

Parking Development Control Plan

23 MARCH 2011



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Part 1. Preliminary

1.1 Name of this plan

The plan is called the Woollahra Parking Development Control Plan.

1.2 Approval and commencement of this plan

This plan was approved by Woollahra Council on 14 March 2011 and came into force on 23 March 2011.

1.3 Land to which this plan applies

This plan applies to all land within the Woollahra Municipality.

1.4 Aims and objectives

The aim of this plan is to provide car parking and vehicle servicing requirements for development in the Municipality.

The objectives of this plan are as follows:

- (i) *To ensure that development generating vehicular traffic makes adequate provision off the public street for the car parking and servicing needs of its occupants and users, including visitors, employees and deliveries.*

Means of achieving objective:

Require that new development, including changes of use provides off-street parking spaces and servicing areas in accordance with the car parking generation rates and servicing controls contained in this plan (refer Part 2).

- (ii) *To ensure the safe and efficient movement of vehicles within, entering and leaving properties.*

Means of achieving objective:

Require that all off-street parking spaces, servicing facilities, access aisles, driveways and ramps comply with minimum functional dimension standards contained in this plan (refer Part 5).

- (iii) *To minimise the environment effects, particularly visual impact, of parked vehicles on the amenity of the Municipality.*

Means of achieving objective:

Require that new development, including changes of use, provide sufficient area off the public street, by way of under cover or garage facilities to accommodate their parking and servicing needs (refer Part 8)

Require that uncovered car parking areas be adequately and appropriately screened and landscaped (refer Part 8).

Require that loading and unloading bays be provided in accordance with the requirements contained in this plan (refer Part 6).

Require that accessways to loading bays comply with the standards contained in this plan (refer Part 6).

(iv) To ensure that access points to car parking areas are situated to minimise disruption of vehicle movement on the public road system.

Means of achieving objective:

Require that parking areas associated with residential development, except dwelling houses, be designed to permit vehicles to enter and leave a property in a forward direction.

Require that the access driveways comply with minimum design standards contained in this plan (refer clause 5.4).

1.5 Relationship to other documents

1.5.1 The Environmental Planning and Assessment Act 1979 and the Environmental Planning and Assessment Regulation 2000

This plan has been prepared under Part 3, Division 6 of the Act and Part 3 of the Regulation.

1.5.2 State policies

State environmental planning policies may apply to land to which this plan applies. Where this occurs, the statutory provisions of those policies prevail.

1.5.3 Woollahra Local Environmental Plan 1995

Woollahra LEP 1995 applies to the land to which this plan applies. This plan supplements the provisions of Woollahra LEP 1995. The provisions of Woollahra LEP prevail.

1.5.4 Other Woollahra development control plans

This plan repeals the Woollahra Development Control Plan for Off-Street Car Parking Provision and Servicing Facilities (1995).

In the event of any other inconsistency between this plan and other development control plans, policies and codes, this plan prevails unless otherwise specified in this plan or in other plans, policies and codes.

The following plans prevail in the event of any inconsistency with this plan:

- 13 Albert Street, Edgecliff Development Control Plan
- Access Development Control Plan 2004
- Babworth House Development Control Plan
- Development Control Plan for 118 Wallis Street, Woollahra
- Development Control Plan for 188 Oxford Street, Paddington and Part Lot 1, DP 215537
- Development Control Plan for School and College Development
- Double Bay Centre Development Control Plan 2002
- Kilmory Development Control Plan

- Neighbourhood Centres Development Control Plan 2009
- Paddington Development Control Plan 2008
- Watsons Bay Heritage Conservation Area Development Control Plan
- Woollahra Heritage Conservation Area Development Control Plan 2003
- Woollahra Residential Development Control Plan 2003
- White City Development Control Plan

This plan amends other development control plans in the manner set out in Annexure 1 – Table of amendments to development control plans.

1.6 Savings and transitional provisions

Despite the statements and the repeal of the development control plan referred to in clause 1.5, the following savings and transitional provisions apply as if clause 1.5 did not operate:

The Woollahra Development Control Plan for Off-Street Car Parking and Servicing Facilities (1995) continues to apply (in respect of land to which this plan applies) to development applications, applications to modify development consents under section 96 of the Act, and applications for review of determination under section 82A of the Act that were made prior to but not determined on the date of commencement of this plan.

1.7 Development applications and required information

Development applications shall be accompanied by dimensioned plans, drawn to scale, showing proposed locations and arrangements for:

- off-street parking
- loading and unloading areas (where applicable)
- circulation of traffic within, into and out of the property; and
- position and gradients of access aisles, entrances and exits.

Further information

A traffic and parking report, prepared by a suitably qualified person, may be required by Council for certain developments. Applicants should also refer to requirements for information and referrals under the provisions of *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP).

