

## **2. DEVELOPMENT APPLICATIONS**

### **2.1 Pre-Development Application Advice**

Transport related enquiries can be directed to Council's Transport Planner. If other planning issues are involved as well, pre-DA advice may be arranged through the Duty Planner or an appointment with the Eastern or Western Area managers of the Statutory Planning Section, depending on the nature of the enquiry.

For smaller projects, enquiries can be made by telephone or an appointment can be made at no charge. Advice is best sought at a very preliminary stage and subsequent meetings should not last more than half an hour.

Formal pre-DA meetings are held when requested by a proponent and are appropriate for more complex and contentious proposals requiring input from a number of Council officers (such as heritage, urban design, transport, health, building, etc.). During the meetings, the key issues of the proposal are discussed and written advice provided by Council officers on matters the applicant should modify or address in their DA.

A formal pre-DA meeting can be arranged through Council's Statutory Planning Manager. A fee is chargeable. Seven days notice is the minimum time required between the lodgement of preliminary plans (5 copies needed), any other documentation and the appropriate fee.

It should be appreciated the advice from Council officers is based on the information submitted for the preliminary assessment. The views expressed may vary once the application is formally assessed by way of the development application process, submissions from interested parties and fuller consideration of some issues. Those comments do not bind the elected Council in any way.

### **2.2 Transport Information To Accompany Development Applications**

Concise but adequate information should be provided with **all** Development Applications in the form of a letter or short report detailing:

- the transport facilities included in the development;
- the parking requirements contained in these Guidelines and justification of any departures from them;
- proposed access arrangements and compliance with design requirements outlined in these Guidelines;
- a brief statement on anticipated traffic generation, directional distribution and nature of impacts expected.

For more substantial developments, Council will require a more comprehensive parking and transport assessment to accompany a DA when it feels a proposal is likely to have a significant impact on the surrounding parking, public transport or road system. Such assessments should be carried out by appropriately qualified and experienced person or company.

As a general guide, comprehensive parking and transport assessments will be required for the developments having a size requiring State Environmental Planning Policy No. 11 (SEPP 11) referral to the Regional or Local Traffic Committee (refer Appendix B for criteria).

However, Council may still require reports for smaller scale development, other uses or where certain issues warrant closer inspection. As examples, Council may consider that:-

- a host precinct is approaching an upper level of vehicular traffic and that new development may damage its residential amenity; or
- desirable access and sight distance criteria (outlined in Section 4) cannot be complied with and expert opinion is needed; or
- public transport, road or pedestrian improvements may be necessary to service the development.

Along with the basic information referred to previously, comprehensive transport assessments should normally include:

- a review of the existing and future background traffic networks, and of predicted and future background traffic operating conditions within an appropriate planning horizon;
- an assessment of the appropriateness of the existing public transport network to service the site, particularly in the off-peak, night and weekend periods and potential initiatives to encourage its usage;
- estimates of the proposal's travel demand for each major mode with appropriate directional distribution and approach routes during selected peak design periods **and** over a 24 hour period;
- predictions of traffic and pedestrian operating conditions with and without the proposed development, and recommendations for external footpath and roadworks;
- an assessment of the access, circulation, servicing, garbage removal and parking arrangements proposed, particularly with respect to compliance with these Guidelines.

Details of issues to be covered may be found in the *RTA Guide to Traffic Generating Developments*. Applicants are requested to give appropriate attention to key issues, provide adequate factual information and documentation of technical analysis and assumptions where necessary. Applicants are encouraged to contact Council if necessary to assist in the identification of key issues to be addressed and information to be supplied.

It is stressed that it is in the interests of applicants and their responsibility to provide adequate and plausible supporting information, both to assist the expedient handling of the application by Council and to minimise adverse comment by potentially affected neighbours.

Where information is deemed inadequate, Council may require supplementary information to be provided, thus delaying the project's handling. If that information is not received or is still inadequate, it is deemed to be a legitimate reason for refusing an application.

## 2.3 Sources of Information

The assessment of the traffic generation of development proposals can be undertaken by carrying out a survey of a similar type of development and by referring to the *RTA Guide to Traffic Generating Developments, Part 3* and its background surveys, if suitable.

