
Neighbourhood Parking Policy

Purpose

The City's Neighbourhood Parking Management Policy establishes a range of parking controls and permits to guide the management of parking across our diverse neighbourhoods.

Private vehicles are an important part of inner Sydney's transport mix, catering for many journeys that cannot be easily or economically made by alternative modes. Where these trips take place in the constrained environment of inner-city neighbourhoods, there is inevitable competition for on-street parking space.

The City, alongside other roads authorities, recognises its obligation to manage parking demand fairly and transparently.

Scope

The Policy applies to all on-street parking precincts within the authority of the City of Sydney, except Central Sydney.

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1 BACKGROUND

1.1 The policy context

The sustainability and efficiency of Sydney's transport network is crucial to the city's liveability and prosperity. In order to support City and State Government transport and environmental goals, the City of Sydney has developed a suite of transport and planning policies.

The City's planning instruments and policies contain parking controls and sustainability incentives for new developments, including measures to limit vehicle congestion associated with the expected population increase of some 72,000 residents over the next 25 years. The City Plan is complemented by the City's transport policy, *Connecting our City*. These policies respond to the overarching transport vision in *Sustainable Sydney 2030*.

The Neighbourhood Parking policy is intended to balance sustainability objectives with the fair and consistent management of kerbside parking. This policy consolidates a number of policies that relate to on-street parking in the City of Sydney area.

1.2 Role of the City of Sydney

The City of Sydney manages local roads and kerbside parking under the authority delegated to it by the NSW Government. The management of parking controls and enforcement is governed by NSW legislation, regulations and guidelines.

1.3 Permit parking schemes

The administration of parking permits by the City of Sydney is guided by the Permit Parking guidelines issued by NSW Roads and Maritime Services. This document establishes available permit types, minimum eligibility criteria, and some mandatory features of a permit parking system.

2 PRINCIPLES FOR PARKING MANAGEMENT

In order to maintain a fair and credible parking system, the City will uphold the following principles:

2.1 Public access

Parking controls will recognise that streets are public spaces, open to all people, and are to be managed in the public interest.

2.2 Liveability

In order to protect the liveability of inner-city neighbourhoods for a diverse population, the City will prioritise use of parking space for residents, businesses and their respective visitors and customers. Maintaining this priority requires that commuter parking on-street in residential neighbourhoods and commercial precincts will be actively discouraged.

The City will manage parking and street space to encourage increased use of public transport, walking and cycling.

2.3 Clarity

Parking controls and parking precincts will be clearly signposted, and where possible, parking controls will be simple and locally consistent in order to minimise the risk of unintentional breaches. The City will notify motorists of any impending changes that increase the risk of inadvertent non-compliance.

2.4 Non-discrimination

The City of Sydney will manage parking and parking permit schemes in the interests of all residents and businesses, regardless of their form of land title, or tenure as owners or renters.

2.5 Fair use of pricing

The City of Sydney will use on-street pay parking to encourage turnover, improve compliance, and increase the efficiency and sustainability of the transport network. In commercial and inner-city precincts, pay parking rates will be set at a level to encourage turnover ahead of the time limit, and deter commuter parking.

In residential areas, pay parking rates will be set at a lower level sufficient only to ensure that compliance with time limits can be efficiently monitored. Prices will not be set to encourage turnover ahead of the expiry time.

Parking permits do not guarantee access to a parking space. This will be reflected in pricing of parking permits. All permit fees and charges will be reviewed annually, and exhibited in the draft Corporate Plan, as required by the Local Government Act 1993.

2.6 Consultation

Given the strong community interest in kerbside parking management, the City will ensure that occupants of nearby properties have an opportunity to comment on proposed changes.

The local community will be consulted by mail and/or on-site signage on proposed changes that modify controls or time limits applying to legal parking spaces. Where changes to signage are required for safety or regulatory compliance, the City will notify the nearby community of the change.

Proposals for significant parking changes will be assessed for technical compliance by the Pedestrian, Cycling and Traffic Calming Committee, and then reported to Council for a decision.

3 MANAGING STREET PARKING

The City will manage parking controls at the scale that best reflects the parking catchments of different land uses. While this scale will usually be smaller than individual suburbs or parking precincts, the City will avoid street by street parking changes that displace, rather than resolve, parking problems.

Any review of parking controls in City neighbourhoods will follow the guidelines below, and will be implemented following public consultation.

3.1 Residential areas

In recognition of the limited private parking in inner-Sydney, street parking space in residential streets is prioritised for residents and their visitors.

Parking controls in residential areas should balance the long-stay parking needs of permit-holding households with the need of all households to use street space for accommodating visitors, family, carers and tradespeople.

Two hour parking controls are the preferred parking control in residential and mixed-use streets, because they allow reasonable access for short visits, without the need for permits. However, it may be appropriate to adopt different parking controls in response to local conditions. Recommended controls are contained in Table 1.

