

Chapter E1 Parking and Access

Part E ► General Controls for All Development

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Chapter E1 ► Parking and Access

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E1.1 Introduction

Parking areas, garages and driveways must be carefully designed so that they do not detract from the appearance of the development and the surrounding streetscape. They should also be designed to limit the amount of impervious surfaces over a site and the amount of excavation.

The chapter establishes the car parking and vehicle access requirements for development.

The parking generation rates for residential development are maximum rates, whereas the parking generation rates for non-residential development are minimum rates

E1.1.1 Land where this chapter applies

This chapter applies to all land within the Woollahra Municipality.

E1.1.2 Development to which this chapter applies

This chapter applies to development that requires consent and may generate demand for parking, loading or other associated facilities.

This chapter adopts the land use definitions and terms of the Woollahra Local Environmental Plan 2014 (Woollahra LEP 2014). In doing so, it sometimes 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 parking generation rate for the sub-term should be applied.

For example, the group term “food and drink premises” includes the sub-terms “restaurants”, “take away food premises” and “pubs”. This chapter contains a parking generation rate for both “food and drink premises” and “pubs”. If the development application is for a pub, the rate for a “pub” should be applied instead of the rate for the group term “food and drink premises”.

E1.1.3 Objectives

The objectives of this chapter are:

- 01 To minimise the amount and impact of vehicular traffic generated because of proposed development.
- 02 To ensure that development generating vehicular traffic makes adequate provision off street for the car parking and servicing needs of its occupants and users, including residents, employees, visitors, employees and deliveries.
- 03 To ensure the safe and efficient movement of vehicles within, entering and leaving properties.

- 04 To minimise the environmental effects, particularly visual impact, of parked vehicles on the amenity of the municipality.
- 05 To ensure that access points to car parking areas are situated to minimise disruption of vehicle movement on the public road system.

E1.1.4 Relationship to other parts of the DCP

This chapter is to be read in conjunction with the other parts of the DCP that are relevant to the development proposal, including:

- ▶ Part B: General Residential
- ▶ Part C: Heritage Conservation Areas
- ▶ Part D: Business Centres
- ▶ Part E: General Controls for All Development - this part contains chapters on Parking and Access, Stormwater and Flood Risk Management, Tree Management, Contaminated Land, Waste Management, Sustainability, Signage and Adaptable Housing.
- ▶ Part F: Land Use Specific Controls - this part contains chapters on Child Care Centres, Educational Establishments, Licensed Premises and Telecommunications.

Note, depending on where your site is, Part B: General Residential, Part C: Heritage Conservation Areas or Part D: Business Centres, must be considered with the parking generation rates in this chapter.

Parts B, C and D contain streetscape and other design controls relating to parking and driveways.

In some residential locations the maximum number of on-site parking spaces may not be able to be achieved because the parking would detrimentally impact on the character of the streetscape. The precinct controls in Parts B and C prevail over the residential parking generation rates in this chapter.

E1.1.5 Relationship to other documents

In implementing this DCP the following Australian Standards apply for the design of parking and loading facilities, unless otherwise specified:

- ▶ AS2890.1 Part 1: Off-street car parking;
- ▶ AS2890.2 Part 2: Off-street commercial vehicle facilities;
- ▶ AS2890.3 Part 3: Bicycle parking facilities;
- ▶ AS2890.5 Part 5: On-street parking; and
- ▶ AS2890.6 Part 6: Off-Street parking for people with disabilities.

E1.2 Preparing your development application

E1.2.1 Development applications and required information

Development applications are to 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;
- ▶ position and gradients of access aisles, entrances and exits; and
- ▶ landscaping.