The more common types of development generally have the following indicative vehicle trip generating characteristics. These can vary depending on characteristics such as provision of parking and socio-economic factors:

| Development Type               | Weekday peak hour trips  | Daily vehicle trips |
|--------------------------------|--------------------------|---------------------|
| Residential                    |                          |                     |
| Dwelling houses                | 0.6 to 0.85 per dwelling | 6 to 9 per dwelling |
| Medium density units (<20)     | 0.4 to 0.5 per dwelling  | 4 to 5 per dwelling |
| High density units (20+)       |                          |                     |
| - near CBD, busy locations     | 0.24 per dwelling        | 2.5 per dwelling    |
| - less built up areas          | 0.29 per dwelling        | 3 per dwelling      |
| Office and Commercial          | 2 per 100 sq.m GFA       | 10 per 100 sq.m GFA |
| Restaurants*                   | 5 per 100 sq.m GFA       | 60 per 100 sq.m GFA |
| Road Transport Terminals*      | 1 per 100 sq.m GFA       | 5 per 100 sq.m GFA  |
| Industry                       |                          |                     |
| Light Industry/Business Parks* | 1 per 100 sq.m GFA       | 5 per 100 sq.m GFA  |
| Warehouses*                    | 0.5 per 100 sq.m GFA     | 4 per 100 sq.m GFA  |
| Childcare Centres              | 0.6 per child            | 2.4 per child       |
| Tourist Hotels*                | 0.3 per room             | 2 per room          |

Uses marked with an asterisk can have highly variable traffic generation rates as do many others not specifically referred to in the table. Details of such uses are best obtained from examination of the RTA's background documents or, more simply from surveys of comparable establishments.

Copies of the RTA Guide and other source documents referred to in these Guidelines may be viewed at:

- Council's administration office at 140 Joynton Road, Zetland (refer Planning and Building counter);
- RTA libraries at:
  - Rosebery - 56 Rothschild Avenue, (only location of RTA background surveys)
  - Surry Hills/Central Station - Centennial Plaza, 260 Elizabeth St (cnr Albion St)

### **3. PROVISION OF TRANSPORT FACILITIES**

#### **3.1 Guideline Rates**

Requirements for transport facilities to be provided with developments are summarised in the following pages. The requirements have been listed into 4 broad categories of land use, namely:-

|         |  |
|---------|--|
| Table 1 | Residential and Casual Accommodation       |
| Table 2 | Office, Commercial and Industry            |
| Table 3 | Food, Entertainment and Recreation         |
| Table 4 | Community, Education and Health Facilities |

Definitions of land uses can be found in Appendix C. Council officers should be contacted if any clarification is needed.

Where the table of requirements does not cover a land-use type, parking requirements should be estimated from surveys of similar establishments, or other supportable means. Council's Duty Planner (313 0399) or Transport Planner may provide assistance in these circumstances.

All units of measure refer to Gross Floor Area (GFA) as defined in Appendix C.

In calculating the number of spaces, rounding to the nearest whole number should be used. For staged and segmented development, parking requirements for each component should be calculated separately.

All new off-street parking is to be provided free of charge (with the exception of institutional uses) and is to be for users of the subject development only. Council's Strategy does not generally support public car parks, commercial or otherwise, as these may detract from the viability of public transport in the area and unreasonably add to traffic congestion. Only in exceptional circumstances and on demonstration that the intended users are not disadvantaged will use of surplus parking capacity by others, be considered. Purchase of parking spaces by others will not be permitted.

Following the rates, details are provided on possible alternatives to providing car parking on-site, criteria that will be used to assess an application for reduced levels of parking, and non parking related transport facilities.