Note: Refer also to Council's Development Application Guide (DA Guide) for information which may be required when lodging a development application.

1.8 Consideration of development applications

- a) In considering any development application likely to have an effect on traffic generation, Council will take into account the contents of this plan.
- b) In determining car parking provision for any development, including a change of use, Council will take into account the following matters:
 - the scale, nature of the development and traffic generation
 - the availability of public parking near the development

- the availability of public transport to serve the development
- traffic volumes on the road network in the area of the development
- the probable mode of transport of users to and from the development
- whether the development warrants special consideration because it is proposed for, or relates to, a heritage item
- the characteristics of the streetscape and the site, particularly the subdivision pattern, topography, street design and width, street tree planting, on-street parking or loading spaces and any existing access arrangements.

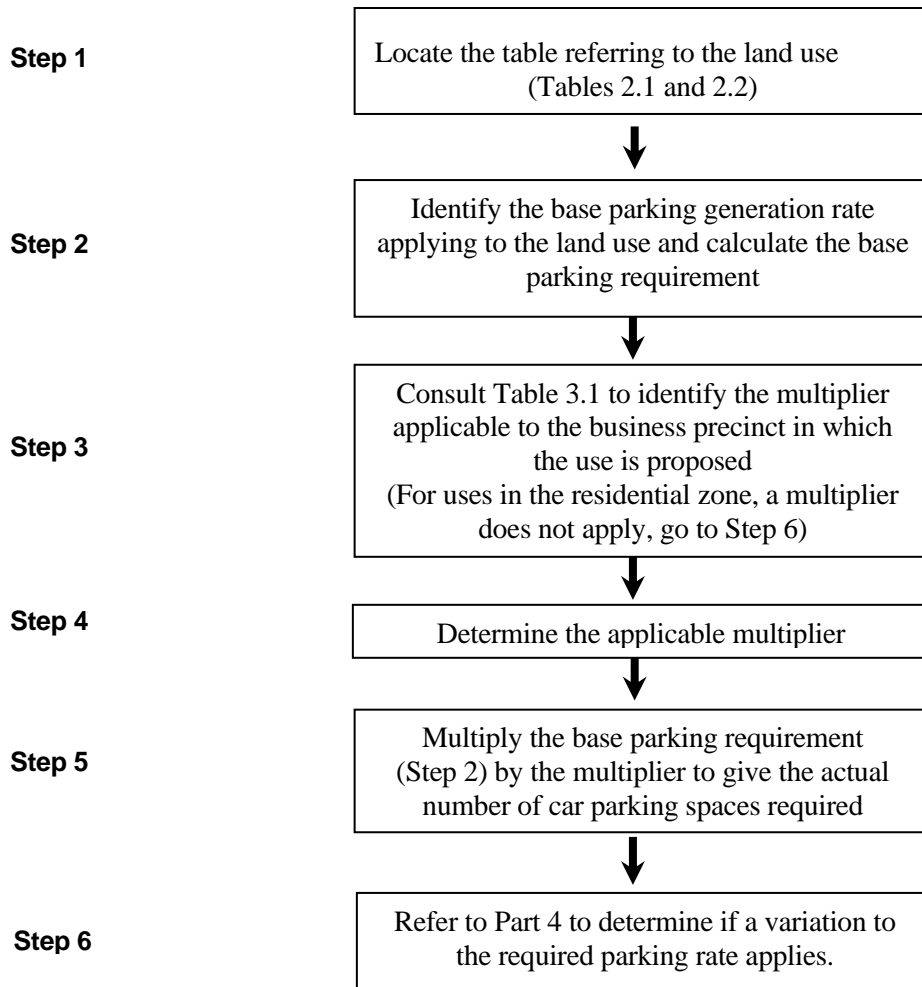
Unless otherwise specified, the provisions of this plan are minimum requirements which, in most cases, will satisfy the objectives of this plan. However, in order to achieve environmentally acceptable solutions, every individual case needs to be considered on merit having regard to the circumstances of the proposal.

Council may allow non-compliance with the requirements of this plan in exceptional circumstances. The applicant will be required to demonstrate, to the satisfaction of Council, the exceptional circumstances relating to a particular development application which would warrant non-compliance with the requirements of this plan.

In its consideration of any non-compliance, Council will have regard to the objectives of this plan and the specific nature of the exceptional circumstances as they relate to the parking requirement.

1.9 Using this plan

The number of car parking spaces to be provided on a site shall be determined as follows:



Where premises are proposed to be used for more than one purpose, the parking provision shall be such as to satisfy the requirements of this plan in relation to each use.

1.10 Notes

Notes included in this plan are provided for guidance and do not form part of this plan.

