

Parking and Loading

Contents

1.0	Introduction	2
2.0	Off-street parking requirements	2
3.0	Design of parking facilities	3
4.0	Residential development	6
5.0	Commercial development	12
6.0	Controls for industrial development	16
7.0	Loading requirements	21
8.0	Other development parking controls	23

I.0 Introduction

I.1 Development to which this Part applies

This Part applies to land where *Auburn Local Environmental Plan 2010* applies.

I.2 Structure of this Part

This Part is structured as follows:

- Section 2.0 contains general requirements for off-street parking;
- Section 3.0 addresses design of parking facilities;
- Section 4.0 contains the parking controls for residential development including specific controls for:
 - Detached dwellings and dual occupancies
 - Multi dwelling housing
 - Residential flat buildings
 - Newington Residential
 - Former Lidcombe Hospital Site
- Section 5.0 contains the parking controls for commercial development including specific controls for Newington Small Village;
- Section 6.0 contains the parking controls for industrial development including specific controls for:
 - Carter Street Precinct
 - Regency Green Industrial Estate
- Section 7.0 contains controls for loading; and
- Section 8.0 addresses other development parking controls.

2.0 Off-street parking requirements

This section applies to all development.

Objectives

- a. To ensure that an acceptable level of parking is provided on-site to minimise adverse impacts on surrounding streets.
- b. To provide for the reasonable parking needs of business and industry to support their viability, but discourage unnecessary or excessive parking.

Performance criteria

- P1** New development provides adequate off-street parking to service the likely parking demand of that development.
- P2** New development does not introduce unnecessary or excessive off-street parking.

- P3** Parking provided for development which is not defined in this Part is based on sound and detailed parking assessment.

Development controls

- D1** All new development shall provide off-street parking in accordance with the parking requirement tables of the respective developments in this Part.
- D2** In circumstances where a land use is not defined by this Part, any development application shall be accompanied by a detailed parking and assessment prepared by a suitably qualified professional which includes, but is not necessarily limited to the following:
- a detailed parking survey of similar establishments located in areas that demonstrate similar traffic and parking demand characteristics;
 - other transport facilities included in the development;
 - anticipated traffic generation directional distribution and nature of impacts expected;
 - an assessment as to whether the precinct is experiencing traffic and on-street parking congestion and the implications that development will have on the existing situation;
 - an assessment of existing public transport networks that service the site, particularly in the off-peak, night and weekend periods and initiatives to encourage its usage;
 - possible demand for car parking space from adjoining localities;
 - occasional need for overflow car parking; and
 - requirements of people with a limited mobility, sensory impairment.

3.0 Design of parking facilities

This section applies to all development.

Objectives

- a. To promote greater bicycle use, decrease the reliance on private vehicles and encourage alternative, more sustainable modes of transport.
- b. To provide convenient and safe access and parking to meet the needs of all residents and visitors.
- c. To provide access arrangements which do not impact upon the efficient or safe operation of the surrounding road system.
- d. To encourage the integrated design of access and parking facilities to minimise visual and environmental impacts.

3.1 Bicycle parking

Development controls

- D1** Bicycle racks in safe and convenient locations are provided throughout all developments with a total gross floor area exceeding 1000m² and shall be designed in accordance with AS2890.3 – Bicycle Parking Facilities (see Figure 1 and 2).

The exception being development located in Newington Business Park, Newington Small

village and residential units as part of mixed use development which shall comply with the requirements outlined in Table I.

Table I - Summary table for bicycle parking requirement

Location	Bicycle parking requirements
Newington Business Park	1 bicycle space/1000m ² (GFA)
Newington Small Village	1 bicycle space per 300m ² of retail space
Local Centres – mixed use development	1 bicycle storage area for every 5 residential units as part of mixed use development

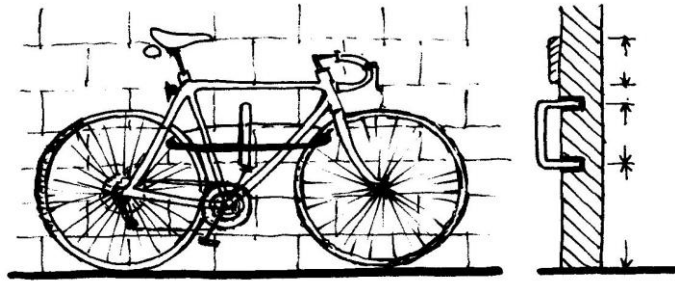


Figure 1 – Wall mounted bracket and rail frame with both wheels secured by single chain.

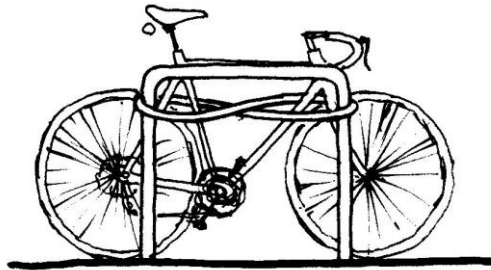


Figure 2 – Floor rail frame secure single chain in figure-of-eight.

3.2 Access driveway and circulation roadway design

Performance criteria

- P1** Vehicular movement to and from the site and within the site reduces potential conflict with other vehicles and pedestrians by creating minimal interference with vehicular and pedestrian movements on public roads, as well as within the site being developed.
- P2** Access driveways, circulation roadways and open parking areas are suitably landscaped to enhance amenity while providing for security and accessibility to all residents and visitors.
- P3** Access driveways and circulation roadways shall not be wider than prescribed for their particular use.

