

Traffic, Parking and Access

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1 Introduction

The RLEP aims, among other things to:

- Support efficient use of land, vibrant centres, integration of land use and transport, and an appropriate mix of uses.
- Promote sustainable transport, public transport use, walking and cycling.

This section of the DCP incorporates a range of initiatives to promote sustainable transport including: small car parking spaces (within large commercial and shopping centre development), dedicated car share spaces, bicycles facilities, motorcycle and scooter parking. It also encourages the integration of development with the public transport network and an improved public domain.

The section applies to all development in Randwick City. It sets out the objectives, controls and options for development proposals to investigate, design and manage parking demand, access, and parking spaces and provide for alternative modes of transport. It also covers the requisite studies which may be needed when submitting a development proposal.

This section of the DCP should be read in conjunction with:

- Part A - Introduction and Part B - General Controls; and
- Other sections of the DCP for specific development types, locations or sites, if relevant to the application.

Note:

Where a reference is made to a published Australian/New Zealand Standard it is to the most recent version.

1.1 Objectives

- To promote sustainable transport options for development, particularly along transport corridors, in commercial centres and strategic/key sites.
- To manage the provision of car parking within the broader transport network.
- To support integrated transport and land use options which can demonstrate shared and effective car parking provision with car share facilities, motorbikes/scooters, bikes and links to public transport.
- To ensure car parking facilities, service and delivery areas and access are designed to enhance streetscape character and protect pedestrian amenity and safety.

2 Sustainable transport

2.1 Public transport

Randwick City relies on a bus based public transport system providing services particularly to and from the Sydney CBD. Local and regional connections provide access to other centres and activities such as Bondi Junction, Waverley, Maroubra Beach and Coogee Beach.

Increasing pressure on the bus networks, over the last decade, has seen substantial interest and investigations into the re-establishment of a light rail system from the City to Randwick.

An integrated light rail system would facilitate access to large entertainment, employment, health and learning venues such as the Randwick hospitals campus, the University of NSW, NIDA, Centennial Park and Moore Park, Royal Randwick Racecourse, Randwick TAFE, the Entertainment Quarter, Sydney Cricket Ground, and the Sydney Football Stadium.

Commitment by the State Government to light rail will deliver benefits for local residents and businesses. Development along potential routes and in and around destination venues/activities will need to integrate with the overall public transport network.

Accessibility to public transport is critical, requiring suitably located services and infrastructure (eg. bus stops) integrating with pedestrian and cycle networks.

At a State level, the NSW Bike Plan aims to double the number of people cycling in NSW over the next 5 to 10 years, and to double the mode share in Metropolitan Sydney. This DCP supports those efforts with controls to improve walking, cycling and its integration with development and the public transport network.

While recognising the need for car travel this DCP also introduces the potential for sustainable and integrated transport solutions.

Objective

- To integrate development with the public transport network and improve walking, cycling, sustainable transport options and public transport use.

Control

- i) All development in addressing transport, parking and access requirements must consider and integrate transport measures that provide for greater use of public transport, walking and cycling.

An integrated response to land use and transport planning is supported by the Metropolitan Plan for Sydney 2036, the draft East Sub Regional Strategy and planning policies and direction.

For information on car sharing in Australia, refer to Australian Greenhouse Office 2004: Car Sharing – An Overview.

2.2 Car share

Explanation

Car share schemes provide an economical alternative to car ownership for residents and businesses. A number of commercial schemes operate in Sydney providing on-line booking of vehicles linked to dedicated parking spots. These schemes are more viable in locations where private car ownership is discouraged or where available on street parking is limited.

Membership of a car share scheme provides access to a network of new cars parked locally - without the expense of owning one. Car sharing also helps to reduce the number of cars on the road and alleviate problems associated with traffic congestion. Council has partnered with GoGet CarShare to promote car sharing in Randwick City. Council has also resolved to establish preferential parking for car-share and hybrid vehicles.

For large development, therefore, there may be an opportunity to provide dedicated on-site parking spaces for car share vehicles. This would be particularly effective for development on sites such as the University and Hospital, key strategic sites and within or adjoining commercial centres.

Car share schemes are effective on sites or in areas with higher density and ready access to good public transport and services. To operate successfully car share vehicles need to be highly visible, easily and safely accessed at any time (whether on or off the street) by residents and business operators on the site, as well as those in the surrounding precinct.

Car share spaces can also be dedicated for the exclusive use of building occupiers, if desired. In this case, the cost of the car share can be met through strata levies and must be organised by the developer.