SUMMARY OF GUIDELINE RATES

| LAND USE   | CAR PARKING                                     | COACH   | SERVICING  | BICYCLES         |
|--|---|---|--|------------------|
| <b>Table 1. RESIDENTIAL &amp; CASUAL ACCOMMODATION</b>   |   |   |  |                  |
| <b>DOMESTIC DWELLINGS</b>  |   |   |  |                  |
| Single dwelling houses and terraces  | 1 / dwelling                                    |   |  |                  |
| Buildings with no more than 2 individual dwellings   | 1 / dwelling                                    |   |  |                  |
| <b>RESIDENTIAL UNITS &amp; TOWN HOUSES</b>   |   |   |  |                  |
| 1 Bedroom Units and Bedsitters   | 0.5 / unit                                      |   | Consider requirements of removal vans, garbage collection, etc. + 1 wash-bay per 100 flats over 50 flats | 1 / 3 units      |
| 2 Bedroom Units  | 0.8 / unit                                      |   |  | 1 / 3 units      |
| 3 or More Bedroom Units  | 1.2 / unit                                      |   |  | 1 / 3 units      |
| Separate visitor parking   | 1 / 6 total units near entrance                 |   |  | 1 / 10 units     |
| <b>SPECIAL NEEDS HOUSING</b>   |   |   |  |                  |
| Aged & Disabled Housing  |   | Bus set-down and pick-up space for larger developments (24 seater buses)  | Ambulance Space, other to meet needs   | 1 / 20 staff     |
| (a) Resident-Funded Self-Contained Units   | Refer SEPP5                                     | As above  |  |                  |
| (b) Subsidised Development Self-Contained Units  | Refer SEPP5                                     |   |  |                  |
| Hostels, Nursing and Convalescent Homes  | 1/10 beds (visitors) + 1/2 (employees)          |   | Ambulance Space, other to meet needs   | 1 / 20 staff     |
| Boarding Houses  | Greater of 1/15 beds or 1/5 rooms               |   |  | 1 / 6 rooms      |
| <b>TOURIST ACCOMMODATION</b>   |   |   |  |                  |
| Tourist and Private Hotels, Serviced Apartments  | 1/4 rooms (1st 100), then 1/5 rooms + 1/4 staff | Kerbside coach setdown:<br>1/50 rooms for 70 rooms or more<br>Long term coach parking:<br>1/100 rooms for 100 rooms or more | 1 / 50 rooms (1st 200 rooms), then 1/100 rooms   | 1 / 20 rooms     |
| Refer Food, Entertainment & Health (Table 3) for ancillary bar & dining facilities, and pub hotels |   |   |  |                  |
| Backpacker Hotels  | Greater of 1/15 beds or 1/5 rooms               | As for hotels   | As for hotels  | 1 / 10 beds min. |
| Motels   | 1/ room   |   |  |                  |

SUMMARY OF GUIDELINE RATES

| LAND USE  | CAR PARKING  | COACH                          | SERVICING   | BICYCLES                  |
|---|--|--------------------------------|---|---------------------------|
| <b>Table 2. OFFICE, COMMERCIAL &amp; INDUSTRY</b> |  |                                |   |                           |
| <b>OFFICE &amp; COMMERCIAL</b>                    |  |                                |   |                           |
| Office & Commercial                               | 1 / 125 sq.m GFA, 20% allocated to visitors                                      |                                | 1 car and motorcycle space min. plus 1/4000 sq.m GFA (1st 20000 sq m), then 1/8000 sq.m GFA, 50% for trucks | 1 / 20 staff min.         |
| <b>RETAIL DEVELOPMENTS</b>                        |  |                                |   |                           |
| Auction Rooms                                     | Greater of 1/3 seats or 1/10 sq.m GFA + pre-auction storage treated as warehouse | To meet needs                  | To meet needs   | 10% of car parking demand |
| Bulky Goods Retail Stores                         | Survey based assessment needed   | To meet needs                  | To meet needs   | 10% of car parking demand |
| Duty Free Stores                                  | 1/ 50 sq.m GFA   | 1/ 400 sq.m over 400 sq.m      | To meet needs   | 10% of car parking demand |
| Markets   | 1/stall (stall-holders) + 1.2 /stall (patrons)                                   |                                | To meet needs   | 10% of car parking demand |
| Shopping Centres                                  | Survey based assessment needed   | Survey based assessment needed | 1/400 sq.m GFA (1st 2000), then 1/8000 sq.m GFA, 50% for trucks   | 10% of car parking demand |
| Small Shops                                       | 1/ 50 sq.m GFA   |                                |   |                           |
| <b>AUTOMOTIVE USES</b>                            |  |                                |   |                           |
| Car Repair Centres                                | 3/work bay (excluding the work bay)  |                                | To meet needs   | 1 / 20 staff              |
| (a) Ancillary Retail                              | 1/50 sq.m GFA for visitors   |                                | To meet needs   | 1 / 20 staff              |
| Car Showrooms                                     | 1/200 sq.m GFA   |                                | To meet needs   | 1 / 20 staff              |
| Service Stations                                  | 1/50 sq.m GFA for visitors   |                                |   |                           |
| (a) Ancillary Retail                              |  |                                |   |                           |
| Vehicle Rental - refer Office & Commercial        |  |                                |   |                           |
| <b>INDUSTRY</b>                                   |  |                                |   |                           |
| Industries/Warehouses                             | 1/100 sq.m GFA (10% for visitors)  |                                | 1/800 sq.m GFA or to suit needs   | 1 / 20 staff              |
| (a) Ancillary Retail                              | 1/50 sq.m GFA for visitors   | 1/100 sq.m GFA                 | To meet needs   | 1/100 sq.m GFA            |
| (b) Ancillary Commercial (20% for visitors)       | 1/100 sq.m GFA (1st 25%), then 1/125 sq.m  |                                | To meet needs   | 1 / 20 staff              |
| Road Transport Terminals/Container Terminals      | Fleet and visitor parking to meet needs + staff parking @ 1/2 employees          |                                | To meet needs   | 1 / 20 staff              |