Part 2. Car parking provision requirements

The base car parking generation rates for business land use activities are set out in Table 2.1. The car parking rates for residential land uses are set out in Table 2.2.

This plan adopts the land use terms used in the NSW Government's *Standard Instrument – Principal Local Environmental Plan*. The Standard Instrument categorises land use terms into group terms and sub-terms.

This plan uses group terms and sub-terms. Where a land use fits into a group term but is also separately defined as a sub-term, the sub-term parking generation rate shall be applied. For example, “food and drink premises” includes restaurants, take away food premises or pubs. This plan contains a parking generation rate for both food and drink premises and pubs. Therefore, if the development application is for a pub, the pub rate should be applied.

For each activity, the base car parking generation rate indicates the number of parking spaces required. Depending on the land use, the base parking rate is calculated:

- per unit of gross floor area¹ of a development
- per bedroom for residential developments

The parking space requirements, calculated from the car parking generation rates, should be modified by the multiplier applicable to the location of the development as determined from Table 3.1 (Step 3 above).

In calculating the requirements for car parking provision, reference should also be made to the special provisions in Part 4 as those provisions identify circumstances where the requirements may vary in particular circumstances (Step 6 above).

¹ Gross Floor Area in relation to a building, means the sum of the areas of each level of the building, including:

- (a) the thickness of all external walls, and
 - (b) the area of voids, staircases and lift shafts, counted at each level, and
 - (c) that part of the area of balconies and verandahs which is in excess of 20m² per dwelling in the case of a building used or intended for use for residential purposes, or in excess of 10% of the site area in the case of a building used or intended for use for non-residential purposes, and
 - (d) any other areas of the building where the height of those areas exceeds 1.5 metres above ground level,
- and excluding:
- (e) car parking to meet the requirements of Council and any access to the car park, and
 - (f) any area used or intended for use as a car parking station, and
 - (g) uncovered roof terraces, and
 - (h) any area used or intended for use as an arcade.

2.1 Non-residential parking

Parking provision must be consistent with the locality or precinct's parking objectives, principles and controls. Refer to the relevant locality or precinct DCP applying to the site.

2.1.1 Non-residential parking generation rates

Table 2.1 provides the minimum parking generation rates for non-residential land uses.

Table 2.1 Non-residential parking generation rates

| Land uses | | Car parking generation rate |
|---|--------------------------------------|--|
| Commercial land uses | | |
| Business premises | | 2.5 spaces per 100m ² |
| Retail premises | | 3.3 spaces per 100m ² |
| | Entertainment facility | 22 spaces per 100m ² |
| | Food and drink premises ² | 7 spaces per 100m ² |
| | Pub ^{3,4} | 22 spaces per 100m ² |
| | Supermarkets | 3.5 spaces per 100m ² |
| Registered club ⁴ | | 20 spaces per 100m ² |
| | Bowling club ⁴ | 30 spaces per first green and 15 spaces for additional greens |
| Office premises | | 2.5 spaces per 100m ² |
| Hardware and building supplies Landscape and garden supplies Vehicle sales and hire premises ⁵ Veterinary hospital | | 3.3 spaces per 100m ² |
| Tourist and visitor accommodation | | |
| Tourist and visitor accommodation | | 3 spaces per 100m ² |

² See special variations for restaurants in the Double Bay Commercial Centre in clause 4.4. For restaurants (including cafes), calculation of 'gross floor area' will include any outdoor seating areas, court yards and any other locations where patrons will be served, including footpath dining areas.

See special variations for non licensed restaurants in clause 4.3 for premises zoned business in Oxford Street Paddington and those streets adjoining Oxford Street Paddington.

³ Calculation of 'gross floor area' will include any gaming areas, smoking areas and outdoor areas for the use of patrons such as beer gardens.

⁴ Where variation to the required parking is sought, a traffic and parking report is to be submitted with the development application. The requirements of the report are specified in the DA Guide.

⁵ Calculation of 'gross floor area' will include any outdoor display area.

| Land uses | | Car parking generation rate |
|--------------------------------|--------------------------------------|---|
| | Bed and breakfast accommodation | One on-site parking space for the bed and breakfast accommodation. This is additional to the required car parking for the dwelling house, and subject to compliance with the precinct criteria for the location of garages. |
| | Serviced apartment | See rates for residential flat buildings (Table 2.2) |
| Industrial land uses | | |
| General industry | | 1.8 spaces per 100m ² |
| Light industry | | 2 spaces per 100m ² |
| Vehicle body repair workshop | | 4.5 spaces per 100m ² |
| Boat repair facility | | 4.5 spaces per 100m ² |
| Community land uses | | |
| Child care centre | | 0.5 spaces per 100m ² |
| Community facility | | 2 spaces per 100m ² |
| Educational establishment | | 1 space per 100m ² |
| Emergency services facility | | 3 spaces per 100m ² |
| Health Services facility | | |
| | Health consulting rooms ⁶ | 4.5 spaces per 100m ² |
| | Hospital | 2 spaces per 100m ² |
| | Medical centre | 5 spaces per 100m ² |
| Place of public worship | | 22 spaces per 100m ² |
| Public administration building | | 2.5 spaces per 100m ² |
| Recreational land uses | | |
| Recreational facility (indoor) | | 2 spaces per 100m ² |
| Marina ⁷ | | 0.6 spaces per wet berth 0.2 spaces per dry storage and swing mooring 0.5 spaces per marina employee |