Development controls

- D1** Circulation roadways are designed to:

- enable vehicles to enter the parking space in a single turning movement;
 - enable vehicles to leave the parking space in no more than two turning movements;
 - comply with AS 2890 – Parking Facilities (all parts);
 - comply with AS 1428.1 – Design for Access and Mobility; and
 - comply with Council’s road design specifications and quality assurance requirements.
- D2** Internal circulation roadways shall be adequate for the largest vehicle anticipated to use the site, and in this regard, vehicle manoeuvring shall be designed and justified using ‘Auto Turn’ or the like.
- D3** Landscaping along circular roadways and parking modules shall be provided as required to a minimum standard. Parking areas which provide more than 20 spaces in a single component shall provide one broad canopy tree per 10 spaces.
- D4** Access driveways shall be located and designed to minimise loss of on-street parking.
- D5** Access driveway shall have a minimum width of 3.0m unless elsewhere specified.
- D6** Access driveways shall be located a minimum of 1.2m clear from power poles and drainage pits.

3.3 Sight distance and pedestrian safety

Performance criteria

- P1** Clear sight lines are provided to ensure pedestrian safety.

Development controls

- D1** Access driveways and circulation roadways shall be designed to comply with sight distance requirements specified in AS 2890 – Parking Facilities.
- D2** Obstruction/fences shall be eliminated to provide adequate sight distance.

3.4 General parking design

Performance criteria

- P1** Parking facilities are designed in a manner that enhances the visual amenity of the development and provides a safe and convenient parking facility for users and pedestrians.
- P2** The site layout enables people with a disability to use one continuously accessible path of travel:
- to the site from the street frontage;
 - to individual or main car parking areas; and
 - to all buildings, site facilities and communal open space.

Development controls

- D1** Visual dominance of car parking areas and access driveways shall be reduced.

- D2** All basement/underground car parks shall be designed to enter and leave the site in a forward direction.
- D3** Car parking modules and access paths shall be designed to comply with AS 2890 – Parking Facilities (all parts).

Note 1: Disabled parking shall comply with AS 2890 – Parking Facilities requirements. Parking bay envelope width shall be maintained for the length of the parking bay.

Note 2: Visitor parking dimensions shall be a minimum 2.6m x 5.4m.

- D4** All pedestrian paths and ramps shall:
- Have a minimum width of 1000mm;
 - Have a non-slip finish;
 - Not be steep (ramp grades between 1:20 and 1:14 are preferred);
 - Comply with AS 1428.1 – Design for Access and Mobility; and
 - Comply with AS 1428.2 – Standards for blind people or people with vision impairment.

4.0 Residential development

Section 4.1 contains general controls for residential development while sections 4.2 to 4.4 contain controls for specific residential development such as detached dwellings and dual occupancies, multiple dwelling housing and residential flat buildings.

Objective

- a. To provide convenient and safe access and parking that meets the needs of all residents and visitors.

4.1 General controls

These development provisions apply to all residential development.

4.1.1 Driveways and entrances

Performance criteria

- P1** Access driveways reflect the site's function and anticipated volume of use, and provides safe and efficient ingress and egress to individual lots for both pedestrian and vehicle movements.
- P2** The driveway gradient is sufficient to allow use by all vehicle types in a safe and convenient manner.
- P3** The design of car parking entrances and associated driveways is sympathetic to proposed and adjacent developments, and does not dominate the site or the streetscape.

Development controls

- DI** Driveways shall be located and designed to avoid the following:
- being located opposite other existing access driveways with significant vehicle usage;

- restricted sight distances;
 - on-street queuing; and
 - being located within 6m from a tangent point.
- D2** Driveways servicing car parking shall comply with AS 2890 – Parking Facilities or similar designs for car turning paths unless otherwise advised by Council’s Works and Services Department.
- D3** Access driveways of a length exceeding 50m shall incorporate:
- A driveway width that allows for the passing of vehicles in opposite directions, this may be achieved by intermittent passing bays; and
 - Turning areas for service vehicles.
- D4** The maximum gradient for a driveway shall be 20% (with appropriate transitions). However, in extreme circumstances, gradients up to 25% (with appropriate transitions) shall be considered.
- D5** For multi dwelling housing, entrances to car parks including the access driveway shall have a minimum clear width of 5.5m wide. (Where there are adjoining walls an additional 300mm on each side of the driveway shall be provided).

The above width may be reduced to 3.6m for developments with less than 20 dwellings. In this case, the driveway shall be 5.5m in width for the first 6m from the property boundary leading into the car park to allow for two passing vehicles entering and exiting the car park. Refer to AS 2890.1 – Off-street car parking for more information on access driveway widths.

Note: Waiting bays shall be provided within the development site.

- D6** Circulation roadways and ramps servicing car parking areas shall comply with AS 2890 – Parking Facilities unless otherwise advised by Council’s Works and Services department.
- D7** For detached dwellings and dual occupancy development, driveways shall be a maximum of 3.5m in width at the property boundary.
- D8** For detached dwellings and dual occupancy development, the minimum width of vehicle access driveways shall be 1.2m clear of structures such as power poles, service pits and drainage pits.

4.2 Detached dwellings & dual occupancies

4.2.1 Number of parking spaces

Performance criteria

- PI** To ensure that minimum car parking requirements are met by the development without encouraging car dependency.

Development controls

- DI** Car parking for detached dwellings and dual occupancies shall comply with the requirements in Table 2:

Table 2 - Summary parking requirements – detached dwellings and dual occupancies

Land use	Parking requirements
Dwelling house and dual occupancies	Maximum of 2 spaces per dwelling A minimum of one covered space per dwelling shall be provided

- D2** Stacked parking for a maximum of 2 car parking spaces, may be provided only for use by the same dwelling.

4.2.2 Design of parking spaces

- D1** Manoeuvring areas to the parking bays shall be designed in accordance with AS 2890– Parking Facilities requirements.

- D2** Parking spaces can be enclosed if they have a minimum internal width of 3m clear of columns.

Note: Single garage internal dimension is 3m x 5.5m.