Neighbourhood Characteristics	Recommended Control	Operating days
Areas with limited weekday parking pressure.	4P 8am-4pm	Mon-Fri
Areas with moderate weekday commuter or student parking pressure.	2P 8am-8pm	Mon-Fri
Urban renewal areas (new streets)	2P 8am-8pm	7 days
Areas with strong competition for parking, including weekends and evenings.	2P 8am-10pm	7 days
Areas with consistently high parking competition, including areas strongly affected by late night trading.	2P 8am-12am	7 days

Table 1 – Recommended parking controls in residential areas

3.2 Commercial and mixed-use areas

In commercial and retail streets, the City will prioritise parking controls that are consistent with the viability and efficient operation of local business. Recommended controls are contained in Table 2.

Parking controls in and around mixed use or retail facilities should encourage turnover that is consistent with the local business mix and expected duration of stay by customers, typically 2P or ticketed 2P. Where cafes and restaurants form a significant local land use, the City will install minimum daytime controls of 2P (from 8am), and minimum evening (after 6pm) controls of 4P. Daytime 1P controls and evening 2P controls may be used in exceptional cases where local businesses rely on rapid turnover of parking.

Ticket parking in commercial, office and showroom areas should be used to improve compliance and encourage turnover, particularly in areas where commuter parking is discouraged. Prices for kerbside parking should be set at a cost consistent with adequate turnover for local business.

In order to accommodate short trips and minor purchases, a trial of 15 minute free parking will be available in ticketed areas on key retail streets. The City will monitor the potential impacts and benefits.

Predominant use	Recommended Control	Operating Hours	Examples
Cafés, restaurants, boutique retail	Daytime 2P or 2P Ticket Evening 4P or 4P Ticket	8am-6pm 6pm-10pm	Crown St, Surry Hills King St, Newtown Victoria St, Darlinghurst Glebe Point Rd, Glebe
Mixed business, grocery newsagent, other retail	Daytime 2P or 2P Ticket Daytime 1P or 1P Ticket Evening 2P Evening 4P, 4P Ticket	8am-6pm 6pm-10pm	Redfern St, Redfern
Showrooms, warehouses, offices	Daytime 2P or 2P Ticket Evening 4P or 4P Ticket	8am-6pm 6pm-10pm	Mary St, Surry Hills Foster St, Surry Hills William St, Darlinghurst

Table 2 – Guidelines for parking controls in commercial and mixed-use areas

3.3 Community, recreational and cultural facilities

Parking controls adjacent to community, recreational, social and cultural facilities, including parkland, should allow for turnover that is consistent with their desired use. Recommended controls are contained in Table 3.

Regional parks and sporting facilities should have a minimum parking restriction of 2P, and 4P on weekends and holidays. This allows for access for those enjoying organised sports, picnics and casual recreation.

Parking controls adjacent to community, sporting and cultural facilities should generally not exempt permit holders during operating hours. This ensures all-day parking does not obstruct short-term access by a broad cross-section of the community.

Some community or recreational facilities, including parks, have small street frontages. In these circumstances, if period parking controls are used, they should be consistent with surrounding streets to minimise the potential for inadvertent non-compliance.

Time restrictions near cultural facilities will be reviewed on a case-by-case basis to balance the needs of patrons and the local community.

Type of Facility	Recommended Control	Permit Holder Exemptions	Examples
Specialised sports	Daytime: 2P or 2P Ticket Evening: Locally consistent	No	Redfern Park Aquatic Centres
Hospital frontage	Daytime: 2P or 2P Ticket Evening: 4P or 4P Ticket	No No	Victoria St, Darlinghurst
Small Parks	Daytime: Minimum 2P Evening: Locally consistent	Yes Yes	Beare Park, Elizabeth Bay
Regional Park	Daytime: 2P or 4P Ticket Evening: Locally consistent	No Yes	Pirrama Park, Pyrmont Centennial Park

Place of public worship	Daytime: 2P or locally consistent Evening: Locally consistent	Yes Yes	St Canices, Rushcutters Bay Newtown Synagogue
Cultural Facilities	Daytime: 2P or 2P Ticket Evening: 3P/4P or 3P/4P Ticket	Site specific	Belvoir Theatre

Table 3 – Guidelines for parking controls adjacent to community, recreational and cultural facilities

4 MANAGING COMPLIANCE

4.1 Monitoring and enforcement

The City will routinely monitor compliance levels, and focus enforcement on areas that are found to have low levels of compliance. The City will also direct enforcement in response to community feedback and requests.

Consistent with the City's obligations under the Government Information (Public Access) Act, information on compliance and enforcement will be made available.

4.2 Response to non-compliance

Where persistent non-compliance with parking controls undermines reasonable access to parking for residents, visitors and business, the City will increase enforcement.

If compliance is persistently poor despite increased enforcement, the City will consider ticket parking. Ticket parking allows for improved compliance, especially in areas where longer parking periods are preferred, such as 2P or 4P.

When used in residential areas, ticket parking is intended to improve compliance, rather than encourage turnover in advance of the sign-posted limit. Consequently, ticket parking prices in residential areas will be lower than those in commercial or retail areas - where turnover may be desirable for local commerce.

Ticket parking will only be installed after community consultation. Where ticket parking is used in residential streets, permit-holders will be exempted.

5 MOBILITY PARKING

People with disabilities and mobility impairments, including temporary impairment, are often highly dependent on car travel to maintain their mobility and independence. The City will prioritise availability of street parking for this group.