⁶ For land zoned residential in the area bounded by Syd Einfield Drive, Edgecliff Road (southern side), Adelaide Street (western side) and Vernon Street (both sides) the rate of 4.5 spaces per 100m² does not apply. Instead the maximum number of spaces are:

1 space for 1 health care professional

2 spaces for 2 or 3 health care professionals

⁷ Where variation to required parking is sought, a traffic and parking report is to be submitted with the development application. The requirements of the report are specified in the DA Guide.

2.1.2 Calculating required parking

Change of use

Where there is an intensification of parking based on the car parking rates of this plan, the amount of parking required will equal the difference between the parking generated by the proposed development and the parking generated by the current use as calculated by the rates in this plan.

Alterations and additions

For proposals involving additional floor space, required parking shall be calculated using the rate specified in this plan.

New development

Where a building is to be totally demolished and replaced, parking will be provided at the rate specified in this plan. No parking credits will be allowed for the current building and its use.

2.1.3 Tandem parking

The use of tandem parking to satisfy long stay parking demand requirements may be permitted in circumstances where it is not physically possible to provide parking spaces in a side-by-side manner. Tandem spaces must satisfy the parking standards set down in Part 5 of this plan.

2.2 Residential parking

Parking provision must be consistent with the locality or precinct's desired future character objectives and desired future character performance criteria for the location of parking. Refer to the relevant DCP applying to the site.

2.2.1 Residential parking generation rates

On-site car parking must comply with the generation rates set out in Table 2.2 unless the provisions of other DCPs prevail (refer to clause 1.5).

Where an application proposes to provide more or less than the number of spaces specified in Table 2.2, justification must be provided as part of the statement of environmental effects. Where additional parking is proposed justification must cover matters such as, but not limited to:

- The impact of any increased building bulk on the streetscape
- The impact of any increased building bulk on the amenity of adjoining properties in terms of:
 - Overshadowing
 - Loss of views
 - Overbearing appearance
- The amount of additional excavation and its impact on:
 - Land form
 - Structural integrity of structures and buildings on adjoining land
 - The stability of land on the site and on adjoining sites

- The impact on water permeable ground surfaces due to increased building footprint and hard surface driveways

Table 2.2 Residential parking generation rates

| Land use | Car parking generation rate |
|--|---|
| Residential flat buildings | |
| Dwelling size | Maximum number of spaces provided per dwelling ⁸ |
| 1 Bedroom | 1.00 |
| 2 Bedrooms | 1.50 |
| 3 or more bedrooms | 2.00 |
| Visitors | 0.25 |
| Mixed use development (residential component) | |
| Dwelling size | Maximum number of spaces provided per dwelling ⁶ |
| 1 Bedroom | 0.75 |
| 2 Bedrooms | 1.00 |
| 3 or more bedrooms | 1.25 |
| Visitor parking | 0.25 |
| Dwelling house | A maximum of two spaces |
| Dual occupancies | One space per dwelling |

2.2.2 Residential flat buildings

Resident off-street parking shall be provided beneath the residential building except where special site circumstances or constraints warrant alternative on-site parking arrangements.

Visitor car parking spaces shall be located to be readily accessible from building entrances or visible from and clearly indicated in the public accessways to these buildings. Parking spaces are generally to be in the open at the rear or sides of a building, to have a minimum of paved surface and to be given suitable landscape treatment. The access to such car spaces shall be direct and not via resident car parking spaces.

⁸ Average for entire development. Round up to nearest whole number.

2.2.3 Dwelling houses

All garages and car parking structures are to be provided behind the building line and are limited to a width, as presented to the street of:

- no greater than 30% of the site frontage width - where the frontage is 20m or greater, or
- no greater than 40% of the site frontage width - where the frontage is less than 20m.

A second parking space may be provided in tandem.

2.2.4 Tandem parking

Tandem parking is preferable in locations where the provision of two parking spaces side by side would detract from the streetscape. To retain the streetscape where two parking spaces are to be proposed for a dwelling house, garages, car ports and driveways may be provided in tandem. See Figure 2.1 and Figure 2.2 for detail.