Double garage with a single door (having a double width) internal dimension is 5.4m x 5.5m.

Minimum width of a single door (having a double width) for a double garage is 4.8m.

Double garage with two separate doors (each single width) internal dimension [(5.4 + centre separation width) x 5.5].

Minimum width of a single width garage door is 2.4m.

Maximum width of a single width garage door is 3.5m.

4.3 Multi dwelling housing

4.3.1 Number of parking spaces

Performance criteria

- PI** Sufficient car parking spaces should be provided to meet the likely use and needs of proposed developments.

Development controls

- D1** Car parking for multi dwelling housing shall comply with the requirements in Table 3:

Table 3 - Summary of parking requirements – multi dwelling housing

No. of bedrooms in dwelling:	Car parking spaces per dwelling:
1 bedroom dwelling	1.0 parking space
2 bedroom dwelling	1.2 parking space
3 bedroom dwelling	1.5 parking space
4 bedroom dwelling	2.0 parking space
Visitor spaces	0.2 parking space
	A minimum of one covered space (preferably a garage) per dwelling shall be provided.
	Note: Resident and visitor car parking calculations are to be rounded up separately.

- D2** Stacked parking for a maximum of 2 car parking spaces, may be provided only for use by the same dwelling.

- D3** Parking spaces may be enclosed if they have a minimum internal width of 3m clear of columns and meet the relevant Australian Standards and Building Code of Australia (BCA) requirements.

4.3.2 Design of parking spaces

Performance criteria

- PI** The design of parking areas and structures reflects functional requirements.

Development controls

- D1** All multi dwelling housing sites shall have underground car parking and be fitted with a security door. Basement garage doors shall not tilt/swing or open in an outward direction.
- D2** Underground car parking shall be naturally ventilated where possible and shall be less than 1m above existing ground level.
- D3** Basement areas shall be used for storage and car parking only.

4.4 Residential flat buildings

4.4.1 Number of parking spaces

Performance criteria

- PI** Sufficient car parking spaces shall be provided to meet the likely use and needs of proposed developments.

Development controls

- D1** Car parking for residential flat buildings shall comply with the requirements in Table 4:

Table 4 - Summary of parking requirements – residential flat buildings

No. of Bedrooms in Dwelling:	Car Parking Spaces per dwelling:
1 bedroom dwelling	1.0 parking space
2 bedroom dwelling	1.0 parking space
3 bedroom dwelling	2.0 parking space
4 bedroom dwelling	2.0 parking space
Visitor spaces	0.2 parking space
Note: Resident and visitor car parking calculations are to be rounded up separately.	

- D2** Stacked parking for a maximum of 2 car parking spaces may be provided only for use by the same dwelling.
- D3** Parking spaces may be enclosed if they have a minimum internal width of 3m clear of columns and meet the relevant Australian Standards and BCA requirements.

4.4.2 Design of parking spaces

Performance criteria

P1 The design of parking areas and structures reflects functional requirements.

Development controls

D1 All residential flat buildings shall have underground car parking and be fitted with a security door. Basement garage doors shall not tilt/swing or open in an outward direction.

D2 Underground car parking shall be naturally ventilated where possible and shall be less than 1m above existing ground level.

D3 Basement areas shall be used for storage and car parking only.

4.5 Other forms of residential accommodation

For seniors housing parking requirements, refer to *State Environmental Planning Policy (Housing for Seniors or People with Disability) 2004*.

4.6 Former Lidcombe Hospital Site

This section (section 4.6) applies to the Former Lidcombe Hospital Site. This area is illustrated in Figure 1 in the Former Lidcombe Hospital Site Part of this DCP.

4.6.1 Car parking and vehicular access

Objectives

- a. To maintain high amenity of the residential neighbourhoods by ensuring that adequate provision is made for resident and visitor parking.
- b. To ensure that there is sufficient and convenient vehicle parking provided for the needs of residents, visitors, occupants of non residential buildings, emergency and service vehicles so as not to be a hazard to vehicle movements on the road network.

Performance criteria

P1 Car parking caters for residents and visitors without compromising the setting and amenity of the residential environment.

P2 Car parking is located so that it is not dominant in the overall development.

P3 Car parking spaces and garages are adequate in size and have adequate access.

P4 Driveways/garages with street frontage are located so that they form a regular rhythm which is part of the overall street design.

P5 The location and design of driveways to streets and parking minimises footpath crossings and overall impact to footpaths.

Development controls

- D1** On site car parking for different applicable dwelling types shall comply with the requirements in Table 5:

Table 5 - Summary of parking requirements

	Detached dwellings	Semi detached/ Zero lot line houses	Terrace houses
Maximum car parking	2 covered	2 (1 covered)	2 (1 covered)
Garage	Front or side or rear	Front or side or rear	Rear
Minimum car parking	1 covered and 1 open	1 covered and 1 open	1 covered

- D2** Studios above garages with frontage to rear vehicular access ways shall be attached in groups.
- D3** Studio accommodation shall not be placed over garages directly facing each other in a lane unless a 7.5m separation for privacy is achieved.
- D4** Carports and garages shall be constructed of materials to complement the colour and finishes of the main dwelling.
- D5** Where possible, garages for dwellings shall be located off the primary street frontage and accessed by a rear lane.
- D6** Multi dwelling housing shall have basement parking accessed from rear lanes.
- D7** Small discrete car parking areas to the rear of buildings may be permitted within the heritage core.
- D8** Access driveway crossings for single garages shall be shall be minimum 3.0m wide across the public verge to the property boundary. For double garages, the width across the public verge shall not exceed 3.5m.

4.7 Newington residential part

This area is illustrated in Figure 1 within the Newington Part of this DCP.