5.1 Mobility parking entitlements

Under the Mobility Parking Scheme (MPS) administered by Roads and Maritime Services, a vehicle transporting a Mobility Permit card holder is exempt from parking charges and time restrictions in any period parking space of more than 30 minutes. For parking spaces with restrictions of 30 minutes a permit holder can park for 2 hours, and where parking is limited to less than 30 minutes, the vehicle can park for a maximum of 30 minutes.

5.2 Mobility parking zones

Mobility parking zones are marked with the symbol for people with a disability. They are provided for the exclusive use of vehicles displaying a Mobility Parking Scheme permit.

Given that vehicles displaying an MPS are exempt from period parking restrictions in most spaces of more than 30 minutes, Mobility Parking zones are appropriate only in limited locations. In considering requests for a Mobility Parking zone, the City will have regard to:

- i) Likely intensity of use by one or more MPS holders,
- ii) Availability of nearby on-street period parking
- iii) Availability of convenient and reasonable off-street alternatives.

The City of Sydney will consider establishing Mobility Parking zones outside individual homes only where requested by the holder of an Individual Mobility Permit issued to persons with a permanent disability. This space is lawfully available to any vehicle correctly displaying and using a Mobility Parking Permit, and cannot be dedicated for the exclusive use of any particular vehicle.

Dedicated Mobility Parking spaces established outside individual homes or premises will be considered for removal if the originally requesting Individual Mobility Permit holder no longer requires the space. Any changes will be the subject of consultation as per 2.6 of this policy.

6 PARKING PERMITS

Parking permits provide exemptions from time restrictions and parking charges, thereby prioritising permit holders.

The need for parking permits arises directly from the imposition of kerbside parking controls. Where controls are tight, such as one hour, permits are required for a larger proportion of everyday activities, such as visits by friends, tradespeople, carers or customers. Conversely, where restrictions are more generous, many everyday activities can be completed without permits. For this reason, permits and parking restrictions should be coordinated.

6.1 New developments

The intensification of urban land use within the City of Sydney has significant implications for the road and public transport network. Traffic generation from new multi-unit commercial and residential developments can reduce efficiency of the road network, affect the reliability of bus and light rail, and reduce the liveability of existing neighbourhoods.

In order to mitigate the congestion impact of new developments and support the viability of public transport services, the City of Sydney limits both on-site parking supply and access to street parking. The street parking restriction, which takes the form of ineligibility for parking permits, prevents parking demand associated with new residential and commercial developments from spilling into existing neighbourhoods.

6.2 Exclusion of some new developments

Residential flat buildings approved on or after the date of adoption of this policy are not eligible for resident, visitor or business parking permits. This applies to new residential flat buildings and the major refurbishment or conversion of an existing residential flat building, but does *not* include a dwelling house, an attached dwelling, multi-dwelling housing or a shop-top dwelling.

For the purposes of this policy, major refurbishment means major alterations to a residential flat building such that it cannot be occupied for a period of at least six months.

Occupants of new multi-suite commercial premises approved on or after the date of adoption of this policy are not eligible to participate in the City of Sydney's permit parking scheme. A multi-suite commercial premises is one which is strata-subdivided, or which can be divided into five or more separate business, office or retail premises.

Exclusion from participation in the permit parking scheme continues to apply to all multi-unit commercial and residential developments, including conversions and major refurbishments of residential and non-residential buildings, approved since 8 May 1996 in the area of the former South Sydney Council, and since 1 May 2000 in the area of the former Sydney City Council. The exclusion also continues to apply to premises which have been excluded as a condition of development consent prior to the adoption of this policy.

Authority is delegated to the CEO to consider appeals in cases where exclusion conditions may have been incorrectly applied to a dwelling house, attached dwelling, multi-dwelling housing or shop-top dwelling.

6.3 Display and use of permits

A permit must be displayed on the left-hand side of the front windscreen or on the inside of a window on the left-hand side of the vehicle. It must be clearly visible to an authorised officer.

A permit is valid only where kerbside signposting includes the words 'Permit Holders Excepted' The area identification number must correspond to the number on the permit.

Permits do not provide exemptions from No Stopping, No Parking, Bus Zone, Clearways, Mail Zones or Authorised Vehicle Zones.

A permit is not valid for use on a caravan, bus, truck, trailer, or any vehicle which exceeds 3.5 tonnes Gross Vehicle Mass, except if a visitor permit is being used for removals from the address of the permit holder.

A visitor permit may be used only for one day, and is valid only when the date of use has been clearly and correctly indicated.

6.4 Pricing

Pricing of visitor permits will be set annually in the schedule of Fees and Charges. Prices will be set at a level that recoups administration costs and discourages a trade in permits.

For households with no resident parking permits, the maximum cost of visitor parking permits in any 12 month period will be capped at the equivalent of a standard residential parking permit.

