

5 On-site Parking

Central Sydney is Australia's principal destination for overseas and local visitors alike. Appropriately located parking for cars and tourist coaches is important in the development of visitor accommodation and enhancement of pedestrian amenity in Central Sydney.

Parking rates and other key provisions in relation to on-site parking are contained in the LEP. The DCP parking provisions in this section relate to the detailed location and design of on-site parking and should be read in conjunction with Section 3.3 Vehicle Access and Footpath Crossings.

The provisions for on-site parking are intended to ensure that the design and location of such parking is consistent with other elements of the DCP aimed at ensuring the quality of the public domain. The operation of public car parking favours short term parking rather than commuter parking. The provisions also guide the location and amount of parking for particular vehicle types.

5.1 Design and location of on-site parking

Strategy

On-site parking in Central Sydney should generally be located below ground so that active uses are maximised at the street level. Car parking for commercial development and hotels is to be located below ground and is not to be visible from the street. While above ground parking for residential buildings and serviced apartments is discouraged, it is permissible subject to certain conditions in certain locations. Any such parking is to be designed so that in the future the space can be readily converted to other uses.

Council has a separate *Code for Waste Handling in Buildings* which includes provisions for service vehicles. Consideration should also be given to any Council policies relating to Off Street Parking or On Street Parking.

Objectives

- To integrate parking appropriately with the design of buildings.
- To ensure that pedestrian amenity is enhanced.
- To ensure that the design of parking and vehicle access relates appropriately to heritage items.
- To enable the conversion of above ground parking in residential development and serviced apartments to other uses.
- To minimise conflict between coach parking and pedestrian movements.

Provisions

Traffic and Parking Report

- 5.1.1 Where any proposed development includes on-site parking, a Traffic and Parking Report is required.
- 5.1.2 A Traffic and Parking Report for hotel development is to address tourist coach set-down and parking provisions. Provision for tourist coach

Relevant LEP clauses: 12(j),
12(l), 47, 48.

parking should take into account available off-site coach parking. Where practicable and subject to urban design and heritage considerations, loading and unloading of passengers and baggage is to be accommodated within the development site.

Above ground parking

- 5.1.3 Above ground parking is only permissible for residential buildings and serviced apartments, which may have a maximum of three levels of above ground parking.
- 5.1.4 Above ground parking is not to occur on sites fronting pedestrian priority places (see Figure 3.5), and is discouraged elsewhere.
- 5.1.5 The minimum floor to ceiling height (clear of obstruction) for any above ground parking is to be 2.8 metres.
- 5.1.6 All above ground car parking is to be screened in a manner that is an integral part of the external design.
- 5.1.7 The principal street frontage of the ground and first floor of above ground car parking is to contain retail, commercial or other active uses. This requirement may be waived at higher levels where physical constraints preclude the provision of active uses to the building's principal frontage.
- 5.1.8 Uncovered on-site parking areas, including the top of building setback areas, are prohibited.

On-site parking and heritage items

- 5.1.9 On-site parking that affects a heritage item is to be examined in the context of a Conservation Plan for the relevant heritage item.

Other design and location provisions

- 5.1.10 The design of driveways (subject to Section 3.3 Vehicle Access and Footpath Crossings) and parking areas, and the location of driveways are to generally be in accordance with the requirements set out in the *Guide to Traffic Generating Developments* (NSW Roads and Traffic Authority and Australian Standard 2890.1).
- 5.1.11 Tandem or stack parking (maximum two spaces) is permitted in residential buildings and serviced apartments where parking spaces are attached to the same strata title comprising a single dwelling unit, subject to the maximum parking limit applying.

5.2 Short stay public car parking

Strategy

In order to discourage commuter car parking and to provide short stay car parking in Central Sydney, a fee structure and restriction on hours of use is to apply to public car parking. Both the restricted hours of use and the fee structure are to be implemented to ensure that the turnover of cars and discouragement of commuter parking are achieved. The implementation of the fee structure alone is not acceptable.

Objective

- To discourage commuter car parking by providing that prior to granting consent for a public car park, the consent authority must be satisfied that the public car

Relevant LEP clause: 12(j), 12(l), 47, 48.

park will be used for short stay parking only in accordance with the provisions of this plan.