4.7.1 Single lot housing

- D1** Maximum of 2 car parking spaces on site shall be either tandem or adjacent spaces, covered or uncovered. Drive through single garages permitted.
- D2** Refer to section 4.1 of this Part for additional general residential parking and loading controls and section 4.2 for detached dwelling and dual occupancy parking and loading controls.

4.7.2 Residential flat buildings and multi unit dwellings

- D1** The following parking controls shall apply;
- 1 visitor space per 7 units.
 - 1 space per 1 bedroom unit.
 - 1.2 spaces per 2 bedroom unit.
 - 1.5 spaces per 3 bedroom unit.

Minimum one resident space per unit in semi-basement.

Note: Refer to section 4.1 of this Part for additional general residential parking and loading controls and section 4.4 for residential flat building parking and loading controls.

5.0 Commercial development

Section 5.1 contains general controls for commercial development while section 5.2 contains specific controls for Newington Small Village.

5.1 General controls – business areas

Objectives

- a. To provide sufficient vehicular access and car parking on-site to meet user demands.
- b. To ensure the design of access, parking and servicing areas is efficient, safe, convenient, discrete and suitably landscaped.
- c. To ensure traffic generation of proposed development is compatible with the surrounding road network.
- d. To minimise potential conflicts between vehicular movements and pedestrians

5.1.1 General parking design

Performance criteria

- P1** Car parking areas are designed to be efficient and appropriately located with regard to the design of the development.
- P2** Sufficient car parking is provided on-site for the type of development proposed.

Development controls

- D1** Car parking shall be provided at the rear of the development or be fully underground.
- D2** The design of any parking area shall be integrated into the overall site and building design and be integrated with neighbouring properties.
- D3** Special consideration may be given to restaurants, cafes and function centres and the like which operate outside normal business hours where it can be demonstrated the car parking provided for retail and commercial uses operating during normal business hours will be available for parking demand outside these hours.
- D4** Council may accept a monetary contribution in lieu of on-site car parking where a contributions plan is in place under Section 94 of the *Environmental Planning and Assessment Act 1979*, or other relevant legislation.

5.1.2 Access and driveway design

Performance criteria

- P1** Vehicular movement to and from the site should be designed to reduce potential conflict with traffic and pedestrians.
- P2** Development avoids congestion, delay or hazards to traffic movement on adjoining streets.
- P3** Driveway gradients are sufficient to allow use by all vehicle types, in a safe and convenient manner.

Development controls

- D1** Car park entries and driveways shall be kept to a minimum and shall not be located on primary or core retail streets.
- D2** Driveways shall be designed to allow vehicles to enter and leave in a forward direction.
- D3** Vehicular access shall be designed to avoid conflicts with pedestrians.
- D4** Adequate area shall be provided on site and driveways designed to enable all vehicles including large trucks to enter and leave the site in a forward direction.
- D5** Driveways shall be located and designed so as to avoid the following:
 - being located opposite other existing access ways with significant vehicle usage;
 - restricting sight distances;
 - on-street queuing;
 - an intersection controlled by traffic signals within 25m on the approach side;
 - a signalled intersection of any major roads within 90m;
 - an intersection controlled by a stop or give way sign within 12m on the approach side;
 - the approach side of any intersection within 10m;
 - a property boundary on the departure side of any intersection within 10m; and
 - the commencement of a median island within 6m.
- D6** The maximum grade of manoeuvring areas and all access roadways shall comply with AS 2890 – Parking Facilities.
- D7** Where sites front on to main or arterial roads, driveways shall be minimised or located on side or rear road frontages where available.
- D8** Driveways servicing car parking shall comply with AS 2890 – Parking Facilities or similar designs for car turning paths unless otherwise advised by Council's Engineering Department.
- D9** The maximum gradient for a driveway shall be 20% (with appropriate transitions). However, in extreme circumstances, gradients up to 25% (with appropriate transitions) will be considered.

5.1.3 Access driveway design

Performance criteria

- PI** The width of an access driveway reflects its function and anticipated volume of use, and provides safe and efficient ingress and egress to individual lots for both pedestrian and vehicle movements, unless otherwise specified in other Parts of this DCP.

Development controls

- DI** Access driveways with a length exceeding 50m shall incorporate:
- a driveway width, that allows for the passing of vehicles in opposite directions. This can be achieved by intermittent passing bays; and
 - turning areas for service vehicles.

5.1.4 Number of car parking spaces

Development controls

- DI** Car parking for commercial development shall comply with the requirements in Table 6:

Table 6 - Summary of parking requirements

Land use	Parking requirements	
Hotel or motel accommodation	1 space for each unit + 1 space per 2 employees if a restaurant is included, then add the greater of 15 spaces per 100m ² GFA of the restaurant/function room, or 1 space per 3 seats	
Pubs	1 space per 3.5m ² of licensed floor area (includes bar, lounge, garden area and gaming rooms)	
Business (excluding medical centres and health consulting rooms) and office premises	1 space per 40m ² GFA 1 bicycle space per 10 employees	
Retail premises (other – not specified in this table) including shops	1 space per 40m ² GFA 1 bicycle space per 10 employees	
Retail premises – shopping centres	GLFA (m²)	Spaces per 100m² GLFA
	0-10,000	6.1
	10,000-20,000	5.6
	20,000-30,000	4.3
	Over 30,000	4.1
Service stations	Requirements are additive: 6 spaces per work bay 5 spaces per 100m ² GFA of convenience store (if restaurant present, then greater of 15 spaces per 100m ² GFA, or 1 space per 3 seats)	
Vehicle repair stations	Whichever is the greater of: 3 spaces per 100m ² GFA, or 3 spaces per work bay	
Markets	2.5 spaces per stall (customers only)	
Bulky goods retail	Comparisons should be drawn with similar development	
Industrial retail outlet	1 space per 40 m ²	
Vehicle sales or hire premises	0.75 spaces per 100 m ² site area + 6 spaces per work bay (for vehicle servicing facilities)	
Auction rooms	1 space per 20m ² GFA	
Restaurant	1 space per 40m ² GFA	