Additional information

A traffic and parking report, prepared by a suitably qualified person, may be required by Council for certain developments, including:

- ▶ all traffic generating developments listed in Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007*;
- ▶ supermarkets;
- ▶ Shopping centres;
- ▶ child care centres;
- ▶ mixed use developments;
- ▶ residential flat buildings and multi dwelling housing;
- ▶ health services facilities (e.g. medical consulting rooms, medical centres and hospitals);
- ▶ community facilities;
- ▶ entertainment facilities (e.g. cinemas and theatres);
- ▶ recreation facility (indoor, major and outdoor facilities);
- ▶ function centres;
- ▶ tourist facilities;
- ▶ tourist and visitor accommodation (e.g. hotel or motel accommodation, serviced apartments);
- ▶ educational establishments;
- ▶ public car parks;
- ▶ places of public worship;
- ▶ premises licensed under the *Liquor Act 2007* of the *Registered Club Act 1976*;
- ▶ drive-in take-away food outlets; and
- ▶ service stations.

Applicants should also refer to requirements for information and referrals under the provisions of *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP).

Refer to Council's Development Application Guide (DA Guide) for further information.

E1.2.2 Matters the consent authority will consider

Where premises are proposed to be used for more than one purpose, the parking provisions should satisfy the requirements of this chapter in relation to each use. 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.

In determining car parking provision for any development, including a change of use, Council will take into account the following matters:

- ▶ the scale and nature of the development;
- ▶ existing traffic generation associated with the site;
- ▶ traffic generation associated with the proposed development;
- ▶ traffic volumes on the road network in the area of the development and the capacity of the road network;
- ▶ impacts on traffic and pedestrian safety;
- ▶ impacts on residential amenity;
- ▶ for commercial development—the type of activities on the site, including allocation floor area for different uses associated with the commercial development e.g., area dedicated to back-of-house uses such as storage areas;
- ▶ for residential development—a proposal to accommodate a car share scheme parking space on the site or directly adjoining the site;
- ▶ methodologies to ameliorate traffic generation impacts (e.g. traffic calming);
- ▶ the availability of public parking (on-street and off-street) near the development;
- ▶ the availability of public transport to serve the development;
- ▶ the probable mode of transport of users to and from the development;
- ▶ the suitability of street lighting in the area;
- ▶ whether the development warrants special consideration because it is proposed for, or relates to, a heritage item;
- ▶ the characteristic 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; and
- ▶ construction method.

E1.2.3 Compliance with the parking controls

This chapter contains minimum parking generation rates for non-residential development and maximum rates for residential development.

However, to achieve environmentally acceptable solutions, every individual case needs to be considered on merit having regard to the circumstances of the proposal.

Non-compliance with the parking controls

Council may allow non-compliance with the requirements of this chapter 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 chapter.

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

Council must be satisfied that the development seeks to minimise and manage the impact of traffic generation, and does not unreasonably increase demand for on-street parking, having regard to the existing context and capacity. A traffic and parking report, prepared by a suitably qualified person, may need to be submitted with the development application to demonstrate this. The requirements of the report are specified in the *PA Guide*.

E1.2.4 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:

- ▶ 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;
- ▶ whether long-stay car parking demand will be provided for on-site;
- ▶ whether opportunities exist, or could be made available, for shared parking arrangements;
- ▶ whether it is appropriate to establish additional ingress and egress points;
- ▶ 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;
- ▶ whether an otherwise environmentally acceptable development may be refused consent on the grounds of inability to satisfy the parking space requirements; and
- ▶ the findings and recommendations of any traffic and parking study.

E1.3 How to determine the car parking rate

The number of car parking spaces to be provided on a site is determined by addressing the following parts of this DCP:

	Residential development	Non-residential development
Step 1	<p>Go to Section E1.4 Residential parking:</p> <p>Identify the parking rate for your development type.</p>	<p>Go to Section 1.5.2 Non-residential parking generation rates:</p> <p>Identify the base generation parking rate applying to the land use that reflects your development.</p>
Step 2	<p>Go to the residential precinct controls in Part B of this DCP:</p> <p>Read the desired future character, streetscape and location of the garages controls that apply to your residential precinct.</p> <p>The provision of on-site car parking and garaging should not compromise the streetscape amenity.</p>	<p>Go to Section 1.5.3 Parking multipliers</p> <p>Identify if a multiplier applies to the centre where your development is proposed.</p> <p>If yes, multiply the base parking generation rate by the multiplier.</p> <p>Round up to the nearest whole number for the required parking rate.</p>
Step 3	<p>Go to Section E1.6 Variations to the parking generation rates:</p> <p>Determine if a variation to the parking rate applies.</p> <p>For example, the property may be a heritage item.</p>	<p>Go to Section E1.6 Variations to the parking generation rates:</p> <p>Determine if a variation to the parking rate applies.</p> <p>For example, the proposal may be a change of use and located in Oxford Street, Paddington.</p>

Note: The steps above help determine the number of on-site parking spaces to be provided. You must consider these parking generation requirements in conjunction with the other controls and design requirements in this chapter.

E1.4 Residential parking

This section contains parking generation rates and design controls for parking in residential developments, including the residential component of mixed use development.

E1.4.1 Calculating required parking for residential uses

Residential parking generation rates

Table 1 set outs the parking generation rates for residential land uses. The rates identify the maximum number of parking spaces based on the type of residential development, and in some cases, the number of bedrooms in the development.

Variations to parking rates

In calculating the requirements for car parking provision, reference should also be made to the special provisions in Section E1.6, which identify circumstances where the requirements may vary in regards to:

- ▶ items of environmental heritage; and
- ▶ mixed use development.

E1.4.2 Residential parking generation rates

The parking generation rates in Table 1 below set the maximum number of parking spaces to be provided for residential development.

TABLE 1 Residential uses parking generation rates

Land use	Maximum parking generation rates
Low density residential	
Dwelling house	2 spaces ¹
Semi-detached dwelling	2 spaces per dwelling
Dual occupancy	2 spaces per dwelling
Attached dwellings	
Attached dwelling located in a heritage conservation area	2 spaces per dwelling
Attached dwelling not in a heritage conservation area	Same rates as for residential flat buildings and multi dwelling housing stated below
Residential flat buildings and multi dwelling housing	
<i>Spaces based on number of bedrooms per dwelling²</i>	
Studio apartment ³	0.5 space
1 bedroom	1 space
2 bedrooms	1.5 spaces
3 or more bedrooms	2 spaces
Visitors	0.25 space
Mixed use development (residential component)	
<i>Spaces based on number of bedrooms per dwelling²</i>	
1 bedroom or studio apartment	0.5 space
2 bedrooms	1 space
3 or more bedrooms	1.5 space
Visitor parking	0.2 space

¹ The second space may be a tandem space subject to precinct and streetscape character considerations.

² Round up to nearest whole number with halves (i.e. 0.5).

³ A studio apartment is an apartment that does not have a wall separating the sleeping area from the main kitchen and living area, and is generally smaller in size than a 1 bedroom apartment.

Providing fewer spaces than the number calculated using the parking generation rates

The rates in Table 1 are maximum parking rates. The maximum number of parking spaces may not be achieved on a site depending on the site and its context.

In particular, the desired future character, streetscape and garages controls in the residential chapters of this DCP (Part B) take precedence over the numeric parking rates in this chapter.

For example, a dwelling on a small or narrow lot may not achieve the maximum number of on-site parking spaces if the arrangement of the spaces cannot meet the character, streetscape and location of garage requirements for the precinct. This is particularly relevant in the R2 Low Density Residential zoned areas.

However, in other instances where the maximum number of parking spaces is not achieved, the parking provided should not be substantially below the maximum rates. Where less than the maximum parking rate is proposed, justification must cover matters such as, but not limited to the matters listed in Section 1.2.2 (Matters the consent authority will consider).

Council will generally only support such proposals where the applicant can demonstrate that the development is unlikely to create significant additional demand for on-street parking in surrounding streets.