Provisions

5.2.1 The consent authority shall not grant consent to a public car park unless the public car park is for short stay parking where the following restrictions apply:

- (a) the public car park is not accessible to vehicles between 5.30 am and 9.30 am Monday to Friday. These restrictions do not apply on weekends and public holidays; and
- (b) between 9.30am and 6.00pm Monday to Friday, except on public holidays, the public car park is to have in place at least the following fee structure to discourage long stay parking:

n* 1st hour of parking

n 2nd hour

n 3rd hour

n 4th hour

> = 1.5n 5th hour

> = 1.5n 6th hour

> = 1.5n 7th hour

> = 1.5n each hour thereafter

*n equals the hourly rate determined by the public car park operator.

5.3 Parking for people with mobility impairment

Strategy

Access facilities for people with mobility impairment are progressively being improved in Central Sydney. Appropriately located car parking will facilitate easy access for people with mobility impairment.

Council has a separate *Access Policy* available from the One Stop Shop.

Objective

- To ensure the appropriate on-site provision and design of parking for people with mobility impairment.

Provision

5.3.1 Car parking for people with mobility impairment is to be provided in accordance with Australian Standard 2890.1 This requires a minimum of 1-2% of parking spaces to be provided and appropriately designated for use by people with mobility impairments.

Relevant LEP clauses: 11(c), 11(d), 12(i), 12(m).

5.4 Delivery and service vehicles

Strategy

Adequate on-site provision for delivery and service vehicle access should be made to facilitate the efficiency of the commercial, retail and other functions of Central Sydney.

Objectives

- To ensure the appropriate on-site provision for parking of service vehicles.
- To reduce the use of on-street parking for service and delivery vehicles.

Provisions

5.4.1 The following requirements apply to new development for the provision of parking spaces for delivery and service vehicles:

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|-------|-----------------------|---|
| (i) | Commercial premises | 1 space/3,300 sqm FSA or part |
| (ii) | Retail | 1 space/350 sqm FSA or part |
| (iii) | Residential buildings | 1 space for first 50 dwellings/and Serviced Apartments serviced apartments 0.5 spaces for every 50 dwellings/apartments thereafter. |
| (v) | Hotels | 1 space/50 hotel bedrooms |
| (vi) | Wholesale, industrial | 1 space/700 sqm FSA or part |
| (vi) | Other uses | 1 space for 1,750 sqm FSA or part |

5.4.2 The requirements for commercial premises apply to the first 50,000 square metres FSA of any development. Between 50,000 and 100,000 square metres FSA the requirements for the balance above 50,000 square metres FSA may be reduced by 50%. For areas exceeding 100,000 square metres FSA, the requirements may be reduced by 75%.

5.4.3 Where a mixed use development is proposed, the total number of service vehicle spaces is to be calculated on a pro rata basis of spaces required for the relative proportions of different uses within the building. As indicated above, this total requirement may be reduced for mixed use developments with large FSAs as indicated above for commercial premises.

5.4.4 Provision is to be made for courier parking spaces (including bicycle parking facilities) near vehicle entry points and near lifts.

5.4.5 Well positioned signs to parking facilities are to be provided for all couriers, including bicycle couriers.

5.4.6 Loading areas are to be screened from the street.

Relevant LEP clauses: 47(c)

5.5 Bicycle parking

Strategy

The use of bicycles for commuting should be facilitated in development in Central Sydney.

Objective

- To encourage the use of bicycles for commuting by the provision of on-site parking.

Provisions

- 5.5.1 Facilities for cyclists are to be provided in all buildings that provide on-site car parking. Facilities include parking for bicycles and at least one readily accessible shower change room.
- 5.5.2 Bicycle parking space should equal at least one car parking space for every 100 car parking spaces or part thereof.

5.6 Motorcycle parking

Strategy

The use of motorcycles for commuting should be facilitated in development in Central Sydney. Appropriate parking should be provided within new development to encourage their use in preference to cars, and to reduce on street parking demands and illegal parking of motorcycles on footpaths.

Objective

- To encourage the use of motorcycles for commuting by the provision of on-site parking.

Provision

- 5.6.1 Motorcycle parking is to be provided in all buildings that provide on-site car parking, and is to be equal to at least one car parking space for every 100 car parking spaces or part thereof.

Relevant LEP clauses: 11(d), 12(j), 12(l).

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