Land use	Parking requirements
	1 bicycle space per 10 employees
Take away food and drink premises	Drive-in take-away food outlets – developments with no on-site seating: 12 spaces per 100m ² GFA Drive-in take-away food outlets – developments with on-site seating 12 spaces per 100m ² GFA plus greater of: 1 space per 5 seats (internal and external), or 1 space per 2 seats (internal) Drive-in take-away food outlets – developments with on-site seating and drive-through facilities: greater of: 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external) plus queuing area for 5 to 12 cars
Function centre	Whichever is the greater of: 15 spaces per 100m ² GFA, or 1 space per 3 seats
Registered clubs	1 space per 5.0m ² of public or licensed floor area (includes bar, lounges, dining and gaming areas)
Medical centres Health consulting rooms	3 spaces per surgery
Child care centres	1 space per 35m ² or 1 space per four (4) children whichever is the greater + drop-off and pick-up facility
Newington Small Village	Minimum of 1 car space per 38m ² GFA Bicycle parking shall be one (1) per 300m ² of retail space.
Hospitals	1 space per 2 beds

5.1.5 Number of car parking spaces

Development controls

DI Development in the B4 Mixed Use and B2 Local Centre zones within 1000 metres of a railway station in Town Centres (Auburn and Lidcombe) and 800 metres in Villages (Berala and Regents Park) shall comply with car parking requirements in Table 6A below:

Table 6A – Summary of car parking requirements for Local Centres

Component of Building	Minimum Car parking spaces required	Maximum car parking spaces required
No. of Bedrooms		
Studio/1 bedroom	1.0 parking space	1.0 parking space
2 bedrooms	1.2 parking spaces	3.0 parking spaces
3 bedrooms	1.5 parking spaces	4.0 parking spaces
4 or more bedrooms	2.0 parking spaces	6.0 parking spaces
Visitor car parking area		
0 - 50 units	4.0 parking spaces	10.0 parking spaces
51- 100 units	8.0 parking spaces	25.0 parking spaces
101 - 250 units	12.0 parking spaces	55.0 parking spaces
251 or more units	16.0 parking spaces	65.0 parking spaces
Commercial/retail area		
Square metre of net leasable Commercial/retail area	1 parking space per 60 square metres	4 car parking spaces per 40 square metres

Note: Resident, visitor and commercial/retail area car parking calculations are to be rounded up separately.

- D2** The Commercial/retail parking area shall be based on net leasable area excluding walls, toilets, etc.
- D3** Clear signage indicating the location of basement parking shall be provided by the commercial/retail occupiers.

5.2 Newington Small Village

Refer to Table I for bicycle parking requirements and Table 6 for car parking requirements.

6.0 Controls for industrial development

Section 6.1 provides general controls for industrial development while sections 6.2 and 6.3 contain specific controls for Carter Street Precinct and the Regency Green Industrial Estate.

6.1 General controls – industrial

6.1.1 Access and circulation roadway design

Performance criteria

- P1** Vehicular movements to and from the site should be designed to reduce potential conflict with street traffic and pedestrians.

Development controls

- D1** Driveways shall be designed to allow vehicles to enter and leave in a forward direction.
- D2** Adequate area shall be provided on site and driveways designed to enable all vehicles including large trucks to enter and leave the site in a forward direction.
- D3** Driveways shall be located and designed to avoid the following:
 - being located opposite other existing access ways with significant vehicle usage;
 - restricting sight distances;
 - on-street queuing;
 - an intersection controlled by traffic signals within 25m on the approach side;
 - a signalled intersection of any major roads within 90m;
 - an intersection controlled by a stop or give way sign within 12m on the approach side;
 - the approach side of any intersection within 10m;
 - a property boundary on the departure side of any intersection within 10m; and
 - the commencement of a median island within 6m.
- D4** The maximum grade of manoeuvring areas and all access driveways shall comply with AS 2890 – Parking Facilities.
- D5** Where sites front on to main or arterial roads, driveways shall be minimised or located on side or rear road frontages where available.

- D6** Driveways servicing car parking shall comply with AS 2890 – Parking Facilities or similar designs for car turning paths unless otherwise advised by Council’s Engineering Department.
- D7** The maximum gradient for a driveway shall be 20% (with appropriate transitions). However, in extreme circumstances, gradients up to 25% (with appropriate transitions) will be considered.

6.1.2 General parking design

Performance criteria

- P1** Sufficient car parking is provided on-site to satisfy the likely peak parking demands of the development.
- P2** Parking is integrated with site planning and landscaping, and is of adequate dimensions to facilitate convenient and safe usage.

Development controls

- D1** Compliance with the off-street parking requirements in section 2.0 of this Part.
- D2** Stacked parking facilities shall not be accepted for new developments.
- D3** Off-street parking shall be provided behind or at the side of buildings and away from street frontages. No more than 20% of the total parking requirement shall be permitted on the front alignment.

6.1.3 Number of Parking Spaces

Development controls

- D1** Car parking for industrial development shall comply with the requirements in Table 7:

Table 7 - Summary of parking requirements

Land use	Parking requirements
Road transport terminals	Surveys shall be undertaken of similar developments
Container depots	Surveys shall be undertaken of similar developments
Factories	1.3 spaces per 100m ² GFA
Warehouses	1 space per 300m ² GFA
Ancillary office	1 space per 40m ² GFA
Sex services premises	1.5 spaces per service room

Note: Car parking calculations shall be rounded up.

6.2 Carter Street Precinct

The Carter Street Precinct is illustrated in Figure 1 within the Carter Street Precinct Part of this DCP.

