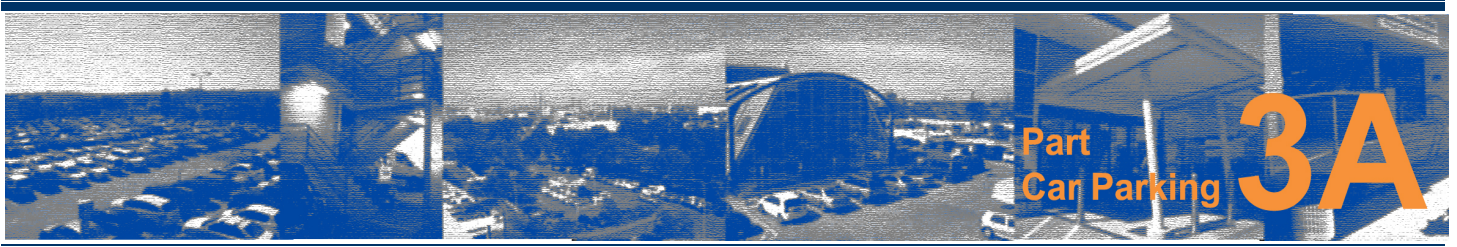
- C4** In order to reduce the on-site parking demand and car dependency, commercial and industrial developments are encouraged to develop Workplace Travel Plans and Transport Access Guides (TAGs). Workplace Travel Plans and Transport Access Guides can assist staff and customers visiting the site by making good use of public transport, cycling, walking and car sharing for commuting work related journeys and hence reduce car based travel demand.
- C5** Council may reduce the requirement for onsite parking provisions (up to 10% of total parking spaces required) when both Workplace Travel Plans and Transport Access Guides (TAGs) are submitted to Council as part of a Development Application.
- C6** If a Workplace Travel Plan is prepared, it shall be accordance with NSW Premier’s Council for Active Living’s “*Workplace Travel Plan Guidelines - Final Report (April 2010)*” The plan shall generally incorporate the following:



- (i) Encouragement of staff to cycle and/or walk to the workplace;
- (ii) Encouragement of staff to use public transport to travel to workplace by providing financial incentive;
- (iii) Adoption of a car sharing and /or car pool scheme; and
- (iv) Establishment of measurable targets on the number of staff travelling to work by public transport, cycling and walking

**Note:** Information about preparation and development of Transport Access Guides (TAGs) is available from the Roads and Maritime Services (RMS) website.





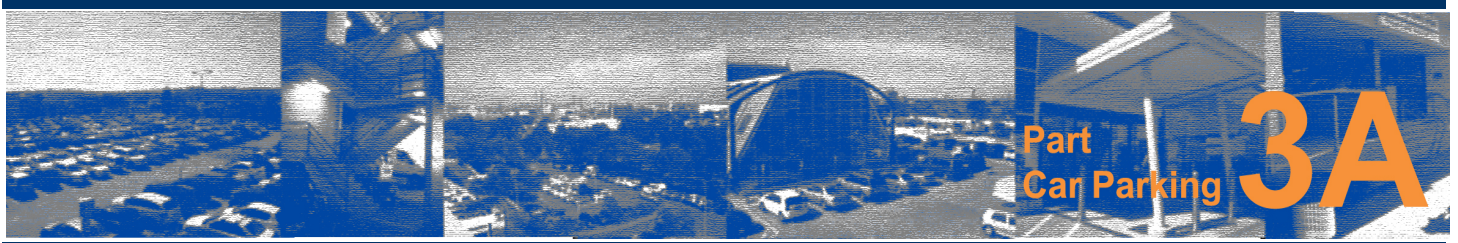
### 3A.3.4 On-Site Loading and Unloading Facilities

#### Objectives

- O1 To ensure adequate area within the site is allocated for service and delivery functions;
- O2 To ensure off-street servicing bays and the access is safe and efficient; and
- O3 To create safe environments for pedestrian and cyclists.