Where car parking rates are being considered, Council will look more favourably on proposed reductions within close walking distance to strategic bus corridors and areas of high public transport provision and where a car share scheme is provided on site.

Objective

- To encourage car share spaces in developments with high public transport access.

Controls

- ii) Car share spaces are to be provided for residential and/or commercial development where public transport accessibility is high and/or where a Transport Assessment Study is required.
- iii) Locate the car share space/s in a convenient, accessible, secure area.

Any development can consider car share, however it is larger development where a car share space/s will be sought by Council.

Car share spaces can be provided where there are site constraints, or other restrictions on car parking provisions.

- iv) Ensure good visibility, 24 hour access and close proximity to the street. If in a basement it must be near exit/entry areas and not difficult to find or be out of sight.
- v) Identify (sign and road/pavement markings) the car share space for use only by car share vehicles in accordance with RMS standards.
- vi) The establishment and operation of a car share scheme must occur soon after completion or occupation of the development.
- vii) Parking spaces for car share schemes located on private property are to be retained as common property by the Owners Corporation of the site.

2.3 Fuel efficient cars

Explanation

Priority parking spaces can be allocated, within certain developments, to targeted users to promote equity of access and encourage use of environmental vehicles over conventional vehicles.

The term “environmental vehicles” most typically covers very small cars, hybrid cars and fully electric cars.

The provision and management of priority spaces for smaller cars and environmental vehicles with easy access to entry/exits and lifts should be part of commercial, office and shopping centre developments.

Spaces allocated to these vehicles should be marked and managed according to the specific vehicle type targeted. In the case of fully-electric cars, it may be appropriate to provide recharging facilities adjacent to the parking space.

Objectives

- Encourage the use of smaller and fuel efficient vehicles within the community.
- Provide convenient, accessible parking spaces in commercial, office or shopping centres development.

Controls

- i) A minimum of 10% parking spaces are to be designed and labelled for small & environmental vehicles in commercial, office or shopping centre development wherever 10 or more spaces are required.
- ii) Give priority location to these spaces with easy access to entry/exits and lifts of the office/shops/buildings.

2.4 Resident parking schemes

Explanation

Resident parking permits are used to exempt residents from some kerbside time restrictions in areas where on street demand is high arising from shoppers, commuters and visitors. These circumstances are most likely to exist in and around business or neighbourhood shopping centres, centres of activity such as the University of NSW and Hospitals specialised precinct, pools, sports fields, beaches etc.

In the Randwick LGA a major objective of the resident parking scheme is to improve the amenity for those residents who **do not** have access to an off-street parking space and where there is time limited parking in place.

No parking permits will be issued to residents of developments that have been approved by Council in accordance with this DCP. This will be a condition of consent and recorded on Section 149(5) planning certificates and must be notified to all prospective buyers and tenants of the building. This is to ensure that new developments do not increase congestion and parking demands in busy areas while encouraging developers to adopt sustainable transport options and new residents to use public transport, car share, walking and cycling.

Student housing

Student housing and other forms of residential development, such as boarding houses approved by Council in accordance with this DCP will also not be permitted to apply for parking permits.

Controls

- i) No resident parking permits will be issued for new development or for significant alterations and additions to residential flat buildings and this must be notified to all prospective owners and tenants.

Note:

This applies to development determined under this DCP and the RLEP.

- ii) A notice shall be placed in the foyer/common area of all buildings advising tenants that they are in a building which does not qualify for on-street resident parking exemptions.

2.5 Traffic and parking study requirements

Explanation

To enable Council to manage transport demand generated by development a suitable assessment must be provided by the developer/applicant.

Controls

- i) Depending on the type of development one or more of the following will be required to be submitted with the development application:
 - a. Transport Assessment Study and Travel Plan
 - b. Parking and Access Study
 - c. Construction Traffic Management Plan (Preliminary) for busy arterial roads

Table 1 Vehicle Parking Rates sets out where one or more of these studies are required.

- ii) The Transport Assessment Study must be prepared by a qualified traffic engineer. The study/report must then be signed by the author with their qualifications and MIE membership number quoted.

Transport Assessment Study Requirements

A Transport Assessment Study is a technical investigation into the transport and safety issues that might arise from a development. It also assesses the transport related impacts on the surrounding transportation network that are generated by a development and how those impacts are to be managed. Such a study recognises the role of traffic within a broader transport system that includes public transport, walking and cycling.