Providing more spaces than the number calculated using parking generation rates

Where an application proposes to provide more than the number of spaces specified in Table 1, justification must be provided and address such matters as, but not limited to:

- ▶ the impact of any increased building bulk on the streetscape;
- ▶ compliance with landscape area requirements;
- ▶ impact of any increased building bulk on the amenity of adjoining properties in terms of:
 - overshadowing
 - loss of views
 - overbearing appearance; and
- ▶ the amount of additional excavation and its impact on:
 - land form
 - structural integrity of structures and buildings on adjoining land
 - stability of land on the site and on adjoining sites
 - impact on water permeable ground surfaces arising from an increased building footprint and hard surface driveways.

E1.5 Non-residential parking

E1.5.1 Calculating required parking for non-residential uses

Non-residential parking generation rates

The parking generation rates in Table 2 below set the minimum number of parking spaces to be provided for non-residential development. The parking rates are then modified by a multiplier if the development is located in a particular centre. The multipliers are set out in Table 3.

Variations to parking rates

In calculating the requirements for car parking, reference should also be made to the special provisions in Section E1.6, which identify circumstances where the requirements may vary in regards to:

- ▶ items of environmental heritage;
- ▶ mixed use developments;
- ▶ certain business zoned land in Paddington;
- ▶ business zoned land in Double Bay; and
- ▶ development for a health care professional in certain parts of Woollahra.

Change of use

Where there is an intensification of parking based on the car parking rates of this chapter, 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 chapter.

Alterations and additions

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

New development

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

E1.5.2 Non-residential parking generation rates

The base parking generation rates set out in Table 2 are calculated per unit of gross floor area of a development.

In addition to the controls in this part of the DCP, the parking provision must be consistent with the desired future character for the centre or precinct where the development is proposed. (Refer to the Part D of this DCP on the business centres for any streetscape requirements and considerations.)

TABLE 2 Non-residential parking generation rates

Land use	Minimum 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 ⁴	7 spaces per 100m ² Note: variations to these parking rates apply to restaurants or cafes in the Double Bay Centre and to certain business zoned land in Paddington (see Section E1.6).
Pub ^{5,6}	22 spaces per 100m ²
Supermarkets	3.5 spaces per 100m ²
Registered club ³	20 spaces per 100m ²
Bowling club ³	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 ⁷ Veterinary hospital	3.3 spaces per 100m ²

⁴ For restaurants or cafes, the calculation of ‘gross floor area’ includes any outdoor seating areas, court yards and any other locations where patrons will be served, but excludes footpath dining areas provided the proposal complies with Council’s policy for footway restaurants.

⁵ Calculation of ‘gross floor area’ includes any gaming areas, smoking areas and outdoor areas for the use of patrons such as beer gardens.

⁶ Where there is non-compliance with the required on-site parking rate, a traffic and parking report is to be submitted with the development application. The requirements of the report are specified in the DA Guide.

⁷ Calculation of ‘gross floor area’ includes any outdoor display area.

Land use	Minimum parking generation rate
Tourist and visitor accommodation	3 spaces per 100m ²
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 1)
Industrial land uses	
General industry	2.7 spaces per 100m ²
Light industry	3 spaces per 100m ²
Vehicle body repair workshop	6.75 spaces per 100m ²
Boat repair facility	6.75 spaces per 100m ²
Community land uses	
Child care centre	
Staff parking ⁸	0.5 spaces per 100m ²
Community facility	2 spaces per 100m ²
Educational establishment	<ul style="list-style-type: none"> ▶ 1 space per 100m² ▶ On-site parking for disabled persons is provided at a minimum rate of one car space per 50 car spaces or part thereof.
Tertiary establishment	In addition to the above, on-site parking is provided for students at a rate of one car space per 10 students.
Emergency services facility	3 spaces per 100m ²
Health services facility	
Health consulting rooms	4.5 spaces per 100m ² Note: Variations to these parking rates apply to residential zoned land in the area bounded by Syd Einfield Drive, Edgecliff Road, Adelaide Street and Vernon Street, Woollahra (see Section E1.6).
Hospital	2 spaces per 100m ²
Medical centre	5 spaces per 100m ²

⁸ This rate applies to staff parking. Separate requirements for an on-site pick-up and drop-off area are set out in Part F of this DCP, Chapter F1 Child Care Centres.