7 RESIDENT PARKING PERMITS

7.1 Eligibility

Most households in the City of Sydney are eligible for parking permits. However, the following households or dwelling types are *not* eligible:

- a) A household which occupies a new or converted residential flat building approved on or after the date of adoption of this policy.
- b) A household which occupies a new or converted residential flat building approved since 8 May 1996 (former South Sydney) or 1 May 2000 (former Sydney City Council).
- c) A household which occupies a dwelling approved with the condition that no parking permits are to be issued.
- d) A household occupying a secondary dwelling on a lot for which parking permits are already issued.
- e) A household which occupies premises not approved for residential use.
- f) Hotels, backpacker hostels, guesthouses, and serviced apartments.
- g) A household occupying any other non-residential premises.

7.2 Quantity of permits

Parking permits are issued for vehicles registered to the address of an eligible household provided that the household does not have on-site parking available for that vehicle.

In order to accommodate variations in population density and parking pressures, the City's parking precincts are zoned as A or B. Permit eligibility for each Zone is as follows:

Zone A

- a) A household in Zone A without any on-site parking spaces is eligible for up to one parking permit.
- b) No permits will be issued to households with one or more on-site parking spaces.

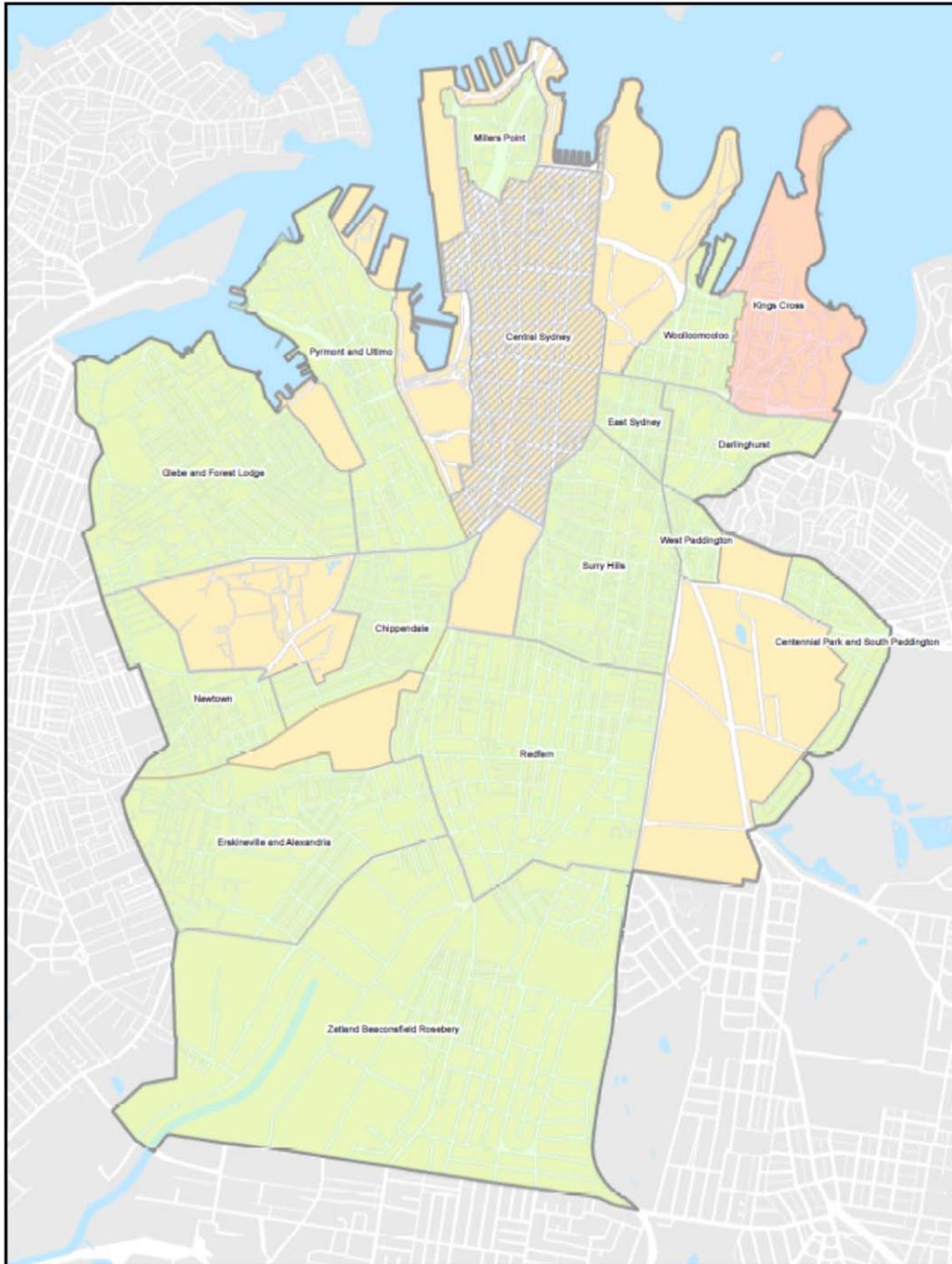
Zone B

- a) A household in Zone B without any on-site parking spaces is eligible for two parking permits.
- b) A household in Zone B with one on-site parking space is eligible for one parking permit.
- c) No permits will be issued to households with two or more on-site parking spaces.