SUMMARY OF GUIDELINE RATES

| LAND USE  | CAR PARKING  | COACH                                      | SERVICING  | BICYCLES                                     |
|---|--|--|--|--|
| <b>Table 3. FOOD, ENTERTAINMENT &amp; RECREATION</b>    |  |  |  |  |
| <b>FOOD &amp; BEVERAGE</b>                              |  |  |  |  |
| Cafes   | 1/50 sq.m (1st 100 sq.m), then 1/18 sq.m                             | 1/400 sq.m over 400 sq.m                   | 1/400 sq.m GFA (1st 2000),<br>then 1/8000 sq.m GFA, 50% for trucks | 2 + 1/100 sq.m over 100 sq.m                 |
| Clubs - Lounge and bar areas<br>- Dining and Auditorium | 1/20 sq.m GFA<br>Greater of 1/10 seats or 1/25 sq.m GFA              | 1/100 seats (1st 200),<br>then 1/200 seats | 1/400 sq.m GFA (1st 2000),<br>then 1/8000 sq.m GFA, 50% for trucks | Greater of 1/140 sq.m<br>or 1/70 seats       |
| Drive-In Takeaway with Seating                          | Greater of 1/3 seats internal, or<br>1/5 seats (internal + external) | 1/100 seats (1st 200),<br>then 1/200 seats | 1/400 sq.m GFA (1st 2000),<br>then 1/8000 sq.m GFA, 50% for trucks | 1/20 internal seats<br>+ 1/36 external seats |
| Hotel (Pub)   | 1/25 sq.m GFA  |  | 1/1000 sq.m GFA (50% for trucks)                                   | 1/70 sq.m                                    |
| Reception Premises                                      | 1/18 sq.m GFA  | 1/200 sq.m (1st 200), then 1/400 sq.m      | 1/400 sq.m GFA (1st 2000),<br>then 1/8000 sq.m GFA, 50% for trucks |  |
| Restaurants   | 1/50 sq.m (1st 100 sq.m), then 1/18 sq.m                             | 1/400 sq.m over 400 sq.m                   | 1/400 sq.m GFA (1st 2000),<br>then 1/8000 sq.m GFA, 50% for trucks | 2 + 1/100 sq.m over 100 sq.m                 |
| Take-away food shops (with seating of up to 20)         | 1/50 sq.m (1st 100 sq.m), then 1/18 sq.m                             |  | 1/400 sq.m GFA (1st 2000),<br>then 1/8000 sq.m GFA, 50% for trucks | 2 + 1/100 sq.m over 100 sq.m                 |
| <b>SPORT &amp; RECREATION</b>                           |  |  |  |  |
| Amusement Centres                                       | 1 / 4 machines + 1 / pool table                                      |  | To meet needs  | 20 % of car parking demand                   |
| Bowling Alleys  | 2 / Lane   |  | To meet needs  | 1/4 lanes                                    |
| Cinemas, Theatres                                       | Greater of 1/12 seats or 1/30 sq.m GFA                               |  | To meet needs  | 1/20 seats or 1/50 sq.m GFA                  |
| Gymnasiums  | 3/100sq.m  |  | To meet needs  | 1/100 sq.m                                   |
| Indoor Sports Centres                                   | Survey based assessment needed                                       | To meet needs                              | To meet needs  | To meet needs                                |
| Squash and Tennis Courts                                | 2 / Court  |  | To meet needs  | 1/4 courts                                   |