Land use	Minimum parking generation rate
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 ⁹	0.6 spaces per wet berth 0.2 spaces per dry storage and swing mooring 0.5 spaces per marina employee

E1.5.3 Parking multipliers

In some centres the base parking generation rate for non-residential uses is discounted to respond to the particular circumstances of areas in the municipality. These multipliers are set out in Table 2 below.

The multipliers 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 centre or locality. The multipliers have been determined from an assessment of the car parking conditions in the area, and may be varied as car parking conditions and planning policies are reviewed.

The total number of parking spaces required following calculation of the multiplier should be rounded up to the nearest whole number.

Note: If the subject site is not located within a centre identified in Table 3 below, a multiplier does not apply.

⁹ 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.

TABLE 3 Parking multiplier for non-residential uses

Centre	Business premises, office premises	Retail premises	Food and drink premises (except restaurants and cafes)	Restaurants and cafes	Recreational facilities (indoor), tourist and visitor accomm.	Community land uses ¹⁰
Watsons Bay B1 Zone	x1.0	x1.0	x1.0	X0.6 ¹¹	x1.0	x1.0
Vaucluse Village B1 Zone	x0.5	x0.6	x0.7	X0.6	x0.7	x0.5
Rose Bay Centre B2 Zone	x0.5	x0.7	x0.7	X0.6	x0.7	x0.5
Rose Bay South B4 Zone	x0.5	x0.5	x0.5	X0.6	x0.5	x0.5
Rose Bay North B4 Zone	x0.7	x0.8	x0.8	X0.6	x0.8	x0.7
Bellevue Hill at Bellevue Rd and Victoria Rd B1 Zone	x0.5	x0.8	x0.7	X0.6	x0.7	x0.5
Double Bay Centre B2 Zone	x1.0	x1.0	x1.0	X0.6	x1.0	x1.0
Edgecliff Rd, Woollahra B1 Zone	x0.5	x0.7	x0.5	X0.6	x0.5	x0.5
Queen Street precinct B4 and R2 Zone, between Ocean St and Oxford St and Moncur St, between Rush and James St	x0.8	x0.8	x0.8	X0.6	x0.8	x0.8
Oxford Street B4 Zone including adjoining B4 zoned properties in Glenmore Rd, Elizabeth St and 4-10 William Street	x0.5	x0.8	x0.7	X0.6	x0.7	x0.5
Five Ways, Paddington B1 Zone	x0.5	x0.8	x0.7	X0.6	x0.7	x0.5
Edgecliff Commercial Core B2 Zone and New South Head Road Edgecliff commercial corridor B4 Zone	x1.0	x1.0	x1.0	X0.6	x1.0	x1.0

¹⁰ The multiplier does not apply to the on-site pick-up and drop-off area for a child care centre.

E1.6 Variations to the parking generation rates

E1.6.1 Items of the environmental heritage

In considering a development application involving a heritage item listed in Schedule 5 of Woollahra LEP 2014, Council may vary the parking requirements of this chapter, but only if conservation of the heritage values relies on the variation.

Under clause 5.10 (4) of Woollahra LEP 2014, the consent authority must, before granting consent in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned.

E1.6.2 Mixed use developments

For mixed use developments, Council may support a reduction in the total required number of non-residential car parking spaces 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.

E1.6.3 Business zoned land in Paddington

This section applies to the business precinct in Paddington located in Oxford Street and those streets directly adjoining Oxford Street zoned B4 Mixed Use, excluding land at 12-94 and 3-63 William Street.

Change of use to a shop

For business zoned land in Paddington, Council will not require additional off-street car parking for a change of use from a shop to another shop, or from a commercial premises to a shop, provided the proposal is within an existing building.