Figure 2.1– Tandem parking in a garage

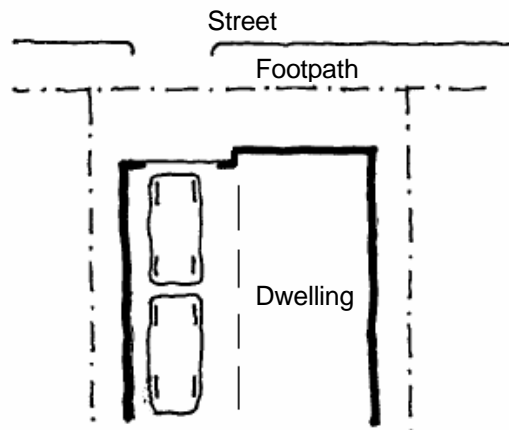
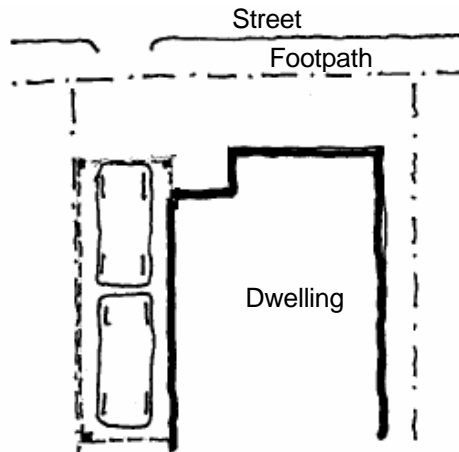


Figure 2.2 – Tandem parking under a car port



Part 3. Parking multipliers

Car parking multipliers have been determined for non-residential land uses in business zones and precincts to modify the base car parking generation rates set out in clause 2.1, to account for the particular circumstances of each area of the municipality.

The multipliers seek to take account of the availability of public transport or public parking facilities in an area, as well as reflect the planning strategies or policies which Council is pursuing for each precinct or locality.

The multipliers have been determined from an assessment of the car parking conditions in each area of the Municipality and may be varied as car parking conditions and planning policies are reviewed. The final number of parking spaces required following application of multipliers should be rounded up to the nearest whole number.

Table 3.1 Parking multipliers

| | Land use | Business premises, office premises | Retail premises ⁹ | Food and drink premises, recreational facilities (indoor), Tourist and visitor accommodation | Vehicle sales and hire, marinas | Industrial land uses | Community land uses |
|------------------------------|---|------------------------------------|------------------------------|--|---------------------------------|----------------------|---------------------|
| Business zones and precincts | Watsons Bay | x1.0 | x1.0 | x1.0 | x1.0 | x1.5 | x1.0 |
| | Vaucluse | x0.5 | x0.6 | x0.7 | x1.0 | x1.5 | x0.5 |
| | Rose Bay | x0.5 | x0.7 | x0.7 | x1.0 | x1.5 | x0.5 |
| | Rose Bay East | x0.5 | x0.5 | x0.5 | x1.0 | x1.5 | x0.5 |
| | Rose Bay North | x0.7 | x0.8 | x0.8 | x1.0 | x1.5 | x0.7 |
| | Bellevue Hill on Bellevue Road and Victoria Road | x0.5 | x0.8 | x0.7 | x1.0 | x1.5 | x0.5 |
| | Double Bay | x1.0 | x1.0 | x1.0 | x1.0 | x1.5 | x1.0 |
| | Woollahra East, Edgecliff Road | x0.5 | x0.7 | x0.5 | x1.0 | x1.5 | x0.5 |
| | Queen Street precinct, between Ocean Street and Oxford Street and Moncur Street – between Rush and James Streets | x0.8 | x0.8 | x0.8 | x1.0 | x1.5 | x0.8 |
| | Oxford Street precinct, between Barcom Avenue and Queen Street including properties in Glenmore Road, William Street and Elizabeth Street zoned business. | x0.5 | x0.8 | x0.7 | x1.0 | x1.5 | x0.5 |
| | Five Ways, Paddington | x0.5 | x0.8 | x0.7 | x1.0 | x1.5 | x0.5 |
| | Edgecliff precinct, between Nield Avenue and Henrietta Street Double Bay | x1.0 | x1.0 | x1.0 | x1.0 | x1.5 | x1.0 |

⁹ A multiplier of 0.6 is to be applied for restaurants except for land zoned No. 3(b1) Business Special (Restricted) in Watsons Bay, where a multiplier of 1.0 is to be applied.

Part 4. Variation to parking rates

4.1 Items of the environmental heritage

In considering a development application for development involving a heritage item listed in Schedule 3 of the Woollahra LEP 1995, Council may vary the requirements of this plan where Council is satisfied that conservation of the heritage item depends on the variation.