Refer to Section 2 of the RMS Guide to Traffic Generating Development 2002.

The RMS Guide to Traffic Generating Development, in particular Section 2 should be used as a guide to the detail required in the Transport Assessment Study which complements the matters listed in this DCP – see Appendix A for the Transport Assessment Study.

Parking and Access Report

A parking and access report is to assist in determining the most appropriate level of car parking for a development and is to accompany DAs for smaller scaled development. The requirement to provide such a report will depend on the type, scale and potential traffic impact of the proposed development and will be determined by Council at pre DA stage.

The Parking and Access report should incorporate a survey of available on street parking within walking distance from the site (including Thursday evening and Saturday morning).

Construction Traffic Management Plan (CTMP)

A CTMP is a practical response to ensuring that demolition and construction works do not impact on the public domain or vehicular and pedestrian movements in an area.

A construction traffic management plan should detail how proposed development located on busy roads, bus or light rail stops or on difficult sites will be able to undertake loading and unloading, demolition and construction including the manoeuvring of trucks in and out of a site with minimum disruption to vehicular and pedestrian traffic or transportation networks.

2.6 Traffic Generating Development

Council is required under State Environmental Planning Policy (Infrastructure) 2007 to refer to the Roads and Maritime Services (RMS) certain DAS. The development to be referred is listed in the SEPP.

In certain circumstances Council may also refer development to the Regional or Local Traffic Committee.

3 Parking & Service Delivery Requirements

This section provides vehicle parking rates, design and location requirements.

3.1 Relationship to other documents

Development applications requiring car parking will need to consider the following documents:

- Australian Standards (AS)
 - i) AS 1428 Design for access and mobility
 - ii) AS 2890 Parking facilities series
 - AS 2890.1 Off-street car parking
 - AS 2890.2 Off-street commercial vehicle facilities
 - AS 2890.5 On-street parking
 - AS 2890.6 Off-street parking for people with a disability
- State Environmental Planning Policy (Infrastructure) 2007
- RMS Guide to Traffic Generating Development 2002
- Austroads guides

3.2 Vehicle Parking Rates

Explanation

The vehicle parking rates apply to all new development, alterations and additions to existing development and change of use.

The provision of motor cycle or scooter parking areas is included in the rates to encourage this mode as a viable, energy efficient transport option.

Service delivery rates are in Table 2 and Bicycle rates are set out in Table 3.

Controls

- i) Development must comply with the vehicle parking rates as detailed in Table 1 Vehicle Parking Rates. Any excess provisions over and above the parking rates will be included in GFA calculations.
- ii) Parking for service/delivery vehicles, bicycles and people with a disability need to be considered for the relevant land use and in accordance with this DCP.
- iii) Where a parking rate has NOT been specified in the table, the RMS Guide to Traffic Generating Developments shall be used to calculate the parking requirements for the proposed development and/or a Transport Assessment Study may be used to determine the parking, subject to approval by Council.
- iv) Minimise the use of mechanical parking devices (car stackers or turntables) particularly on difficult (eg constrained access) sites and where queuing may result or safety is jeopardised.
- v) For mixed use development the allocation of car spaces among the uses is to be indicated on the DA plans.

Note:

See 1.1 of this section for rates for car share spaces, fuel efficient cars and study requirements

Where development comprises an extension, modification or change of use to an existing development, Council will generally only require that additional parking be provided to cater for the additional demands arising from increases in floor space or changes in use.

Note:

Parking calculations should be rounded to the nearest whole number. Where the fraction is 0.5, then the figure must be rounded up to the next whole number

Table 1 Vehicle Parking Rates

Proposed use	Vehicle	Motor cycle/scooter
RESIDENTIAL		
Dwelling houses/dual occupancies, semi-detached dwellings, attached dwellings	1 space per dwelling house with up to 2 bedrooms 2 spaces per dwelling house with 3 or more bedrooms Note: Tandem parking for 2 vehicles is allowed	
Boarding Houses and student accommodation	1 car space per 5 bedrooms 1 space per resident caretaker;	1 motorcycle space per 5 bedrooms
Group Homes	2 spaces per group home. Tandem parking is not allowed.	
Home business/industry	1 space in addition to the parking for the dwelling.	
Hostels	1 space per 10 beds; 1 space per 2 staff; 1 service and delivery space depending on size (e.g. 30+ beds)	
Multi dwelling housing and residential flat buildings	1 space per 2 studio 1 space per 1 bedroom apartments (over 40 sqm) 1.2 spaces per 2 bedroom apartments 1.5 spaces per 3 or more bedroom apartments 1 visitor space per 4 dwellings (but none where development is less than 4 dwellings) Note: Car share facilities in certain locations are a viable option and should be discussed with Council staff.	5% of the car parking requirement