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.

Change of use to a restaurant or cafe

For business zoned land in Paddington, Council will not require additional off street car parking for proposals within an existing building and its site (such as an external courtyard) involving a change of use from a shop or commercial premises to a restaurant or café.

E1.6.4 Business zoned land in Double Bay

This section applies to land within the Double Bay Centre as identified in Chapter D5 Double Bay Centre of this DCP.

Change of use

Within the Double Bay Centre, Council will not require additional off-street car parking or require a contribution under Council's Section 94 Contributions Plan for a change of use, provided the proposal does not result in a net increase in gross floor area.

Change of use: restaurants or cafes

Within the Double Bay Centre, Council will not require additional off-street car parking for proposals within an existing building and its site (such as an external courtyard) involving a change of use from a shop or commercial premises to a restaurant or café.

Footpath dining

Within the Double Bay 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, provided the proposal complies with Council's policy for footway restaurants.

E1.6.5 Health care professional uses in Syd Einfield Drive, Edgecliff Road, Adelaide Street and Vernon Street, Woollahra

For residential zoned land in the area bounded by Syd Einfield Drive, Edgecliff Road (southern side), Adelaide Street (western side) and Vernon Street (both sides) the rate in Table 2 does not apply. Instead the maximum number of spaces to be provided is:

- ▶ 1 space for 1 health care professional; and
- ▶ 2 spaces for 2 or 3 health care professionals.

E1.7 Special provisions

E1.7.1 Car parks with 20 or more spaces

Where more than 20 car parking spaces are provided on-site, the parking is to be accommodated undercover or in a basement area. This requirement applies to both residential and non-residential development.

(Refer to Part E of the DCP, Chapter E2 Stormwater and Flood Risk Management for flood planning levels associated with below ground parking.)

E1.7.2 Tandem parking in non-residential developments

The use of tandem parking to satisfy long stay parking demand requirements in non-residential developments may be permitted where it is not physically possible to provide parking spaces in a side-by-side configuration.

Tandem spaces must satisfy the parking and access design standards in Section E1.8 below.

E1.7.3 Medical consulting rooms

The following requirements apply to medical consulting rooms:

- ▶ 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.
- ▶ Parking areas to serve medical consulting rooms are to be landscaped in accordance with a landscape plan. Applicants should contact Council's Open Space and Trees section to determine appropriate plant species for landscaping purposes.

E1.7.4 Parking spaces for people with a disability

- ▶ Vehicular parking must be provided in accordance with Australian Standard AS 2890.6 Off-street parking for people with disabilities.
- ▶ Council may require additional parking spaces for people with a disability above the Australian Standard, and imposed as a condition of consent.

E1.8 Parking and access design standards

E1.8.1 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 should be located so that it does not reduce the amount and effective operation of parking.

E1.8.2 Australian Standards

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

In implementing this DCP the following Australian Standards apply for the design of parking and loading facilities, unless otherwise specified:

- ▶ AS2890.1 Part 1: Off-street car parking;
- ▶ AS2890.2 Part 2: Off-street commercial vehicle facilities;
- ▶ AS2890.3 Part 3: Bicycle parking facilities;
- ▶ AS2890.5 Part 5: On-street parking; and
- ▶ 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.

E1.8.3 Car parking space and bay size

Minimum bay width and length dimensions are to comply with AS2890.1 and AS2890.2.

E1.8.4 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.

The ramp grading is to be designed 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.

E1.8.5 Turning paths

The design of 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.

Some laneways or narrow streets do not have sufficient turning space for B85 vehicles. The removal of on-street parking to establish a turning space into private property should be avoided and will only be considered in the following circumstances:

- ▶ no more than a maximum of 5.4m of on-street parking, measured at the kerb line, may be removed to provide for a turning space;
- ▶ the use and quantity of the remaining on-street parking spaces may not be adversely affected; and
- ▶ 5.4m is a maximum. If Council can demonstrate that a B85 vehicle can access and egress the site with the removal of less than 5.4m of parking, then this lesser amount is all that will be approved.

