



South Sydney City Council

Development Control Plan No. 11

Transport Guidelines For Development 1996

Adopted 8 May 1996

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APPENDICES

- A. Section 90, Environmental Planning and Assessment Act.
- B. State Environmental Planning Policy (SEPP) No. 11
- C. Definitions.
- D. Vehicle Turning and Manoeuvring Templates

1. INTRODUCTION

1.1 Citation

This document, referred to as *Development Control Plan No. 11 - Transport Guidelines For Development*, has been prepared in accordance with the procedures set down in Section 72 of the Environmental Planning and Assessment Act (1979). Council must take into account the provisions of this Development Control Plan (DCP) as a relevant consideration in assessing the impacts of proposed developments under the requirements of Section 90(1)(a) of the Environmental Planning and Assessment Act.

DCP No. 11 applies to all development in the South Sydney Local Government Area, except land which is controlled under Sydney Regional Environmental Plan No. 26 - City West and State Environmental Planning Policy No. 47 - Moore Park Showground.

1.2 Objectives of the Transport Guidelines

The purpose of these Guidelines is to provide transport requirements and related design criteria for the preparation of plans and Development Applications (DA's). The Guidelines are consistent with the *Strategy for a Sustainable City of South Sydney, 1995*; contemporary standards; and Council's experience.

The main objectives of these new Guidelines are:-

- To encourage a reduction in the level of vehicular travel in South Sydney by reducing parking requirements and improving facilities for pedestrians, cyclists and public transport users;
- To ensure that an acceptable level of parking is provided on-site to minimise the unreasonable overflow of parking onto surrounding streets;
- To ensure that the design of parking and servicing areas and their access is safe and compatible with best practice standards;
- To ensure that all modes of transport are adequately considered for new developments and needs of pedestrians, cyclists and public transport users are met;
- To avoid where possible, the imposition of onerous car parking requirements on small scale supportive businesses;
- To provide for the transport needs of business and industry to support their viability, but discourage unnecessary provision for cars;

DCP No. 11 - Transport Guidelines for Development are to be read in conjunction with legislative requirements relating to development as well as other Policies and Plans relevant at the time of the Development Application.

As a guide, the following material should be consulted for details about transport related requirements for all developments:-

- Considerations listed under Section 90 of the *Environmental Planning and Assessment Act, 1979* (Refer Appendix A).

- South Sydney City Council local environmental plans, development control plans and policies applying at the time. Of particular relevance are:

DCP No. 1, soon to be replaced by South Sydney DCP 1996 - Urban Design
DCP No. 10 - Disabled Access

- *South Sydney Council Section 94 Contributions Plan.*
- State Environmental Planning Policies, namely SEPP 11 referring to Traffic Generating Developments and consultation requirements for larger developments (Appendix B)

Section 2.3 provides details of where these documents may be viewed or purchased.

It is intended that DCP No.11 be updated at regular intervals to be reflective of changing practices and new information as it becomes available. In the medium term, a programme for enhancing public transport and mechanisms for contributions through Section 94 payments towards the improvement of the pedestrian, cycling and public transport network in the surrounding area will be incorporated.

1.3 Use of Guideline Parking Rates

Previously, new development had been required to provide car parking and servicing to satisfy all of the parking demand created by a development. Facilities for non-motor vehicular transport were not specifically required. Council's *Strategy For A Sustainable City Of South Sydney*, and hence these Guidelines, propose a new, less car focused approach.

The parking rates of these Guidelines offer a balanced compromise by satisfying a large proportion of parking demand on-site, addressing car reduction objectives of Council's Strategy, and minimising the unreasonable overflow of parking onto surrounding streets.

It is important to appreciate the parking rates do not represent a code that should be blindly adhered to. Rather, they are generalised rates that would achieve the above objectives in most circumstances. Applications are assessed under a system of merit of weighing up the balance of differing issues. There is scope, both considering the issue in isolation and considering the project holistically, for the parking provision to be flexible to suit particular circumstances and local conditions.

However, any departure from the Guideline rate must be adequately explained and justified by an applicant if their proposal is to be supported.

Notwithstanding this, any provision above the Guideline rates will not generally be favoured and would be penalised by any internal parking space and access to it being added to floorspace, with the end result of increased floorspace ratio.

Application for provision below the guideline rates will be given full consideration under criteria set out in Section 3.2.