Proposed use	Vehicle	Motor cycle/scooter
Seniors housing	<p>Hostels</p> <p>(i) 1 space per 5 beds in the hostel</p> <p>(ii) 1 visitor space per 10 beds;</p> <p>(iii) 1 parking space per 2 staff; and</p> <p>(iv) 1 parking space suitable for an ambulance.</p> <p>Residential care facility</p> <p>(i) 1 space for each 10 beds in the residential care facility (or 1 parking space for each 15 beds if the facility includes care for persons with dementia);</p> <p>(ii) 1 space for each 2 staff; and</p> <p>(iii) 1 parking space suitable for an ambulance.</p> <p>Self-contained dwellings</p> <p>(i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider; or</p> <p>(ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider.</p> <p>Note: Resident spaces should be designed to be suitable for people with a disability.</p>	
BUSINESS AND RETAIL		
Business premises, retail premises and office premises	1 space per 40m ²	5% of the car parking rate
Business premises in residential areas	1 space per 100m ²	
Entertainment facilities and function centres	A Transport Assessment Study is required.	5% of the car parking rate
Bulky goods premises and passenger transport facilities	Transport Assessment Study is required.	5% of the car parking rate

Proposed use	Vehicle	Motor cycle/scooter
Pubs, registered clubs, and nightclubs	1 space per 10 person as endorsed as the maximum number on the subject liquor license; 1 space per 3 staff; 1 space per manager and 1 taxi/bus pick up point on site.	
Restaurants or cafes	1 space per 40m2 GFA for the first 80m2 then 1 space per 20m2 thereafter. Note1: Parking rate applies to restaurant uses, over a public road such as a balcony. Note2: Parking rates do not apply to dining on footpaths or on community land.	
Take away food and drink premises	Transport Assessment Study including provision for queuing for drive through facilities.	
Service stations and vehicle repair stations	6 spaces per work bay; and 1 space per 25m2 of GFA of convenience store.	
TOURIST AND VISITOR ACCOMMODATION		
Backpackers' accommodation	1 space per 10 beds or 1 space per 5 bedrooms (which ever is the greater) plus 1 space per 2 staff	5% of the car parking rate
Bed and breakfast accommodation	1 space for guest use (plus parking for the dwelling)	
Hotel or motel accommodation	1 space per 4 units; and 1 space per 2 staff.	
Serviced apartments	1 space per 4 apartments; and 1 space per manager/caretaker	
HEALTH, EDUCATION AND COMMUNITY FACILITIES		
Child care centres	Transport Assessment Study or Parking and Access Study (depending on development size) is required with indicative 1 space/8 children for drop off and pick up; and 1 space per 2 staff.	
Community facilities	Transport Assessment Study is required.	5% of the car parking rate

Proposed use	Vehicle	Motor cycle/scooter
Educational establishments <ul style="list-style-type: none"> Schools Tertiary institutions (except the UNSW) 	Schools <ul style="list-style-type: none"> 0.7 spaces per staff. Tertiary <ul style="list-style-type: none"> 0.7 spaces per staff member plus 1 space per 10 full time students in a tertiary institute. Note: For larger developments a Transport management and accessibility plan (TMAP) maybe required. See Transport NSW - Draft Interim Guidelines for the Preparation of TMAPs.	5% of the car parking rate
Health consulting rooms	2 spaces per consulting room (plus parking for the dwelling)	
Hospital	1 visitor space per 3 beds; plus 1 space per 2 staff; plus 1 space per doctor plus adequate space for ambulance parking.	5% of the car parking rate
Medical centre	1 space per 25m2 Gross Floor Area	5% of the car parking rate
Places of public worship	1 space per 20m2 Gross Floor Area	5% of the car parking rate
Respite day care centres	1 space per 2 staff plus 1 mobility access space plus drop/off pickup area.	
LIGHT INDUSTRY		
Truck depots and shipping container storage	Transport Assessment Study required.	
Garden centres, Plant nurseries, Hardware and building supplies, landscape materials supply	1 space per 40m2	5% of the car parking rate
Light industry; warehouse or distribution centre; wholesale supplies	Light industry 1 space per 80m2 GFA Warehouse or distribution centres and wholesale supplies 1 space per 300m2 GFA.	5% of the car parking rate
RECREATION		
Indoor recreation facility	1 space per 25m2 GFA or Transport Assessment Study	5% of the car parking rate
Outdoor recreation facility	Transport Assessment Study	5% of the car parking rate
Major recreation facility	Transport Assessment Study	5% of the car parking rate