SUMMARY OF GUIDELINE RATES

| LAND USE   | CAR PARKING   | COACH                   | SERVICING     | BICYCLES                                     |
|--|---|-------------------------|---------------|--|
| <b>Table 4. COMMUNITY, EDUCATION &amp; HEALTH FACILITIES</b> |   |                         |               |  |
| <b>MEDICAL</b>   |   |                         |               |  |
| Hospitals - Doctors  | 1/doctor  |                         | To meet needs | 1 / 20 staff                                 |
| - Staff  | 1/2 non medical staff   |                         |               | 1 / 20 visitors                              |
| - Visitors   | Greater of 1/5 total staff at peak or 1/3 beds  |                         |               | 1 / 5 doctors                                |
| Medical Centres and Consulting Rooms                         | 2 effective full time doctors   |                         | To meet needs |  |
| Nursing/Convalescent Homes - refer to Residential            |   |                         |               |  |
| <b>CHILD EDUCATION &amp; CARE</b>                            |   |                         |               |  |
| Child Care Centres   | 1/4 staff + 1/8 children for parents drop-off and pick-up (on-street considered)        |                         | To meet needs | 1 / 10 staff                                 |
| Primary Schools  | 1/2 staff for staff + 1/4 staff for parents drop-off and pick-up (on-street considered) | To meet needs           | To meet needs | 1 / 10 staff and 1 / 10 students over year 4 |
| Secondary Schools  | 1/2 staff   | To meet needs           | To meet needs | 1 / 10 staff and students                    |
| <b>ADULT EDUCATION &amp; ENLIGHTENMENT</b>                   |   |                         |               |  |
| Art Galleries  | 1/200 sq.m GFA  |                         | To meet needs | 1 / 200 sq.m GFA                             |
| Brothels   | 1/2 staff   |                         | To meet needs |  |
| Business and Language Schools                                | 1/2 staff + 1/20 effective full-time students   | 1 bus space (24 seater) | To meet needs | 1/20 staff and students                      |
| Cinemas, Theatres  | Greater of 1/12 seats or 1/30 sq.m GFA  | Setdown over 100 seats  | To meet needs | 1/20 seats or 1/50 sq.m GFA                  |
| Places of Assembly and Worship                               | Greater of 1/12 seats or 1/30 sq.m GFA  | Setdown over 100 seats  | To meet needs | 1/20 seats or 1/50 sq.m GFA                  |
| Tertiary Education Establishments, TAFES, etc                | 1/2 staff + 1/20 effective full-time students   | Setdown 1/500 students  | To meet needs | 1/20 staff and students                      |



### 3.2 Departure From Guideline Rates

As previously outlined, the parking rates do not represent a code that should be blindly adhered to, rather they are generalised rates that meet most circumstances. Applications are assessed under a system of merit and there is scope for parking provision to be flexible to suit particular circumstances and local conditions.

Any departure from the Guideline rates must be fully explained and justified if that departure is to be considered.

Provision above the Guideline rates will not generally be favoured. If shown to be justified, "excess" parking and access aisles that are within the building will be penalised by that area being added to floorspace, with the end result that floorspace ratio will increase.

Provision below the guideline rates will be genuinely considered under criteria set out in this section in conjunction with supporting **factual** information supplied by the applicant. The use of surveys of comparable developments in comparable locations is strongly encouraged. With the recycling of older buildings, parking "credits" may be an avenue to explore. Mixed use developments and leasing spaces elsewhere are other options available.

In the case of a new development having an over-provision of parking as a result of the previous use, there will be no explicit requirement by Council to remove the excess parking though such excess internal to the building will be included as floorspace.

#### 3.2.1 Concessions To Reduce Car Parking

The following criteria may be explored by applicants and will be used by Council to assess whether reducing the provision of car parking will be accepted:

- demonstration of reduced parking requirements from surveys of comparable establishments;
- the frequency and duration of major parking events is not excessive;
- the size and type of development and the degree of impact on local parking conditions should provision be reduced;
- the availability and level of service of public transport (AMCORD research suggests proximity of 400 metres or less to rail stations and trunk bus routes may reduce parking for residential uses by at least 25%);
- the availability of car parking on-street and potential for angle parking to be implemented. With the latter, schemes should have in-principal support from Council officers prior to submission of the DA and its design would be subject to formal approval by South Sydney Council's Traffic Committee. Any costs associated with such a proposal including design, construction, landscaping and supervision would be at the applicant's expense;
- the availability and affordability of parking in nearby car parking stations;
- the degree of local patronage anticipated, especially for restaurants and cafes;
- the location of non-residential uses, such as schools, local services, employment, retail and recreational facilities, and whether the proximity of these services will reduce the need for vehicle use;