E1.8.6 Driveways and access points

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

- ▶ 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.
- ▶ All driveways, except for dwelling houses, are signposted indicating 'IN/ENTRANCE', 'OUT/EXIT' and 'KEEP LEFT' as appropriate.
- ▶ Driveways are 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.
- ▶ Access driveway locations comply with Figure 3.1 in Section 3.3.3 of AS2890.1.
- ▶ Where a vehicular entrance is proposed in conjunction with a fence of height greater than 1.2m, a 45° splay or its equivalent is to be provided either side (as applicable) of the entrance to ensure driver and pedestrian vision. The splay is to have minimum dimensions of 2m x 2m.

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 the Council website. A copy of Council's standard drawing for driveways is available with the application.

- ▶ The width of internal access driveways are to comply with Section 3 of AS2890.1 regarding driveway access requirements. Wider internal driveway widths may be acceptable depending on the site conditions. A passing bay is to be provided where the driveway length exceeds 40m.
- ▶ Vehicular access to an ancillary dwelling is provided from the same vehicular crossing for the principal residence.

- ▶ Where possible, all car parking and garage structures are located at the rear, with access from the rear lane or side driveway.
- ▶ Car parking and driveway areas are located and designed to:
 - enable the efficient use of car spaces and accessways, including safe manoeuvrability for vehicles between the site and street;
 - fit in with any adopted street hierarchy and objectives of the hierarchy and with any related local traffic management plans;
 - preserve significant trees and vegetation; and
 - complement the desired future character for the locality as described in the residential chapters of this DCP.
- ▶ Vehicle crossings are constructed at an angle of 90° to the carriageway of the road. Vehicle crossings must take the shortest route across the footpath, between the kerb and boundary.
- ▶ The width of vehicle crossings is minimised so as to retain on-street parking. 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.
- ▶ Vehicle crossings are located to minimise the loss of useable on-street parking. That is, they are located immediately adjacent to the adjoining property's vehicle crossing (0m) or a minimum distance of one on-street car parking space (5.4m) from any existing driveway crossing.

E1.8.7 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.

E1.8.8 Landscape plan

A landscape 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.

In particular, the plan should address the following:

- ▶ **Screening:** Uncovered car parking areas should be adequately and appropriately screened and landscaped by the planting of shrubs and shade trees.
- ▶ **Water runoff:** An open texture surface material should be used to reduce water run-off from parking areas.

E1.8.9 Drainage of car parking areas

Drainage of car parking areas must be consistent with Council's provisions in Part E of the DCP, Chapter E2 Stormwater and Flood Risk Management.

Repealed by WDCP 2015 Amendment No. 1 on 21 December 2016

E1.9 Electric vehicle charging points

The controls for electric vehicles charging points seek to recognise an increased uptake of electric hybrid vehicles and encourage the installation of dedicated charging points in residential, mixed use and commercial developments.

Most new electric vehicles will charge on a regular 10Amp circuit, however a 15Amp circuit provides faster and more stable charging and is preferable. The circuit, regardless of whether it is 10Amp or 15Amp, should be a dedicated circuit to ensure that the circuit does not become overloaded.

Objectives	Controls
<p>O1 To accommodate hybrid electric vehicles by ensuring that adequate charging points for these vehicles are provided in off-street private car parking areas.</p>	<p>C1 The installation of a 15Amp dedicated circuit for vehicle charging is encouraged in garages for a dwelling house, semi-detached dwelling or dual occupancies.</p> <p>If a 15Amp circuit is not installed, the garage includes at least one standard 10Amp charging point that is suitably located for charging electric vehicles, and can be dedicated for that purpose.</p> <p>C2 The installation of at least one 15Amp dedicated circuit for vehicle charging is encouraged in the common parking areas of a residential flat building, multi-unit dwellings, and the residential component of a mixed use development. The circuit is to be suitably located to provide for convenient, shared access.</p> <p>Alternatively, or in addition, the development may include a user pays charging point with a dedicated space for electric vehicles.</p> <p>C3 For commercial development, the car parking area may include a user pays charging point with a dedicated space for electric vehicles.</p> <p>Note: The charging points are to be shown on the DA plans.</p>