3.3 Exceptions to the Parking Rates

Explanation

Council transport investigations note that Randwick City's car parking rates are higher than adjoining comparable councils and the recommendations of the RMS. These rates have **not** been altered in this DCP however the DCP provisions continue to acknowledge that applicants may seek variations where suitable and sustainable transport alternatives are considered and incorporated into the development.

There may be circumstances where it may not be physically possible or aesthetically desirable to provide parking (eg the provision of off street parking in the frontage of a heritage item or in areas of significant streetscape value).

It is the responsibility of the applicant through the development assessment process to demonstrate that the proposed level of parking provision is adequate, or that the overall planning benefits of the proposed development outweigh the deficiencies.

Controls

- i) Any variation to the parking rates must address the following issues (as relevant to the particular development):
 - (a) Type and scale of the development and its potential impact on local traffic and parking conditions.
 - (b) Survey of parking provision in comparable recent development.
 - (c) Existing parking facilities already provided prior to further development.
 - (d) Site and building constraints.
 - (e) Heritage and urban design considerations including significant streetscape elements such as sandstone retaining walls, significant mature trees etc
 - (f) On street and public parking in the area, as well as proximity and access to public transport.
 - (g) Location of local services, employment, retail and recreational facilities.
 - (h) Safety of vehicles, pedestrians and cyclists.
 - (i) Provision of any integrated, sustainable transport options on site.

3.4 Parking requirements for accessible spaces

Explanation

The Federal Government's *Disability Discrimination Act (DDA 1992)* 1992 sets the framework for ensuring that people with a disability have the same rights to equality before the law as the rest of the community and are not discriminated against in areas such as housing, education, employment, access and provision of goods and services. The Building Code of Australia (BCA) and Disability (Access to Premises—Buildings) Standards establish the access requirements and rates for car parking for people with a disability.

All development must provide accessible car parking for people with a disability as set out in the BCA and the relevant (and most current) Australian Standard (AS).

The dimensions for car spaces including headroom and access requirements for people with a disability are set out in AS 2890.6.

3.5 Parking requirements for adaptable housing – aging in place

Explanation

Where adaptable housing units are provided in accordance with Part C, Section 1 of this DCP the car parking rate will be the same as that required for residential flat buildings. The prescribed minimum dimensions for an accessible car space, car port or garage are 3.8m by 6.0m long (AS 4299).

Objectives

- To ensure that the design of parking areas is safe and compatible with best practice standards for people with a disability.
- To provide a sufficient number of designated car parking spaces for vehicles used by people with a disability.

Controls

- i) Comply with the minimum requirements of AS 4299 Adaptable Housing regarding car parking and otherwise comply with the access, signage and dimensions for car spaces for people with a disability as specified in the BCA and the Australian Standard AS 2890.6.
- ii) Parking spaces for people with a disability are to be provided in close proximity to lifts or access points and be linked by a continuous path of travel.
- iii) The location of the accessible parking spaces must be indicated at the entrance to the car park.
- iv) Parking spaces must be well lit and clearly line marked.

- v) Parking areas, signage and directions must be well lit and easily read for convenience and safety.
- vi) Parking areas that use lifts should include audio cues and tactile control panels incorporated into the design of the lift.
- vii) For residential development, accessible car parking spaces are to be allocated to adaptable units or as visitor parking. Accessible car parking spaces allocated to adaptable dwelling units are to be a part lot to an adaptable unit in the strata plan.

3.6 Car park location and design, streetscape and heritage

Explanation

The Australian Standards and RMS Guidelines provide the base requirements for parking location and design.

Car park location and design needs to be carefully considered to ensure pedestrian safety, clear sight lines and to maintain streetscape character and amenity.

In older established areas, uniform streetscapes and heritage conservation areas the provision of car parking needs to maintain the character of the area and the significance of the item or conservation area.