- the provision of stacked or mechanical parking that can satisfy part of the demand in less space. Stack parking is allowed for a single tenancy for residential and commercial developments only;
- the projected requirements of people occupying the development taking into account social-economic status, age, car ownership levels, life cycle, etc;
- the potential for future improvements to public transport services (eg future station at Green Square, Central Station and Redfern interchange upgradings, bus priority in Oxford St, Broadway and William St); pedestrian and cycling links, and local services.

### 3.2.2 Credits For Existing Uses

In circumstances such as a change of use involving refurbishment or conversion of an existing building, it may be difficult to provide the full quota of parking spaces on-site without compromising the building's integrity. It is widely appreciated that this is characteristic of many developments in South Sydney where buildings can have heritage or urban design significance.

In these circumstances, Council may, at its discretion, apply parking credits to the site. A parking credit may be given where previous development has not provided all or part of their parking requirement and hence can receive a credit for those spaces not previously provided. It is assumed in this instance that the parking not provided for is currently being catered for on-street and it is reasonable to continue this practice.

The parking requirement for the new development is then calculated as the difference between that required for the old use (and not provided) and that required for the new use. It should be noted that all calculations are to be made under the new Guidelines.

#### EXAMPLE

|   |  |            |
|---|--|------------|
| <u>Current Use</u> - 375m <sup>2</sup> of industrial with 1 parking space provided    |  |            |
| Parking requirement = 1/100m <sup>2</sup> = 3.75 spaces                               |  | = 4 spaces |
| Credit = 4 spaces required - 1 space provided   |  | = 3 spaces |
| <u>Proposed Use</u> - 200m <sup>2</sup> of retail and 175m <sup>2</sup> of commercial |  |            |
| Parking requirement = 1/50m <sup>2</sup> for retail = 4 spaces                        |  | = 4 spaces |
| 1/125m <sup>2</sup> for commercial = 1.4 spaces                                       |  | = 1 space  |
| Total requirement under Guidelines  |  | = 5 spaces |
| <u>Final requirement with Credit</u>  |  |            |
| Proposed parking requirement (5 spaces) - Credits (3 spaces)                          |  |            |
| Final Requirement   |  | = 2 spaces |

However, Council will follow the criteria below when assessing the applicability of credits:

- Credits are not possible where a site is being fully redeveloped, ie; the existing building is being removed and another rebuilt, or extensively changed, ie; complete gutting of a building with only the retention of the shell.
- Credits will not be allowed when there is a differing pattern of parking demand between the existing and proposed use, ie; a proposed use such as residential where peak parking is night time-oriented, could not reasonably be granted credits for a daytime-oriented former use such as a factory;
- Credits may be disallowed or only partially granted in situations where the local area is particularly sensitive to increases in parking demand on-street or in circumstances where the Guideline rates may be totally inappropriate;
- Credits may not be allowed if the building has been vacant for any substantial length of time - when this is the case, it effectively removes much of the argument that the parking demand is currently being catered for on-street .

In some circumstances where credits may not be strictly appropriate, the logistics and significance of the building or site may be taken into account and a concession for reduced parking granted. In these circumstances, the applicant will need to demonstrate that there is insufficient room in the building to accommodate parking on-site without compromising its heritage or architectural worth, or that the streetscape and overall amenity will be unreasonably damaged.

### **3.2.3 Mixed Use Developments and Shared Parking**

When a mixed use development is proposed, consideration may be given to reducing the number of parking spaces required due to the overlapping or complementary nature of the parking demand. For example, certain types of development with a mixed commercial and residential use allow the opportunity of parking spaces to be utilised by commercial use during the day and by visitors of the residential building at night. Another example would be parking for a small bar or restaurant as part of a hotel development which would tend to be treated as a complementary use. The suitability of 'multi-use' of car parking must be explained with the application.

### **3.2.4 Leased Spaces Elsewhere**

Where parking spaces cannot be provided on the site, in certain cases parking spaces may be permitted to be leased at other premises or car parking stations nearby. This does not apply to residential developments.