7.3 Zoning of parking precincts

The City will monitor permit numbers issued relative to available parking spaces in each parking precinct. Where the number of resident parking permits exceeds the number of parking spaces, the City will assess the need to rezone a precinct from B to A.

Recommendations to rezone a precinct will be reported to Council.



Parking Zones

7.4 Boarding houses

Each room of an eligible and approved boarding house will be treated as a separate dwelling eligible for one permit. Buildings converted to boarding houses and newly constructed boarding houses will not be eligible for permits.

7.5 On-site parking

On-site parking is deemed to be available where it can accommodate a medium-sized passenger vehicle. In determining whether an on-site parking space exists, the City will have regard to:

- a) accessibility by a vehicle
- b) the presence of a garage door or roller door
- c) the existence of a vehicular kerb ramp
- d) the presence of a carport or garage structure
- e) evidence of use of the space for parking
- f) any approved or registered plans

7.6 Vehicle registration requirements

In order to prevent misuse of permits, a vehicle for which a permit is sought must be registered at the applicant's address.

In instances of hardship, the City may issue temporary permits of up to 12 months duration to bona fide applicants whose vehicle is registered elsewhere. Applicants will be required to provide documentary evidence in support of their claim, and may be asked to sign a statutory declaration in the presence of a Justice of the Peace employed by the City of Sydney. This temporary permit will not be renewed unless the vehicle registration has been changed to the applicant's address, and no more than one temporary permit will be issued to the same address or applicant in any 24 month period.

7.7 Temporary permits during construction work

The City will provide temporary parking permits to applicants in instances where approved (including compliant and exempt) construction work renders the parking space at the applicant's address temporarily inaccessible to vehicles. A permit will not be used to accommodate the storage of materials in the onsite car space.

Temporary permits will be issued to a single nominated vehicle registered at the applicant's address, and may not be used by any other vehicle. The maximum duration of such permits is three months, and no more than one permit will be issued to a household in any 24 month period.

8 VISITOR PARKING PERMITS

8.1 Eligibility

Most households in the City of Sydney are eligible for visitor parking permits.

Under existing NSW regulations, a visitor permit can only be issued for the use of residents. The City will advocate for changes to allow visitor permits to be issued to businesses for the purposes of accommodating contractors and tradespeople.

The following households or dwelling types are *not* eligible:

- a) A household which occupies a residential flat building approved since 8 May 1996 (former South Sydney) or 1 May 2000 (former Sydney City Council).
- b) A household which occupies a dwelling approved with the condition that no parking permits are to be issued.
- c) A household with an on-site visitor parking space, including shared visitor parking spaces in multi-unit dwellings.
- d) A household occupying a secondary dwelling on a lot for which visitor parking permits are already issued.
- e) A household which occupies premises not approved for residential use.
- f) Hotels, backpacker hostels, guesthouses, tourist accommodation and serviced apartments.
- g) Any other non-residential premises.

8.2 Quantity of permits

In order to equitably share limited street parking space and allow for the occasional use of borrowed or hired vehicles, households who do not usually occupy street parking are entitled to a higher number of permits than those with one or two annual resident parking permits.

In Zone A, where the numbers of residential parking permits exceeds the number of parking spaces, the allocation of visitor permits for eligible persons will be:

- a) 10 permits for those households with two Resident Parking Permits;
- b) 20 permits for those households with one Resident Parking Permit; and
- c) 30 permits for those households with no Resident Parking Permits.

In Zone B, the allocation of visitor permits for eligible persons will be:

- a) 15 permits for those households with two Resident Parking Permits;
- b) 30 permits for those households with one Resident Parking Permit; and
- c) 45 permits for those households with no Resident Parking Permits.

Applicants for a first or second resident parking permit may hand in unused visitor permits beyond the number for which they would otherwise be entitled. These permits will be refunded. If the permits are not handed in, they will be cancelled without refund.

8.3 Motorcycle permits

For the purposes of determining the quantity of visitor permits to which a household is entitled, one (only) permit issued to a motorcycle will be disregarded.

8.4 Validity

Visitor permits will be issued with a minimum of 12 months validity.

9 BUSINESS PARKING PERMITS

9.1 Purpose

Business parking permits are provided for the operation of businesses that require vehicles for the carriage of goods or equipment. They are not provided for vehicles primarily used for staff travel, attendance at business appointments, or commuting to a place of employment or business.

Given the very high competition for on-street parking and the need to maintain parking turnover for retail customers, visitors and residents, business permits are issued only for small goods or trade vehicles registered in the name of the business, and used in its routine daily operation. Eligible vehicles include vans, station wagons and utilities.

9.2 Eligibility

A business parking permit may be issued to an applicant who:

- a) Uses (or will use) an eligible vehicle for routine transport of goods or equipment in the day to day operation of a registered business.
- b) Is an employee or principal of a registered business operating from premises which have development consent for business use.
- c) Has no on-site parking available.
- d) Cannot reasonably modify the premises to provide on-site parking; and
- e) Occupies premises that have not been excluded from participation in the permit parking scheme by a condition of development consent.