Controls

- i) Minimise loss of existing on-street parking supply by:
 - a. Careful location of crossings and laybacks
 - b. Tapering the driveway at the property boundary
 - c. Amalgamating crossings with adjoining property where possible
 - d. Considering the overall streetscape, continuity of footpaths and the need for safe pedestrian movement.
- ii) Ensure pedestrian and cycling safety is maintained or improved.

Refer to other relevant parts and sections of this DCP, for example, Residential or Heritage for detail on car parking design, provision and location particularly for older areas or areas with heritage value. Note: In some cases, it may not be possible to provide off-street car spaces.

3.7 Parking layout, configuration & dimensions

Explanation

The specific requirements for parking layout and dimensions (for car spaces, aisles, disabled, grades etc.) are provided in the relevant Australian Standard and the RMS Guidelines. All development must comply with these standards as a minimum level of provision to ensure car parking facilities are efficient, adequate and safe.

In new commercial development the provision of a percentage of small car spaces with ready access to facilities is encouraged.

In residential areas, smaller car spaces are sometimes sought for dwelling houses or semi-detached dwellings on narrow lots with access from the primary street frontage. These carports or hard stand spaces may only be suitable where they are able to accommodate medium sized cars as this avoids overhanging the footpath and creating a potential sight and physical hazard to pedestrians and other road users. Off street parking often also involves the loss of valuable on-street car parking spaces and disrupts the continuity and safety of footpaths.

Controls

- i) An off-street car space must be a minimum of 2.4m by 5.4m long and comply with AS 2890.1.
- ii) Small car spaces as provided for in the Australian Standard are not permitted for dwelling houses, terraces, semi-detached dwellings or attached dwellings.
- iii) Motor cycle parking spaces must be a minimum 2.5m by 1.2m and clearly marked.
- iv) Motor cycle spaces are to be designed and located so they are not vulnerable to being struck by manoeuvring vehicles.
- v) Motor cycle spaces must be located on flat and even surfaces as they rely on side-stands to park.
- vi) In all development except dwelling houses, semi-detached dwellings or attached dwellings, all vehicles must enter and exit in a forward direction.
- vii) Unless otherwise stated, development is to comply with the relevant Australian Standard and the RMS Guidelines for car parking layout, dimensions, aisle widths, grades, access requirements for different uses & users (eg those with disabilities), driveway widths, service and delivery needs.

Refer also to the relevant sections of this DCP for car parking details relating to specific land uses such as residential, commercial, industrial and specific locations such as UNSW.

3.8 Access to Dwellings Elevated Above Retaining Walls in Public Domain

Explanation

The historical subdivisions in the coastal areas of Randwick City have created a number of urban blocks that are elevated above public roads due to the sloping topography. The frontage to these allotments is supported by masonry block retaining walls aligning the carriageway boundaries, with public footpaths running above.

The provision of off-street parking to these sites often proves to be problematic as it necessitates significant demolition and modification to the retaining walls. In some occasions, the height of the retaining walls does not possess sufficient clearance for parking facilities required by the Australian Standard. The public footpaths above need to be raised along the frontage of the development site, which further compromises the visual integrity of the retaining walls, streetscape character and pedestrian accessibility. Any successive developments for vehicular access would incrementally remove wall sections and lead to cumulative visual impacts.

Due to the likely adverse implications on streetscape amenity, the partial demolition of existing retaining walls within the public domain for the sole purpose of gaining vehicular access to a private property will generally not be supported.

Controls

- i) Any provision of vehicular access to dwellings must minimise demolition, modification and damage to existing retaining walls within the public domain.
- ii) Double width driveway and entry to on-site parking involving full or part removal of retaining walls in the public domain must not be provided.
- iii) Development must not involve any significant change to the existing gradients of public footpaths above the retaining walls, except to facilitate equitable access.
- iv) The creation of an access driveway must not jeopardise the safety of pedestrians and vehicles.
- v) Works that require alteration or replacement of landscape elements and structures (such as handrails) adjacent to the public footpaths situated above retaining walls must be compatible with the streetscape character.



3.9 Service and Delivery Vehicles

Explanation

The number of service bays required for a development depends on the size and nature of the development. The following rates are based on the RMS Guideline. However, given the age of the data used, major developments should quantify their service vehicle requirements through new surveys of similar developments.