If such a scheme is proposed, a "Parking Management Plan" should be submitted with the Development Application outlining the following:-

- Number and Location of Leased Spaces Proposed - spaces should be within 100m walking distance of the development. A description of the premises where the spaces are to be provided should be given, e.g. public car parking station, address and use of premises.
- Method of Operation - A description of the operation system should be given, e.g. voucher, card system etc.

- Advertising - the availability and location of leased spaces should be advertised e.g. in any promotions, shop window displays, with maps etc. Evidence of this should be provided.
- Confirmation by the Lessor - evidence that the lessor can provide parking spaces indefinitely and that the spaces are not required for another use should be supplied.

Copies of formal lease arrangements should be supplied to Council on completion of building work and prior to occupation, and at the expiry of the consent/lease term if these arrangements are to continue. Should the spaces no longer be available, alternative arrangements acceptable to Council or demonstration that the parking is no longer needed due to changed circumstances or demand should be supplied. Council's experience has shown that leasing of spaces within a service station site is not acceptable.

### **3.3 Other Parking Issues**

#### **3.3.1 Visitor Parking**

Visitor spaces should be clearly marked and conveniently located to encourage their use by their intended users. Spaces should be freely accessible, preferably in front of security grills or the building. If visitor parking is located behind security gates, an intercom system will be necessary for users to gain entry. Tenants should be discouraged from using visitor spaces and all such spaces must be free of charge.

In some circumstances, it may be argued that a component of visitor parking could be provided on-street or in nearby public car parks. Also, as outlined in Section 3.2.1, it may be possible in some areas to create visitor parking on-street by converting existing parallel parking to angle parking at the applicant's expense.

#### **3.3.2 Resident Parking Schemes**

Resident parking permits **will not be issued** to any occupants of **new** multi-unit residential developments, whether they be conversions or new developments, in areas where parking schemes exist. It will be a condition of consent that this policy be conveyed by applicants to prospective purchasers.

#### **3.3.3 Parking For Disabled Persons**

Car parking should be provided in accordance with the City of South Sydney DCP No. 10 Planning for Disabled Access. The DCP largely requires compliance with AS1428.

Residential parking areas of over 20 spaces but under 50 spaces should provide at least one space (of the 20) for disabled drivers, and in parking areas with over 50 spaces at least 2% should be for disabled drivers, clearly marked and signposted for this purpose. Table C1 of AS2890.1, copied overpage, outlines the requirements for parking for people with disabilities for other uses.

Spaces shall have minimum dimensions of 3.2m wide x 5.5m long. A vertical clearance of 2.5m is required from the entrance of the space to 2.16m from the front of the space to accommodate a roof hoist used to raise and lower a wheelchair. Spaces should be located close to an accessible entrance or lift.

## PROVISION OF PARKING SPACES FOR PEOPLE WITH DISABILITIES

| Type of facility  | Recommended number of disabled spaces                      |
|---|--|
| <p><i>Retail/commercial</i><br/>A shopping area with or without commercial premises (banks, credit unions, restaurants, offices), or an office area. Includes strip shopping centres or CBD areas, shopping complexes, supermarkets, variety stores. May include post office, entertainment, community, recreation venues and the like</p> <p><i>Tourist facilities</i></p> | 1 - 2 percent  |
| <p><i>Transport</i><br/>Railway stations, bus/rail or tram/rail interchanges</p>  | 1 - 3 percent  |
| <p><i>Community</i><br/>Civic centres, town halls, community centres, senior citizens' clubs, health care</p> <p><i>Recreation</i><br/>Leisure centres, gymnasiums, swimming pools, parks, gardens, foreshore, sporting venues</p>  | 2 - 3 percent<br>(see Note 1)                              |
| <p><i>Education</i><br/>Schools</p> <p>Tertiary institutions</p>  | 2 - 3 percent<br>(see Note 2)<br>2 percent<br>(see Note 2) |
| <p><i>Entertainment</i><br/>Theatres, libraries, art galleries, sports centres, entertainment centres</p>   | 3 - 4 percent<br>(see Note 1)                              |
| <p><i>Medical</i><br/>Hospitals<br/>Medical centres<br/>(including community health centres, radiology clinics, rehabilitation units)</p>   | 3 - 4 percent<br>3 percent<br>(see Note 3)                 |
| <p><i>Post office</i><br/>Usually combined with retail/commercial</p>   | See Note 1   |
| <p><i>Religious centre</i><br/>Individual churches or religious centres</p>   | See Note 3   |

### NOTES:

- 1 Where a facility of this type is located in a retail/commercial area, at least one space should be located close to that facility to maximize convenience for users of the parking space.
- 2 For all schools, TAFE, CAE or other institutions with limited parking facilities, disabled spaces should be provided on request where justified. Two percent can be taken as a general guide. This would usually be appropriate to tertiary institutions with large car parks.
- 3 To be provided as needed in consultation with management of centre or church.