To be eligible for a business permit, the vehicle must:

- f) be registered in the name of the business, or a principal of the business
- g) be constructed for the purposes of carrying goods
- h) be eligible to use a loading zone under NSW Regulations
- i) not be a truck or bus exceeding 3.5 tonnes gross vehicle mass

9.3 Quantity of permits

A business premises in Zone A or Zone B is eligible for one parking permit. Where more than one business occupies a single business premises, no more than one permit will be issued to each registered lot.

10 CARE WORKER PERMITS

10.1 Purpose

Care worker parking permits are provided to the nominated vehicles of care workers who provide in-home care services. These permits provide care workers with an exemption from certain parking restrictions when conducting home visits within the City of Sydney.

Care worker parking permits are issued to the care provider rather than the recipient of the in-home care. This facilitates efficient access for these service providers, and avoids placing application requirements on residents who require care.

10.2 Permits

The City of Sydney will provide care worker parking permits for the nominated vehicles of care workers. These permits, bearing the registration of the vehicle, will exempt it from time limits and parking charges. Care worker parking permits do not provide exemptions from other regulations such as No Stopping, No Parking, Bus Zone, Loading Zones, Works Zones, Clearways, or Authorised Vehicle Zones.

10.3 Eligibility

To be eligible for a care worker parking permit, the care provider must:

- a) Be routinely engaged in the provision of in-home care services; and
- b) Conduct, or be expected to conduct, more than 60 home visits per year in total to clients, including clients in the City of Sydney; and
- c) Have appropriate accreditation from, or written support of the Department of Family and Community Services - Ageing Disability & Home Care, an Area Health Service of the NSW Department of Health or of any other commonwealth, state or non-government health body as may be determined by the Director, City Culture & Community.

A Care worker parking permit is not valid for use on a caravan, bus, truck, trailer, or any vehicle which exceeds 3.5 gross vehicle mass, unless such vehicle is necessary for the specific health or aged care service provided.

10.4 Quantity of permits

One permit may be issued per vehicle used to provide in-home care. Eligible providers of in-home care are required to declare annually the number of staff that meet the eligibility criteria and the registration details of the vehicle or vehicles nominated for this use. Permits will be valid for one year.

10.5 Display and use of permits

Care worker parking permits may be used only for the purposes of a home visit within the City of Sydney by a care worker. Permits are provided for on-street parking during these visits only, and will not be issued for the permanent and overnight accommodation of the vehicles of service providers.

A lawfully parked vehicle displaying a care worker parking permit is exempt from parking time limits and charges where kerbside signposting includes the words 'Permit Holders Excepted'.

If the permit is no longer in use by the care provider or is not expected to be used for a period of three (3) months or more, the permit must be returned to Council.

10.6 Plan of management

The City requires care providers to provide at the time of application a Plan of Management to prevent the misuse of Care Worker Parking Permits. This requires the care provider to demonstrate potential risks for misuse and control measures if appropriate.

11 PREVENTION OF FRAUD AND MISUSE

11.1 Background

As a result of the high value of parking space, permit schemes are vulnerable to misuse, theft and forgery of permits. This creates a risk of commuter parking in residential areas, which occupies parking space otherwise intended for genuine customers, visitors and business users.

11.2 Action

The City will take action against misuse of permits. In the case of demonstrated fraud, improper resale or misuse of permits by a resident, business, visitor or health or aged-care provider or their employee, the City may, at the discretion of the Director City Engagement, revoke eligibility for the offending individual, business, address or organisation, for a period of up to two years.

In instances where misuse of permits is reasonably suspected, the City will give permit-holders the opportunity to show cause as to why the permit should not be revoked. Permits will not be arbitrarily or unreasonably revoked.

In cases of falsification, duplication or theft of permits, the City will refer the matter to the NSW Police for investigation.

11.3 Record of on-site parking

To address non-disclosure of on-site parking, the City will maintain a record of on-site parking supply at each residential or business address eligible to participate in the permit parking scheme.

Records will be based on information provided by applicants, development assessment documents, and street-based site inspections. Records will be made available to applicants to ensure the opportunity is provided to correct errors.

11.4 Information on permits

In the case of a resident or business parking permit, the permit will display the vehicle registration in order to prevent theft or improper transfer.

12 TRANSITIONAL ARRANGEMENTS

Transitional arrangements will minimise disruption or hardship by ensuring that existing permits of a type that is not consistent with this policy are honoured for a period of at least two years.

12.1 Resident permits

In Zone A, permit holders will be permitted to renew a second resident parking permit that is valid at the date of adoption of this policy. The permit may be renewed or transferred to a replacement vehicle only at the same address.

In Zone A, a permit holder with one on-site parking space, will be permitted to renew a first permit that is valid at the date of the adoption of this policy. The permit may be renewed or transferred to a replacement vehicle only at the same address.

Permits will not be renewed in cases where they have been obtained by the non-disclosure or inaccurate declaration of on-site parking spaces.

12.2 Business permits

The City will renew business parking permits for two years in cases where, as a result of adoption of this policy, those permits would otherwise be invalid because:

- a) They were issued to a vehicle type which no longer qualifies for a business permit; or
- b) They were the second permit issued to a business.