6.2.1 Car parking location and design

Objectives

- a. To ensure that surface car parking on sites does not dominate the streetscape and views from the public domain.
- b. To encourage the integration of on-site parking and related structures with the landscaping of the site and the design of buildings.

Performance criteria

- PI** Surface car parking forms a discreet part of the visual amenity of the streets and spaces within the precinct and does not interfere with the relationship between buildings and the public domain.

Development controls

- D1** Car parking shall not be located within setbacks from the street frontage. However, up to a maximum of 20% of the setback area may be used for parking on Carter Street.
- D2** A minimum width of 2.5m of landscaping shall be provided surrounding car parking and outdoor storage areas.
- D3** For at-grade parking areas, 1 shade tree per 10 car parking spaces shall be planted within the parking area.
- D4** Car parking shall be located so as to integrate with the landscaping and provide a harmonious design for the site.
- D5** Refer to section 6.1 of this Part for additional parking requirements.

6.2.2 Number of Parking Spaces

Development controls

- D1** Car parking for the Carter Street Precinct shall comply with the requirements in Table 8:

Table 8 - Summary of parking requirements

Land use	Parking requirements
Carter Street Precinct	1 space per 50sqm GFA

6.3 Regency Green Industrial Estate

This area is illustrated in Figure 1 within the Regency Green Industrial Estate Part of this DCP.

6.3.1 Parking, servicing and loading

Performance criteria

- PI** Parking and service areas are of adequate size and dimensions to facilitate safe and convenient use.

- P2** Car parking areas are of suitable dimensions and layout to allow manoeuvring space for vehicles.
- P3** Parking and servicing areas are appropriately located or screened with landscaping, to enhance the visual quality of the area.

Development controls

- D1** Sufficient car parking shall be provided on site to meet the peak demands of the development.
- D2** Stacked car parking shall not be allowed.
- D3** Off-street parking shall be provided behind or to the side of buildings and away from street frontages, where possible.
- D4** Car parking provided in front of the building shall be in accordance with the following principles:
- A maximum of 3 parking spaces located forward of the building on the allotments that have a frontage to the Princes Road East or Rose Crescent.
 - A single aisle of parking may be provided forward of the building on all other lots (that do not front Princes Road East or Rose Crescent) but shall not exceed 30% of the length of the property frontage.
- D5** Parking and loading areas visible from the public domain shall include landscaping to lessen their visual impact. For areas less than 20 spaces, screen planting to the perimeter of the car park shall be sufficient (see Figure 3 below). For areas in excess of 20 car spaces, tree bays must be incorporated at one bay for every 10 spaces (see Figure 4 overleaf) except where bays abut rear or side walls of warehouse buildings (see Figure 5 overleaf).

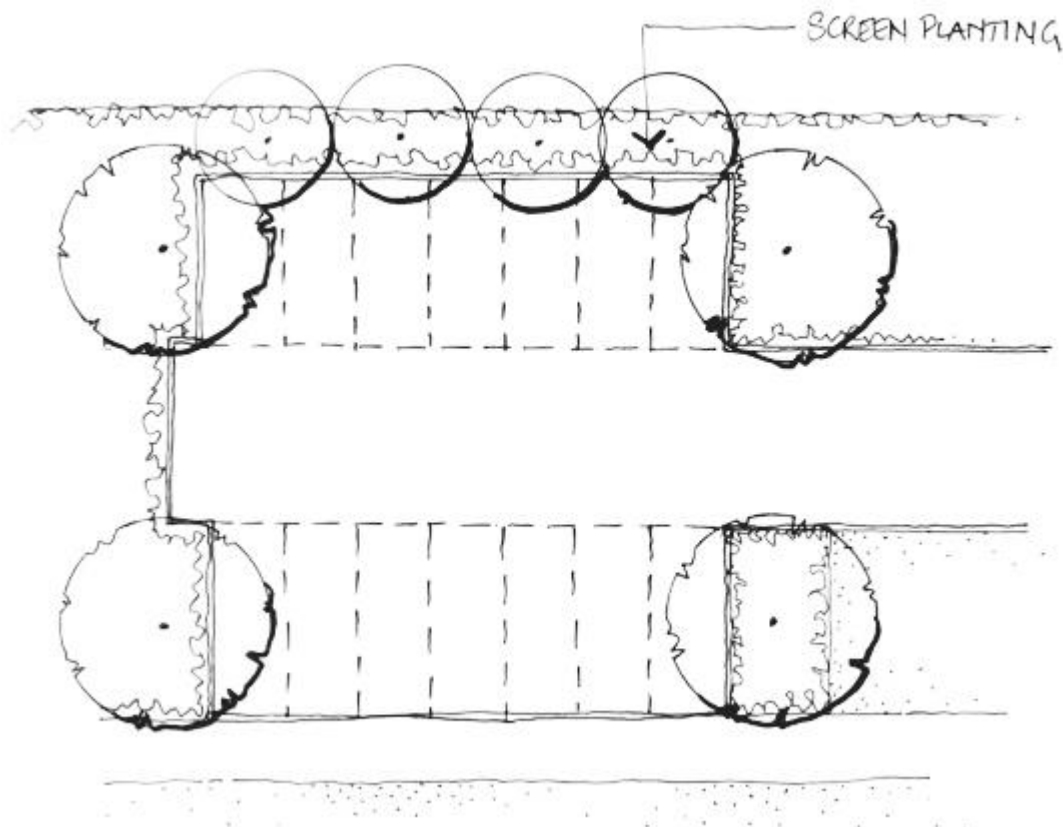


Figure 3 – Carpark for less than 20 spaces.