#### Controls

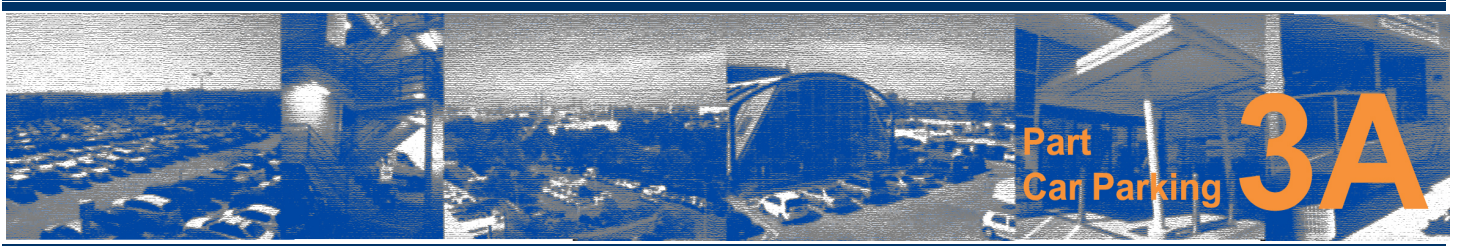
- C1 Service bays and parking area for commercial vehicles shall be designed in accordance with AS2890.2 and AUSTROADS guidelines.
- C2 The number of service bays shall be provided in accordance with **Table 2**. Where calculated provision of servicing bays numbers results in a fraction, the requirements shall be rounded up to the nearest whole number.
- C3 For land uses not specifically listed, *the* number of service bays shall be provided as per the most similar use of equivalent intensity. Evidence in support of such provision shall be provided to Council for assessment.
- C4 For mixed use developments, calculations of the number of service bays shall be based upon each of the different uses separately. The numbers shall be rounded up to the nearest whole number before they are added together.
- C5 The service bays shall be located toward the rear of the properties, away from the primary and secondary street frontages and are to be adequately screened from public view.
- C6 All service bays shall be located away, as far as practicable, from adjoining sensitive land uses.
- C7 Deliveries are prohibited to be made from a public place or thoroughfare.
- C8 Delivery vehicles shall only carry out loading and unloading activities from the designated loading areas.
- C9 All delivery vehicles shall stand wholly within the dedicated loading / unloading area and shall not obstruct *the* car parking area of *the* subject property.
- C10 Delivery vehicles shall enter and leave the property in a forward direction.
- C11 In commercial development, the loading / unloading of vehicles and collection of waste shall be separately located from the public parking areas. These areas shall be designed and operated so that the vehicles can complete a three-point or semi circular turn on site without interfering with



buildings, parked vehicles, and landscaping or outdoor storage areas.

**Table 2 – Loading/Unloading Facilities**

Land Use	Minimum Number of Servicing Bays Required (GFA refers to gross floor area)				
	GFA (m <sup>2</sup> )	For Courier Van	For SRV	For MRV	
Business premises, Office premises	0 - 999	1	-	-	
	1,000 – 2,499	1	-	1	
	2,500 – 3,999	2	-	1	
	4,000 – 5,999	3	1	1	
	6,000 – 7,999	4	1	1	
	8,000 – 9,999	4	2	1	
	10,000 – 14,999	4	2	2	
	15,000 – 19,999	5	2	3	
	20,000 and over	6	2	3 + 1 / 8,000 m <sup>2</sup> GFA	
Retail premises	<i>GFA (m<sup>2</sup>)</i>	<i>For Courier Van</i>	<i>For SRV</i>	<i>For MRV</i>	<i>For AV</i>
	0 - 199	-	1	-	-
	200 – 599	1	-	1	-
	600 – 999	1	1	1	-
	1,000 – 1,499	2	1	1	-
	1,500 – 1,999	2	2	1	-
	2,000 – 2,799	2	2	2	-
	2,800 – 3,599	2	2	2	1
	3,600 – 4,399	3	2	2	1
	4,400 – 6,499	3	2	2	2
	6,500 – 8,499	4	2	2	2
	8,500 – 11,499	4	3	2	2
	11,500 – 14,749	5	3	3	2
	14,750 – 17,999	5	3	3	2
18,000 – 20,999	6	3	3	2	
21,000 – 23,999	6	3	3	3	



	24,000 – 26,999	6	3	3	4
	27,000 – 29,999	6	3	3	5
	30,000 – 32,999	7	3	3	5
	33,000 – 35,999	7	3	4	5
	36,000 – 38,999	8	3	4	5
	39,000 – 41,999	9	3	4	5
	42,000 and above	10	3	4	5
Residential flat buildings, Multi dwelling housing	<p><b>a) &lt; 200 dwellings or units</b> 1 service bay / 50 dwellings or units (<b>Note:</b> 50% of the total number of service bays shall be designed for MRV or larger)</p> <p><b>b) 200 dwellings or units and above</b> 4 service bays; plus 1 service bay (for MRV or larger) / 100 dwellings or units (<b>Note:</b> 50% of the total number of service bays shall be designed for MRV or larger)</p>				
Hotel or motel accommodation	<i>No. of rooms</i>	<i>For Courier Van</i>	<i>For SRV</i>	<i>For MRV</i>	<i>For HRV</i>
	0 – 199	2	1	1	-
	200 – 399	2	1	1	1
	400 – 599	3	1	2	1
	600 and over	3	2	2	1
Industrial	<p><b>a) &lt; 8000 m<sup>2</sup> GFA</b> 1 service bay (for MRV or larger) / 800 m<sup>2</sup> GFA</p> <p><b>b) 8000 m<sup>2</sup> GFA and above</b> 10 service bays (for MRV or larger); plus 1 service bay (for MRV or larger) / 1,000 m<sup>2</sup> GFA (<b>Note:</b> Subject to the largest vehicle accessing the site, the service bays shall be designed to accommodate the largest vehicle accessing the site)</p>				

**Note:**

**Courier Van** = B99 Vehicle (defined in AS2890.1) **HRV** = Heavy Rigid Vehicle (defined in AS2890.2)  
**SRV** = Small Rigid Vehicle (defined in AS2890.2) **AV** = Articulated Vehicle (defined in AS2890.2)  
**MRV** = Medium Rigid Vehicle (defined in AS2890.2)