The two year renewal will apply from the date of expiry shown on a permit valid at the adoption of this policy.

12.3 Visitor permits

An annual visitor parking permit valid at the date of adoption of this policy may be renewed for a period of up to two years from its marked date of expiry, provided that the applicant has not changed address during this time.

At any time, a one-year permit may be surrendered and exchanged without charge for the full quantity of one-day permits to which that household is entitled. To minimise the risk of fraud, lost or stolen permits will not be reissued as one-year permits.

There will be no change to the validity of visitor permits issued in Alexandria under the 2012/13 trial, however the quantity of permits will be consistent with this policy for all new or repeat permit applications.

12.4 Restricted properties

Premises which are restricted from participating in the permit parking scheme at the date of adoption of this policy will remain restricted.

A small number of properties in Ultimo and Pyrmont are classified as 'Restricted Properties', and are eligible for a maximum of one parking permit if they do not have on-site parking. Given the high density of dwellings in this location and the limited on-street parking, the City will maintain the one-permit restriction on these properties by classifying them as Zone A. However, the standard parking permit charges and eligibility criteria will apply.

12.5 Central Sydney

The eligibility of properties for resident parking permits in Central Sydney is not affected by the adoption of this policy.

13 PARKING PRECINCTS

The division of the City into a number of parking precincts helps to ensure that permits are used to park near the household or business to which they were issued. This minimises the opportunity for misuse of permits, and limits the tendency for permit-bearing vehicles to park out streets adjacent to significant local destinations.

13.1 Principles

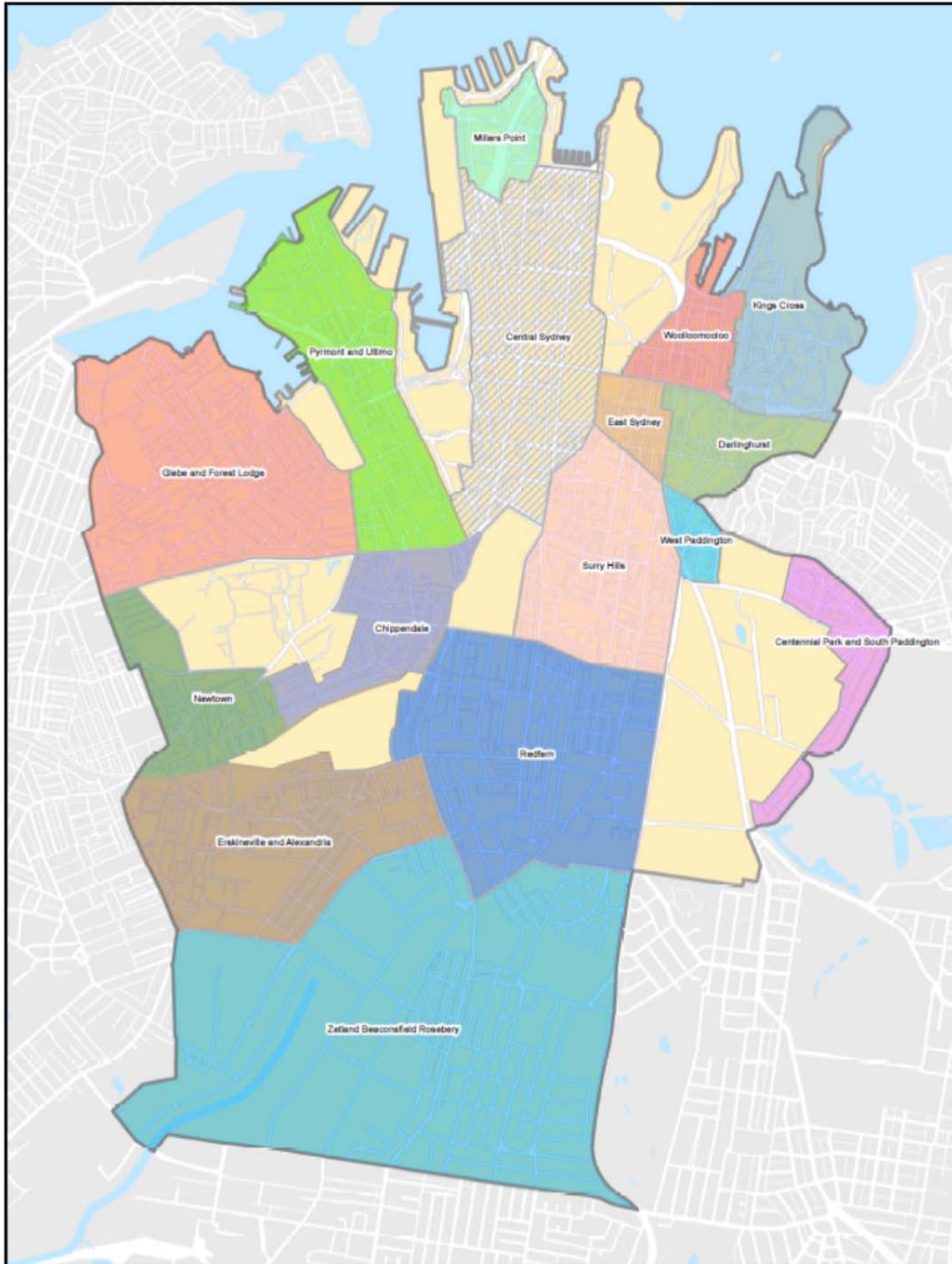
Parking precinct boundaries will be clear and easy to understand, generally following major built or natural features, such as arterial roads, railways and natural boundaries.