The following minimum requirements for service delivery parking apply to new development:

Table 2 Service and Delivery Rates

TYPE OF DEVELOPMENT	MINIMUM REQUIREMENTS
Commercial premises	1 space per 4,000m ² GFA up to 20,000m ² GFA plus 1 space per 8,000m ² thereafter (50% of spaces adequate for trucks)
Department Stores	1 space per 1,500m ² GFA up to 6,000m ² GFA plus 1 space per 3,000m ² thereafter (all spaces adequate for trucks)
Supermarkets, shops and restaurants	1 space per 400m ² GFA up to 2,000m ² GFA plus one space per 1,000m ² thereafter (all spaces adequate for trucks)
Warehouse, Industrial	1 space per 800m ² GFA up to 8,000m ² GFA plus 1 space per 1,000m ² thereafter (all spaces adequate for trucks)
Hotels and Motels	1 space per 50 bedrooms or bedroom suites up to 200 plus one per 100 thereafter plus one space per 1,000m ² of public area set aside for bar tavern, lounge and restaurant, (50% of space adequate for trucks)
Residential flat buildings	1 space per 50 units up to 200, plus 1 space per 100 units thereafter. PLUS 1 space per 1,000 m ² of public area set aside for bar, tavern, lounge and restaurant.
Other uses	1 space per 2,000m ² GFA (50% of spaces adequate for trucks)

(Source: RTA Guidelines 2002)

Controls

- i) Development applications/proposals must meet the minimum requirements for the parking of service and delivery vehicles as set in Table 2.
- ii) Service vehicle dimensions, layout and service/loading bays must comply with Australian Standard AS 2890.2 Off street commercial vehicle facilities.

4 Bicycles

Explanation

Environmentally healthy, vibrant and sustainable cities support alternative modes of transport such as bicycles and the provision of suitable infrastructure and safe bikeways.

Major activity nodes, such as the University of New South Wales, Prince of Wales Hospital, Centennial Park and the beaches generate demand for non-car transport. Through improved facilities for cyclists, there is an opportunity to promote sustainable transport by reducing car dependency, encouraging walking and cycling and improving community health.

The following provides bicycle parking rates for certain development in the City. Where a type of use is not specified a merit assessment is required to ensure bicycle parking is not over or under provided.

Objectives

- To support active, healthy lifestyles via the provision of cycling infrastructure.
- To promote cycling as a safe, convenient and clean form of transport.
- To provide equitable access to parking facilities.

4.1 Relationship to other documents

DAs requiring the provision of bicycle facilities will need to consider the following documents:

- Australian Standard AS 2890.3 Bicycle parking facilities
- NSW Planning Guidelines for Walking and Cycling
- Austroads Part 14 Bicycles
- RMS Guide to Traffic Generating Development

4.2 Bike parking rates and controls

Controls

- i) All new development is to provide on-site bike parking additional to other parking requirements, in accordance with the minimums set out in Table 3 below.
- ii) The design and construction of bicycle facilities must comply with AS2890.3.
- iii) Parking requirements for cyclists will vary. Developments therefore must consider the following categories:
 - a. All day parking for employees and students.
 - b. Permanent parking or storage of bicycles for residents.

Note:

While there are no requirements stated for a dwelling house or semi detached dwelling the inclusion of suitable internal/covered bike space is encouraged

- c. Short term parking for visitors to shopping centres, offices, industrial buildings and other public and private buildings.
 - d. All day parking at transport nodes.
- iv) Bicycle parking for residents/staff should be located close to building entry/exits and lifts and be given priority over other parking uses to ensure they are well located, designed and ultimately used. Avoid locating bicycle parking in hidden niches, at the end of aisles and under staircases etc.
- v) Where parking is located in basement levels, bicycle parking must be located on the upper most basement level close to pedestrian exits.
- vi) Bicycle parking spaces must be clearly marked and easily accessible, have good surveillance and provide a means of securely locking bicycle frames and wheels.
- vii) One-wheel racks are not acceptable nor are facilities that require a wheel to be removed.
- viii) A safe path of travel from bike parking areas to entry/exit points is to be marked and have a minimum width of 1.5m. Adequate sight lines are to be provided to ensure safety.
- ix) Bike parking for visitors must be provided in an accessible on-grade location near a major public entrance to the development and is to be sign posted.
- x) Minimum locker provisions for work places should be in accordance with Table 3 of the NSW Planning guidelines for walking and cycling and development.