### **3.3.4 Contributions In Lieu**

Council's current policy does not allow contributions in lieu of providing parking on-site. In future, it is expected that contributions will be levied on all developments towards public transport, pedestrian and bicycle network improvements.

## **3.4 Provision For Alternative Modes of Transport**

### **3.4.1 Bicycles**

Bicycle parking facilities must be provided in all developments where people are likely to cycle in accordance with the rates in the preceding tables.

Further information on the design of storage facilities is contained in Section 4.7. In addition, the following should be considered:-

- Security of facilities in relation to the type of use and visibility of the parking area.
- Storage facilities should be located in convenient locations, be clearly visible and accessible to pedestrian entrances so as to encourage their use. They should be not located to cause injury to passing pedestrians or conflict with vehicle flows.
- Shower facilities should be provided at all places of employment requiring 5 or more bicycle parking spaces.

### **3.4.2 Coaches And Car/Taxi Setdown**

Taxi, private vehicle and coach drop-off/set-down areas should be provided for larger developments in a convenient off-street location close to pedestrian entrances, with consideration given to the design of the front of the building, safety and interruption to traffic.

Desirably, the drop-off/set-down point should be in a porte cochere, designated short stay area or indented parking arrangement to suit the site. It should be noted that Council may require coach and set down parking for uses not specified in the tables if it deems this to be necessary.

The use of on-street space for set-down areas may be possible if off-street provision is impractical or detrimental to pedestrian amenity and urban design. However, this would be subject to negotiation with Council and would need the approval of the South Sydney Traffic Committee.

### **3.4.3 Pedestrians**

Details of pedestrian access to and within developments must be provided. The following requirements should be considered:-

- Pedestrian entrances should be clearly visible, conveniently located, well-lit and should have minimal conflict with vehicular traffic. Conflict points should be made safe with use of contrasting materials, footpath/road markings, designated crossing areas, bollards, etc.
- Parking areas should be designed to minimise pedestrian/vehicular conflict with pedestrian routes clearly identified to facilities such as lifts, stairs, exits, and street access points. Pedestrian routes should be logical and coherent to users and motorists.

- Public pedestrian access through large sites should be provided by way of pedestrian walkways, arcades etc.

#### **3.4.4 Public Transport**

Developers should ensure that access to public transport services from developments is maximised by such measures as:

- choosing sites carefully in the first place so they are readily accessible by public transport, particularly for commercial, retail and community oriented uses such as cinemas, child care centres and educational establishments;
- provide and, with the assistance of Council, maintain centrally located public transport information board/s where bus and train timetables, route maps, maps of local facilities, etc can be displayed. A public telephone should also be provided.
- relocate or provide new bus stops to be in close proximity to major sites. Provide associated bus shelters.
- access routes to train stations, bus-stops, surrounding streets, etc should be convenient, safe (ie, well-lit and overlooked) and attractive. The routes should have easy access features such as pram ramps, obstacle free paths, etc (refer AS1428).
- employer-operated mini buses to stations or major bus interchanges could be considered as a way to reduce parking provision.
- negotiate with the State Transit Authority to divert routes or provide additional services for larger development.

#### **3.5 Garbage and Service Vehicles**

Garbage storage and collection areas should be conveniently located and designed so as not to cause unacceptable on-street conflicts. Information should be gained from Council's Health and Community Services Department regarding specific garbage collection requirements for the site. If garbage collection areas are in basement carparks, the headroom requirements are 3.6m if Council's garbage collection services are being used, and up to 4.5m for private services, depending upon contractor.

The servicing area should be designed to suit the projected needs of the development and the number of service vehicle spaces quoted in the Guideline rates can therefore be considered a starting point. Substantial variations on these requirements will require explanation in the DA. All vehicles are required to enter and leave in a forward direction. For further information on design criteria, refer Section 4.4.