4.2 Mixed use developments

Council may approve a reduction in the total required number of car parking spaces in respect of mixed use development where the applicant can demonstrate to the satisfaction of Council that overlapping parking demand will occur for different uses or complementary use of spaces will occur for uses with different peak parking demand times.

4.3 Premises with business zoning in Oxford Street, Paddington and premises in those streets adjoining Oxford Street, Paddington, also with business zoning

Within an existing building, additional off-street car parking will not be required for the change of use of a shop to another shop or for the change of use of commercial premises to a shop.

The area of a premises used for ancillary purposes such as storage, staff amenities, offices, fitting rooms and workrooms, will not be included as floor area for the purposes of car parking calculations.

Additional off-street car parking will not be required for proposals for an existing building and its site involving a change of use from a shop or commercial premises to a restaurant¹⁰.

4.4 Restaurants in the Double Bay Commercial Centre

Council will not require additional off-street car parking or require a contribution under Council's Section 94 Contributions Plan for proposed outdoor eating areas on public footpaths subject to compliance with the requirements of Council's Footpath Restaurant Code.

Additional off-street car parking will not be required for proposals for an existing building and its site involving a change of use from a shop or commercial use to a restaurant⁸.

¹⁰ Restaurants are a sub-term of the group term 'food and drink premises'. Restaurant includes a café.

4.5 Premises within the Double Bay Commercial Centre

Council will not require additional off-street car parking for development proposals involving a change of use on land zoned business in the Double Bay Commercial Centre, unless the proposal will also result in a net increase in gross floor area.

Council will not require a contribution under the Section 94 Contributions Plan for development proposals involving a change of use on land in the Double Bay Commercial Centre to which that plan applies, unless the proposal will also result in a net increase in gross floor area.

This clause does not affect the operation of clause 4.4

4.6 Professional theatre in the Double Bay Commercial Centre

For proposals involving the establishment of a small, purpose-built professional theatre for live performance, but not a motion picture theatre Council will not require off-street car parking to be provided for patrons and staff associated with the theatre. Council may require the provision of loading and unloading facilities.

Part 5. Parking area standards

The following minimum requirements are based on the Standards Association of Australia, and Council's experience with development in the Municipality.

In the implementation of this plan the following Australian Standards apply for the design of parking and loading facilities, unless otherwise specified in this plan:

- AS2890.1 Part 1: Off-street car parking
- AS2890.2 Part 2: Off-street commercial vehicle facilities
- AS2890.5 Part 5: On-street parking.
- AS2890.6 Part 6: Off-Street parking for people with disabilities

The size of parking bays, the width of the aisles and the location of columns, poles, walls or other physical barriers are to be based on providing adequate manoeuvring area for access to parking bays and adequate clearance for opening vehicle doors once the vehicle is parked.

5.1 Car parking space / bay size

Minimum bay width and length dimensions shall comply with AS2890.1.

Dimensions of car and trailer parking spaces shall conform with the Public Works Department "Boat Launching Guidelines".

5.2 Ramps and primary aisles

The minimum dimensions for the design of ramps and primary aisles which do not have direct access to or from parking bays are shown in AS 2890.1 - Section 2.5 Design of Circulation Roadways and Ramps.

Special care must be given in the design of ramp grading to ensure that the breakover angle coming onto or off a ramp is not so severe as to cause scraping of a vehicle undercarriage. Design of ramps and gradients will be consistent with AS2890.1.

5.3 Turning paths

Design turning paths for manoeuvring, parking space access and aisle designs are set out in AS2890.1 Appendix B Section B3 Swept Paths for cars (for the B85 vehicle) and AS 2890.2 Part 2: Off-section street commercial vehicle facilities.

Note: Some laneways or narrow streets do not have sufficient space for B85 vehicles. In this case, vehicle access to the site must not be approved.

5.4 Driveways and access points

The following requirements shall apply to the siting and design of driveways:

- a) The design of driveways and access points, except for dwelling houses, is to be such that vehicle entry and exit from a site, onto a public road, is made by driving in a forward direction, unless otherwise required by Council.
- b) All driveways, except for dwelling houses, shall be signposted indicating "IN/ENTRANCE", "OUT/EXIT" and "KEEP LEFT" as appropriate.

- c) Driveways shall be situated so that any vehicle turning from or into the street can be readily seen by the driver of an approaching motor vehicle or pedestrian.
- d) Footpath crossings shall be constructed at an angle of 90° to the carriageway of the road.
- e) To retain kerb-side parking, the width of footpath crossings must be minimised. Second footpath crossings will only be considered for developments requiring 10 or more off-street parking spaces.
- f) Footpath crossings will not be permitted where:
 - One off-street parking space will result in the loss of two on-street parking spaces. For example, where the street is narrow with parking on both sides.
 - The provision of off-street parking will result in the loss of a significant tree.
- g) Proposed footpath crossings shall be located a minimum distance of one on-street car parking space from any existing driveway crossing.
- h) Minimum driveway width shall be 3.5m.
- i) Access driveway locations shall comply with Figure 3.1 in Section 3.3.3 of AS2890.1
- j) Sight distance requirements for splays must be met as set out in the Woollahra Residential DCP 2003, performance criteria C 5.4.8.