E1.10 Off-street loading and servicing facilities

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

E1.10.1 Number of loading bays required

The following developments will generally be required to provide a minimum of one loading bay:

- ▶ retail premises (such as a supermarket) that require delivery of large items or pallets of goods;
- ▶ hotel, motel or serviced apartment accommodation;
- ▶ registered clubs or bowling clubs;
- ▶ hardware, building, landscape and garden supplies;
- ▶ warehouse or distribution centre;
- ▶ food and drink premises or pubs with a seating capacity of 50 persons;
- ▶ bulky goods premises;
- ▶ educational establishments;
- ▶ emergency services or health services facilities; and
- ▶ marinas or boat repair facilities.

Council may require additional or less loading bays depending on the scale and type of use, having particular regard to the anticipated volume and frequency of deliveries associated with the proposed development, and the availability and suitability of any existing on street 'loading zone' located directly in front of, or at the side of, the premises.

E1.10.2 Location and design of loading bays

- ▶ 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.
- ▶ Vehicles will generally be required to enter and exit the site in a forwards direction.
- ▶ Service areas and loading docks should be designed to cater for the vehicles and servicing operations anticipated to occur in a particular development. Loading facilities and service areas should be visually unobtrusive and preferably:
 - located via a rear lane or side street, where such access is available;
 - located within the building envelope;
 - designed to be perpendicular to lane frontage.
- ▶ Designs should comply with AS2890.2 Part 2: Off-street commercial vehicle facilities.

E1.11 Mechanical parking installations and paid parking stations

E1.11.1 Locations and land use

Mechanical parking installations such as car lifts and car stackers are generally not desirable, and will only be considered in exceptional circumstances.

Mechanical parking installations may be permitted for residential and non-residential development where one or more of the following applies:

- ▶ The topography or lot size does not reasonably allow a simpler, more conventional parking arrangement.
- ▶ 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.
- ▶ In the case of non-residential development, the installations are for long-stay parking.
- ▶ In the case of residential development, the installations are for resident rather than visitor parking.

E1.11.2 Compliance with the Australian Standards

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

Where there is one car lift proposed, this must be capable of accommodating a B99 vehicle.

Where there are multiple car lifts proposed, one car lift must be capable of accommodating a B99 vehicle and the remaining lifts must be capable of accommodating a B85 vehicle.

E1.11.3 Waiting bays

- ▶ The design must include sufficient size to ensure that vehicles queuing to enter the mechanical parking installation or paid parking station does not extend beyond the property boundary. Vehicles must not wait on the footpath or roadway.
- ▶ The waiting bay(s) must be adequately sized to enable vehicle(s) to wait, while another vehicle exits the site. It is not acceptable for waiting vehicle(s) to reverse onto the footpath to enable another vehicle to manoeuvre off the site.
- ▶ The minimum length of each waiting bay is 6m.
- ▶ Waiting bays must not exceed a maximum grade of 1 in 20 (5%).
- ▶ Waiting bays must not obstruct the driveway.

E1.11.4 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.

E1.11.5 Residential visitor parking

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

E1.11.6 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.

E1.11.7 Development application information

A report from a suitably qualified traffic consultant is required for any development application that proposes a mechanical parking installation or paid parking station relating to the parking of three or more cars.

As a minimum, the report should provide a queuing analysis, taking into account:

- ▶ the proposed peak hour vehicle volumes;
- ▶ the service rate (in seconds) associated with the proposed parking equipment; and
- ▶ the number of on-site waiting bays required to accommodate the 98th percentile queue at peak traffic levels.

The development application should also include the following information:

- ▶ 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, including information on service rates.