Table 3 Bicycle provision rates

Proposed use	Residents/Employees	Customers/Visitors	Shower & change facilities for workplaces
Residential housing & accommodation			
Shop top housing, multi dwelling housing, residential flat buildings	1 bike space per 2 units	1 per 10 units	Showers 1 per 0-12 2 per 13-49 4 per 50-149 staff. 2 change rooms (one male/one female) where 13 or more staff
Boarding Houses and student accommodation	1 bike space per 2 rooms	1 per 10 rooms	Nil
Back packers' accommodation	1 bike space per 2 staff	1 per 10 beds	Nil
Serviced apartments, hotels and motels	1 bike space per 4 staff	1 per 20 rooms	Showers 1 per 0-12 2 per 13-49 4 per 50-149 staff 2 change rooms (one male/one female) where 13 or more staff
All other development			
Commercial, retail, industrial, community, educational, recreational etc.	1 bike space per 10 car parking spaces. Accessible showers 1 in 10 spaces. Changing facilities (next to the showers) with one secure locker per bike space.		Showers 1 per 0-12 2 per 13-49 4 per 50-149 6 per 150-299 8 per 300-500 staff 2 change rooms (one male/one female) where 13 or more staff

Sources: Marrickville Council, Sydney City and NSW Planning Guidelines for Walking and Cycling

Note:

The minimum number of bike parking spaces is to be rounded up to the nearest whole number

APPENDIX A: Transport Assessment Study

A Transport Assessment Study is to consider:

- a) The accessibility of the site by a range of transport modes including car, public transport, walking and cycling;
- b) The ability of the public transport network to service the site in the peak and off peak and weekend periods;
- c) Mode share targets;
- d) Means of minimising travel demand by car and maximising the share of travel by other modes including public transport, cycling and walking;
- e) Compliance with the requirements of the LEP and DCP;
- f) A justification of car parking provision and site servicing arrangements in accordance with the objectives of the LEP and DCP;
- g) The proposed allocation of parking to apartment types in residential developments;
- h) Access for the mobility impaired;
- i) Estimates of trip generation by the development and the impacts of trips generated by the development on the road network and other movement systems;
- j) Means of accommodating and integrating trips generated by the development including necessary improvements to public transport services and infrastructure (eg. bus shelters), pedestrian systems, bicycle routes, and the road network;
- k) Means of mitigating any adverse impacts of the development on movement systems;
- l) Means of improving access to the site having regard to vehicular, pedestrian, cycle and public transport access;
- m) Impacts on and means of improving pedestrian accessibility to public transport (including proximity to services), shops, schools, open spaces; community centres and the like.
- n) Impacts on and means of improving pedestrian safety including demonstrating that access driveways are not in undesirable locations;
- o) Availability of on street parking and potential on street parking controls to discourage all day residential parking demand generated by the development.

Vehicle Trip Generation

In relation to trip generation by vehicles, reference should be made to the 'RTA Guide to Traffic Generating Developments' which provides a summary of basic vehicular trip generating rates for both daily and peak hour vehicle trips. Surveys of existing developments similar to the proposal, can also be taken and comparisons drawn.

Two periods of traffic generation need to be considered:

- a) The peak activity time of the development itself
- b) The peak activity time on the adjacent road network.

This assessment should identify whether any on road improvements, traffic management or pedestrian measures are required to accommodate the increased movement on the system.

The Transport Assessment Study is to include a comparison between the vehicle trip generation rates in the 'RTA Guide to Traffic Generating Developments', availability of parking, access to public transport and access to neighbourhood shopping centre, community facilities and open spaces where relevant. Adjustments factors for each land use may include:

- a) Mode split by time period;
- b) Persons per vehicle;
- c) Trip purpose; and
- d) Availability of on-site parking.

A number of traffic facilities can be incorporated to ameliorate the impact of traffic and parking generated by the development including traffic signals, signs, pedestrian crossings, channelization, roundabouts, angled parking, and traffic calming devices, storage areas and median islands.

Bicycles

End-of trip facilities such as storage, parking spaces, lockers and showers need to be provided in developments in accordance with the rates specified in the DCP.

Refer also to the Planning NSW, 'Planning Guidelines for Walking and Cycling' (December 2004) and the NSW Bike Plan (May 2010) and Council's Bike Plan.

Travel Plans

A travel plan is a work place plan developed to make it easier for employees to get to and from work and reduce reliance on private vehicles and parking spaces. Such a plan typically includes support for walking, cycling, car pooling and public transport use. It is an important part of managing the transport demand generated by a development.

The travel plan should be based on the findings of the Transport Assessment Study and be prepared with reference to the Premiers Council for Active Living and section titled Workplace Travel Plan Resource.

Source: Draft Sydney City Council DCP 2010.