Note: Driveway construction on Council's roads will require the submission of a Section 138 of the *Roads Act 1993* application. The form is available on Council's website. A copy of Council's standard drawing for driveways RF20 is available with the application.

Part 6. Off-street loading and servicing facilities

Off-street loading and servicing arrangements shall be provided for all businesses, commercial, industrial, office, retail and storage uses and any other use where regular deliveries of goods are made to or from the site.

The number of loading bays to be provided shall be determined having regard to the scale and type of use proposed. In this regard full details of the anticipated volume and frequency of deliveries shall be supplied with each development application.

Table 6.1 sets out the activities that usually require a loading bay. Council may stipulate additional or lesser requirements having regard to the particular servicing needs of a proposed development.

Loading bays and service areas should operate independently of other parking areas and should be situated to ensure that all service vehicles stand entirely on the site of the premises during loading and unloading operations.

Service areas and loading docks should be designed to cater for the vehicles and servicing operations anticipated to occur in a particular development. Designs shall comply with AS2890.2 Part 2: Off-street commercial vehicle facilities.

Waste storage and handling facilities should be designed in accordance with Council's DA Guide.

Table 6.1 Minimum number of loading bays required

| Activity | Minimum bay requirements |
|--|--------------------------|
| Retail premises that require delivery of large items or pallets of goods ¹¹ | 1 ¹² |
| Hotel or motel accommodation | 1 |
| Registered clubs | 1 |
| Landscape and garden supplies | 1 ¹⁰ |
| Warehouse or distribution centre | 1 |
| Restaurants with a seating capacity in the order of 100 persons | 1 |
| Bulky goods premises | 1 ¹⁰ |

¹¹ Supermarkets are an example of retail premises that will require a loading bay

¹² On-site bay provision may be waived if an on-street 'Loading Zone' is available at the kerb directly in front of or at the side of premises.

Part 7. Mechanical parking installations

7.1 Locations and land use

Mechanical parking installations such as car lifts, turntables and car stackers may be permitted for residential and non-residential development where:

- a) the topography or lot size does not allow a simpler parking arrangement,
- b) an existing building is being refurbished and there is no land available for additional parking. Refurbishment does not include extension of the building so as to increase site coverage or any other works to increase site coverage, all of which have the effect of reducing site area which could be used for conventional parking arrangements,
- c) in the case of non-residential development, the installations are for long-stay parking, and
- d) in the case of residential development, the installations are for resident rather than visitor parking.

7.2 Compliance with the Australian Standards

Vehicle access to the mechanical parking installation must be made in accordance with AS 2890.1 (2004)

7.3 Waiting bays

- a) The design must include sufficient storage to ensure that a vehicle queuing to enter the mechanical parking installation does not extend beyond the property boundary. Vehicles must not wait on the footpath. A waiting bay must be provided.
- b) The waiting bay must be adequately sized to enable a vehicle to wait, whilst a second vehicle exits the site. It is not acceptable for the waiting vehicle to reverse onto the footpath to enable the second vehicle to manoeuvre off the site.
- c) The minimum length of a waiting bay is 6 metres.
- d) The waiting bay must not exceed a maximum grade of 1 in 20 (5%).
- e) Waiting bays must not obstruct the driveway.

7.4 Car parks with more than 25 vehicles

If a car lift is providing access to a car parking area with more than 25 parking spaces, then two separate car lifts must be provided, one to enter and one to exit the car park.¹³

7.5 Residential visitor parking

Residential visitor parking must be provided external to the mechanical parking installation.

¹³ Woollahra Residential Development Control Plan clause 5.9.8 requires a double width driveway when the number of parking spaces provided on-site exceeds 25.

7.6 Access

Where a development is required to provide parking for people with a disability, a mechanical parking installation must allow people with a disability to exit in the event of breakdown or failure.

7.7 Development application information

A report from a suitably qualified traffic consultant is required for all development applications proposing mechanical parking installations relating to the parking of more than two cars. As a minimum, the report should state:

- the maximum projected vehicle waiting time, based on the development's peak traffic generation, and
- the number of on-site waiting bays required to accommodate peak traffic levels.

Development applications proposing mechanical parking installations should also include:

- details of required servicing and ongoing maintenance,
- internal and external dimensions of the device,
- details of the noise output of the device, and
- manufacturer's documentation.