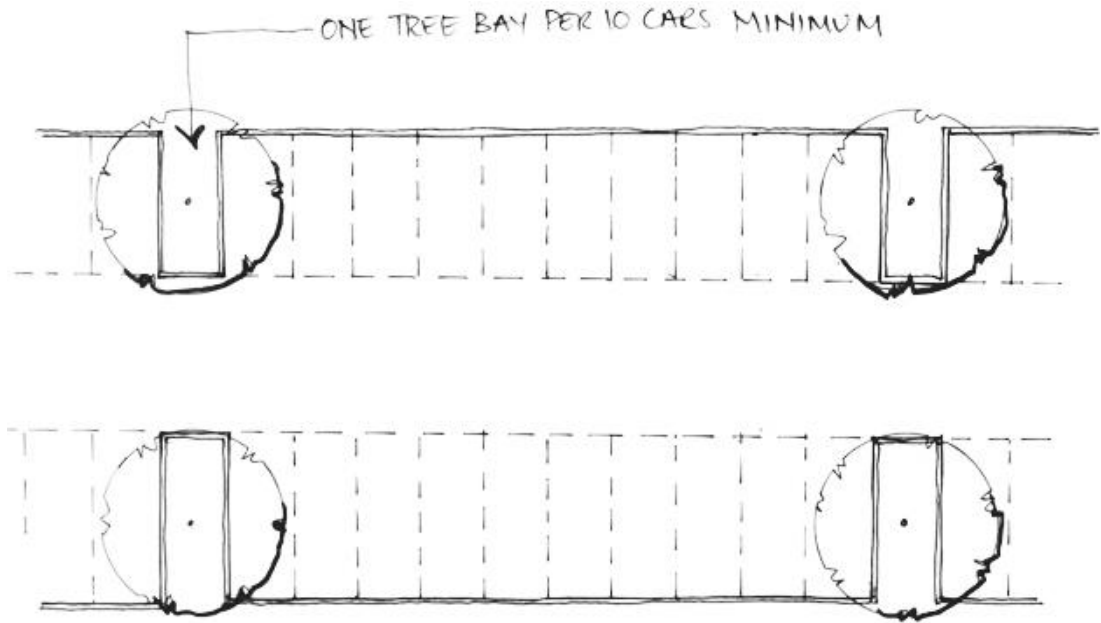


Figure 4 – Carpark for more than 21 spaces.

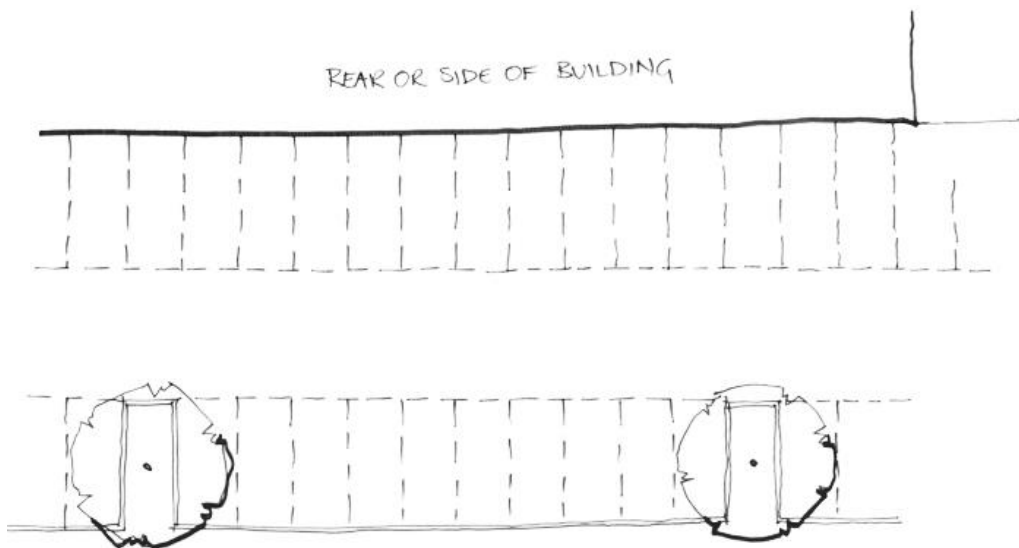


Figure 5 – Carparking along rear or side of warehouse.

- D6** Basement car parking which is naturally ventilated, safe and convenient to use shall be provided, where possible.
- D7** Refer to section 6.1 of this Part for additional parking provisions and section 7.0 of this Part for other loading requirements.

6.3.2 Access and circulation

Performance criteria

- P1** Public safety is maintained through the design of vehicular and pedestrian access.
- P2** Future alteration or redevelopment allows flexibility in access.
- P3** Visual impact of access driveways on the streetscape is minimised.

Development controls

- D1** Allotments should use opportunities for shared access.
- D2** Vehicular access must be provided to all rear setback areas.
- D3** One vehicular kerb/gutter crossing only shall be provided on each lot with access to both visitor and staff parking areas.
- D4** Vehicular access shall be designed to avoid conflicts with pedestrians.
- D5** Adequate area shall be provided on site and driveways designed to enable all vehicles including large trucks to enter and leave the site in a forward direction.
- D6** The grade of all access driveways and manoeuvring areas shall comply with AS 2890 1 and 2.
- D7** Driveway access to allotments with adjacent access handle to battle axe allotment shall not be located along the boundary adjacent the access handle.
- D8** Driveway access to allotments adjacent to the estate access points shall be on the boundary farthest from the intersection/access point.

7.0 Loading requirements

This section applies to all commercial and industrial development.

Objectives

- a. To ensure that all development proposals for industry and business are adequately provided with appropriate loading and unloading facilities.
- b. To prevent industrial and business development giving rise to adverse impacts associated with truck and service vehicles being parked off-site.

Performance criteria

- P1** Separation is provided between service areas (i.e. loading and unloading areas) and parking.
- P2** Size of service vehicle bays are adequate for the likely vehicles utilising the spaces.
- P3** Service areas are located and designed to facilitate convenient and safe usage.