In order to reduce the proportion of residents inconvenienced by their proximity to an arbitrary boundary, the City will reduce the number of parking precincts to the minimum necessary to maintain the integrity of the permit system. This will also assist those using visitor parking permits, who may not be familiar with complex boundaries.

13.2 Boundary modifications

Authority to make minor amendments to precinct boundaries is delegated to the Chief Executive Officer. Detailed permit boundaries for all precincts will be published on the City of Sydney's website.

The Director City Engagement may approve the issuing of a permit for an alternative, adjacent parking zone if a resident or business applicant can demonstrate prolonged and unreasonable hardship as a result of their proximity to a precinct boundary. An applicant may be issued a permit for only one precinct in total.



Parking Precincts

14 ADMINISTRATION

14.1 Responsibilities

Implementation and review of on-street parking controls are the responsibility of City Infrastructure and Traffic Operations group.

Business, Resident, Visitor and Care Worker Parking permits are issued and administered by the City Engagement Division. The Director City Engagement will establish administrative procedures necessary for the consistent implementation of the policy.

The Director City Engagement is delegated to waive or vary the requirements of this policy only in cases where application of the policy would result in prolonged or unreasonable hardship.

Enforcement of parking controls is the responsibility of City Operations.

14.2 Review

The Director City Planning, Development and Transport will review this policy 18 months from the date of its adoption by Council.

TRIM Reference Number

Document number: 2013/311119

14.3 Definitions

Term	Meaning
<i>attached dwelling</i>	means a building containing 3 or more dwellings, where: (a) each dwelling is attached to another dwelling by a common wall, and (b) each of the dwellings is on its own lot of land, and (c) none of the dwellings is located above any part of another dwelling.
<i>boarding house</i>	means a building that: (a) is wholly or partly let in lodgings, and (b) provides lodgers with a principal place of residence for 3 months or more, and (c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and (d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers, but does not include backpackers' accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.
<i>business premises</i>	means a building or place at or on which: (a) an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or (b) a service is provided directly to members of the public on a regular basis, and includes a funeral home and, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, travel agencies, internet access facilities, betting agencies and the like, but does not include an entertainment facility, home business, home occupation, home occupation (sex services), medical centre, restricted premises, sex services premises or veterinary hospital.
<i>care provider</i>	means an organisation providing in-home care that has accreditation from - or written support of - the Department of Family and Community Services - Ageing Disability & Home Care, an Area Health Service of the NSW Department of Health or of any other commonwealth, state or non-government health body as may be determined by the Director, City Culture & Community.
<i>commercial premises</i>	means any of the following: (a) business premises, (b) office premises, (c) retail premises.

Term	Meaning
<i>community facility</i>	means a building or place: (a) owned or controlled by a public authority or non-profit community organisation, and (b) used for the physical, social, cultural or intellectual development or welfare of the community, but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation.
<i>converted residential flat building</i>	means a residential flat building created by the alteration or reconstruction of a formerly commercial, industrial or otherwise non-residential building.
<i>dual occupancy</i>	means a dual occupancy (attached) or a dual occupancy (detached).
<i>dual occupancy (attached)</i>	means 2 dwellings on one lot of land that are attached to each other, but does not include a secondary dwelling
<i>dual occupancy (detached)</i>	Means 2 detached dwellings on one lot of land, but does not include a secondary dwelling.
<i>dwelling</i>	means a room or suite of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate domicile.
<i>dwelling house</i>	means a building containing only one dwelling.
<i>mobility parking zone</i>	A length or area of road identified with a road marking or sign containing the symbol for people with disabilities.
<i>multi dwelling housing</i>	means 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building.
<i>place of public worship</i>	means a building or place used for the purpose of religious worship by a congregation or religious group, whether or not the building or place is also used for counselling, social events, instruction or religious training.
<i>major refurbishment</i>	means alterations to a residential flat building such that it cannot be occupied for a period of at least six months.
<i>residential flat building</i>	means a building containing 3 or more dwellings, but does not include an attached dwelling or multi dwelling housing.
<i>secondary dwelling</i>	means a self-contained dwelling that: (a) is established in conjunction with another dwelling (the principal dwelling), and (b) is on the same lot of land as the principal dwelling, and (c) is located within, or is attached to, or is separate from, the principal dwelling.
<i>serviced apartment</i>	means a building (or part of a building) providing self-contained accommodation to tourists or visitors on a commercial basis and that is regularly serviced or cleaned by the owner or manager of the building or part of the building or the owner's or manager's agents.
<i>shop top dwelling</i>	means dwellings located above ground floor retail premises or business premises, where the number of dwellings does not exceed three.

14.4 Authorisation

This policy was adopted by resolution of Council on 12 May 2014.