Part 8. Special provisions

8.1 Location of parking areas

In regard to any of the uses in Part 2 of this plan where more than 20 car parking spaces are to be provided on site, Council will require the car parking spaces to be accommodated undercover or in a basement area.

8.2 Landscaping

Uncovered car parking areas should be adequately and appropriately screened and landscaped by the planting of shrubs and shade trees. In order to reduce water run-off from these areas, an open texture surface material should be used. A plan should be submitted with the development application showing the dimensions, levels, existing vegetation and position, type and characteristics of all proposed landscaping and plant material.

Parking areas to serve medical consulting rooms are to be landscaped in accordance with a landscape plan. Parking areas, other than those provided at the rear of properties, are to be uncovered. Parking areas are not to be enclosed by gates, doors or roller shutters during business hours. Requirements may be imposed by Council in relation to boundary fencing to facilitate vehicular access to parking spaces.

Applicants should contact Council's Open Space and Trees section to determine appropriate plant species for landscaping purposes.

8.3 Signposting

Parking areas, including visitor parking spaces, should be well signposted to indicate the availability of off-street parking, with entry and exit points clearly visible from both the street and the site.

Pavement bay delineation, arrows and other pavement markings are to be marked using white paint. Details of all proposed signposting and linemarking of parking areas are to be submitted with the development application.

8.4 Drainage of car parking areas

Drainage of car parking areas must be consistent with Council's stormwater and drainage documents.

8.5 Design and use of parking areas

Parking areas are to be designed to function solely for the purpose of parking vehicles. Space for waste receptacles and storage is to be located so that it does not reduce the amount and effective operation of parking.

8.6 Monetary contributions instead of required parking spaces

A monetary contribution may be required or may be accepted for a shortfall in car parking spaces for development in certain commercial centres. The Woollahra

Section 94 Contributions Plan identifies the commercial centres where contributions apply and sets down the contribution rates.

When determining whether a monetary contribution is required or is acceptable, Council will include the following matters in its consideration:

- a) whether in terms of relevant design and operational standards it is physically possible to provide the total required number of car parking spaces, manoeuvring areas and access areas on-site;
- b) whether long-stay car parking demand will be provided for on-site;
- c) whether opportunities exist or could be made available for shared parking arrangements;
- d) whether it is appropriate to establish additional ingress and egress points;
- e) whether car parking on a particular site would be restricted or excluded altogether for reasons of pedestrian safety and comfort or in order to minimise and avoid vehicle conflicts;
- f) whether an otherwise environmentally acceptable development may be refused consent on the grounds of inability to satisfy the parking space requirements; and
- g) the findings and recommendations of any traffic and parking study.

8.7 Parking spaces for people with a disability

- a) Provisions for parking for people with a disability are contained in Council's Access Development Control Plan 2004.
- b) Council may require the provision of parking spaces for people with a disability above the requirements specified in the Access Development Control Plan 2004 and may impose, as a condition of consent to any development application that such parking spaces be provided in relation to new or existing development.
- c) The location and design of parking spaces for people with a disability shall comply with AS2890.6 Off-Street parking for people with disabilities

8.8 Reservation of parking spaces

Council may approve or require the reservation of a proportion of the total number of required spaces on site for the use of specific occupants or visitors to a development.

**Annexure 1 –
Table of amendments to development control plans**

| Part A Section 1 Development control plan | Part B Section 1 Amendment |
|---|--|
| DCP for No. 9 Cooper Park Road, Bellevue Hill DCP for 118 Wallis Street, Woollahra DCP for 188 Oxford Street, Paddington and part Lot 1, DP 215537 Bishops court DCP White City DCP Child Care Centres DCP DCP for School and College Development Double Bay Centre DCP 2002 Neighbourhood Centres DCP Paddington Heritage Conservation Area DCP 2008 Woollahra Residential DCP 2003 Rose Bay Centre DCP Watsons Bay Heritage Conservation Area DCP Woollahra Heritage Conservation Area DCP | Delete reference to the Woollahra DCP for Off-Street Parking Provision and Servicing Facilities (and its variable description) where occurring in the plans referred to in Part A Section 1 and insert the term Woollahra Parking Development Control Plan |
| Part A Section 2 Development control plan | Part B Section 2 Amendment |
| Double Bay Centre DCP | Delete from clause 1.8 of the plan referred to in Part A Section 2 the matter “The provisions of clauses 6.13, 6.15 and 6.16 of the Development Control Plan for Off- Street Car Parking Provision and Servicing Facilities prevail over the provisions of this DCP”. Insert the matter “The provisions of clauses 4.4, 4.5 and 4.6 of the Woollahra Parking DCP prevail over the provisions of this DCP”. |