Development controls

- D1** Driveway access and adequate on-site manoeuvring shall be provided to enable all delivery vehicles to enter and leave the site in a forward direction.
- D2** Industrial developments having a floor area greater than 400m² shall include loading and unloading facilities to accommodate a 'heavy rigid vehicle' as classified under AS 2890 – Parking Facilities. Smaller developments shall make a provision for a 'medium rigid vehicle' as classified under the above Australian Standard. All development applications shall be accompanied with a manoeuvring analysis with 'auto turn or the like' and details of swept paths showing compliance with AS 2890 – Parking Facilities.

Note: The applicant shall identify the likely service vehicle sizes accessing the site and shall provide service vehicle spaces in accordance with AS 2890 – Parking Facilities.

- D3** Loading/unloading facilities shall be positioned so as to not interfere with visitor/employee or resident designated parking spaces.
- D4** The service area shall be a physically defined location which is not used for other purposes, such as the storage of goods and equipment.
- D5** The design of loading docks shall accommodate the type of delivery vehicles associated with the development and potential uses of the development.
- D6** Buildings shall be designed to allow loading and unloading of vehicles within the building and at all times. Where achievable, loading docks should be situated to the side or rear of buildings. In the case of commercial development access can be provided from a laneway.
- D7** That loading bays for trucks and commercial vehicles shall be provided in accordance with Table 9 below.

Table 9 - Loading and service vehicle requirements for specific land uses

Land use	Loading requirements
Business and office premises	1 space per 4,000m ² GFA up to 20,000m ² GFA plus 1 space per 8,000m ² thereafter
Retail premises - department stores	1 space per 1,500m ² GFA up to 6,000m ² GFA plus 1 space per 3,000m ² thereafter
Retail premises - shops and food and drink premises	1 space per 400m ² GFA up to 2,000m ² GFA plus 1 space per 1,000m ² thereafter
Hotel and motel accommodation	1 space per 50 bedrooms or bedroom suites up to 200 plus 1 space per 100 thereafter plus 1 space per 1,000m ² of public area set aside for bar, tavern, lounge and restaurant
Other	1 space per 2,000m ²
Industrial/warehouse, bulky goods retail and wholesale supplies	1 space per 800m ² GFA up to 8,000m ² GFA 1 space per 1,000m ² thereafter

Note: It is not possible to establish criteria for the size of trucks likely to access the land uses specified above. This will be done on a case by case basis.

Larger trucks, such as B-Doubles, shall be assessed on their individual requirements, but will usually require a minimum loading area dimension of 25m length by 3.5m width.

The heights of the loading area, platform in the service bay and of the service bay itself will vary with vehicle type and loading/unloading methods.

- D8** Loading/unloading areas shall be provided in accordance with AS 2890.2 – Off-Street Commercial Vehicle Facilities.

8.0 Other development parking controls

8.1 Child care centres

8.1.1 General parking design

Objectives

- a. To ensure parking and manoeuvring which ensures safe set down and pick up of children.
- b. To provide safe and efficient driveways and entry and exit points.
- c. To minimise conflicts between pedestrian and vehicular traffic.
- d. To ensure adequate off street parking is provided to satisfy the demands generated by child care centre developments.

Performance criteria

- P1** On-site parking spaces meet the likely needs/demands of child care centres.
- P2** On-site parking is convenient, accessible and safe for users.
- P3** Car park areas should be sited to ensure the effective use of the building and playground is not compromised.
- P4** Parking causes minimal interference with vehicular and pedestrian movements on public roads and within the site.

Development controls

- D1** On-site parking spaces required shall be provided at the rate of one (1) per 35m² of building area or 1 per four (4) children whichever is the greater.
- D2** Staff car parking spaces shall have minimum dimensions of 2.4m x 5.4 m
- D3** Visitor parking spaces shall have minimum dimensions of 2.6m x 5.4m.
- D4** Car parking spaces shall be clearly delineated and marked.
- D5** Car parking facilities, driveways and access location shall be designed in accordance with AS 2890.1 – Off-street car parking.

Note: Minimum parking aisle width is 6m.

- D6** Refer to section 3.1 of this part for bicycle parking rates.

8.2 Miscellaneous development parking rates

- DI** Refer to the table below for parking rates for recreational, community and special use developments.

Table 10 – Miscellaneous development parking requirements

Land use	Parking requirements
Recreational facilities:	
Indoor cricket centres	12 spaces per court
Squash or tennis courts	3 spaces per court
Bowling alleys	3 spaces per alley
Bowling greens	30 spaces for first green + 15 spaces for each additional green
Gymnasiums	A B
	3 spaces per 100m ² GFA 6 spaces per 100 m ² GFA (refer to additional information below for explanation of A and B)
Other:	
Place of public worship	Whichever is greater of: 1 space per 10 seats or 1 space per 5 seats 1 space per 20m ² GFA (where no seats are provided or seating is in the form of traditional pews).
Educational establishments:	
Primary schools	1 space per 2 staff
Secondary schools	1 space per 20 year 12 students + 1 space per 2 staff
Tertiary institutions	1 space per 6 students + 1 space per 2 staff

Additional information:

- Parking spaces, unless stipulated otherwise are for cars.
- Depending on land use type, parking for delivery/service vehicles, courier vehicles, bicycles shall also be provided.
- Car parking calculations are to be rounded up.
- The above car parking requirements have been substantially derived from the NSW Roads and Traffic Authority (RTA) publication entitled "Guide to Traffic Generating Developments". Reference should also be made to this document to determine what factors may influence parking requirements in special circumstances.
- Any use which does not fall into the above categories shall be assessed on the merits of each development proposal.
- Car parking requirements will not be reduced on the basis of available on-street parking, except for visitor parking in Master Plan DAs.
- Where referred to, location references are as follows:

A = less than 500m walking distance from a train station

B = any other circumstances.