

Item No: R1 Recommendation to Council
Subject: Residential Parking Generation Rates
Author: Brendan Metcalfe - Strategic Planner
File No: 1184.G
Reason for Report: To respond to a notice of motion adopted by Council on 13 February 2012.
To recommend development control plan amendments.

Recommendation:

That a DCP be prepared to amend the Parking DCP, Residential DCP 2003, Watsons Bay Heritage Conservation Area DCP, Double Bay DCP 2003 and the Neighbourhood Centres DCP as outlined in the report to the Urban Planning Committee on 26 March 2012.

1. Introduction

The Parking Development Control Plan 2011 (Parking DCP) (**Annexure 1**) contains maximum residential parking generation rates which are required for most residential development¹. Other development control plans (DCPs), which contain residential parking generation rates, and which prevail over the Parking DCP, apply a minimum generation rate, a maximum generation rate or are silent on whether rates are a maximum or minimum.

Council adopted the following notice of motion on 13 February 2012:

That a report be brought to the Urban Planning Committee which sets out a strategy to apply a consistent philosophy to parking provision across the Municipality by specifying the maximum car parking requirements for residential developments as contained in the 2011 Car Parking DCP.

In response to that decision, this report:

- identifies the residential parking generation rates within DCPs operating in Woollahra,
- identifies how the Parking DCP operates in relation to the other DCPs,
- outlines residential parking generation rate inconsistencies between DCPs,
- recommends amendments to apply a maximum parking generation rate in certain DCPs,
- recommends amendments to certain DCPs to clarify that the maximum parking generation rate should be applied to residential development unless justification acceptable to Council can be provided,
- proposes minor amendments to the Parking DCP and Residential Development Control Plan 2003 (RDCP) to address a differing parking generation rate for dual occupancies
- proposes minor amendments to correct typographic errors in the Parking DCP.

This report does not re-evaluate the residential parking generation rates within the DCPs, other than in the case of dual occupancy development. It focuses on the issue of whether the parking generation rate is either a maximum or minimum figure. If Council wishes to review the actual rates across the municipality as contained within the precinct DCPs, a broad study would need to be undertaken

¹ The rate for dual occupancy development is not specified as a maximum or minimum figure.

2. Residential parking requirements in DCPs operating in Woollahra

Woollahra's residential parking requirements are contained in a number of DCPs. The philosophy of each of these DCPs regarding residential parking is outlined below.

2.1 Parking DCP

The Parking DCP commenced on 23 March 2011. The Parking DCP contains controls to ensure that development meets the parking and servicing needs of its users, including occupants, employees and visitors. The Parking DCP also seeks to ensure the safe and efficient movement of vehicles, minimise disruption to traffic and reduce the visual impact of parked vehicles.

The Parking DCP requires that residential development, other than dual occupancies, provides the maximum rate of parking unless justification acceptable to Council is provided. Applying a maximum rate is intended to limit the amount of on-site parking and, among other things, avoid extra excavation and hard surface run-off which may occur with additional parking spaces.

2.2 RDCP

The RDCP applies to that part of the municipality that is not covered by the heritage conservation area and commercial centre DCPs². The RDCP seeks to regulate the parking demand likely to be generated by housing developments while discouraging unnecessary car use and site excavation resulting from the provision of excessive amounts of on-site parking.

The RDCP includes maximum residential parking generation rates for the residential component of mixed development and minimum residential parking generation rates for residential flat buildings (RFBs) and dual occupancies. It also requires two on-site parking spaces for a dwelling house, but is silent on whether this rate is a maximum or minimum requirement.

Although the RDCP contains minimum or maximum parking generation rates for certain residential development, precinct-specific controls limit the amount of parking that can be provided on-site to protect current and desired future character. For example, on narrow sites only one parking space may be required to prevent parking structures and parked vehicles from dominating the streetscape.

2.3 Paddington Heritage Conservation Area Development Control Plan and the Woollahra Heritage Conservation Area Development Control Plan

The Paddington Heritage Conservation Area Development Control Plan (Paddington DCP) and the Woollahra Heritage Conservation Area Development Control Plan (Woollahra DCP) both contain maximum residential parking rates for residential development. These DCPs state that parking may only be acceptable in certain circumstances, not that parking is always required. This approach seeks to conserve the heritage significance of those areas and avoid excavation.

Control C1(a) in clause 4.2.1 (On-site vehicle parking, garages, carports, driveway access and servicing facilities) of the Paddington DCP states in part:

Provision of on-site parking areas, parking structures and servicing areas such as loading facilities is not a mandatory requirement. In addition, and subject to circumstances listed in

² The RDCP may apply, in part, with site-specific DCPs.

the following controls, on-site parking will only be permitted or may only be required where:

- (a) the parking area, servicing area or structure will not have a detrimental impact on:
- the amenity of adjoining properties,
 - the architectural character or significance of a building, including original coach houses, stables or rear lane toilets (where the toilets occur on adjoining properties),
 - the character of a streetscape or laneway, or
 - the health of a significant tree,

In Control C1 in clause 3.4.9 (Parking and garages) of the Woollahra DCP states in part:

Provision of on-site parking areas, parking structures and servicing areas such as loading facilities will not be a general requirement of Council and may not be permitted in certain circumstances.

2.4 Watsons Bay Heritage Conservation Area DCP

The Watsons Bay Heritage Conservation Area Development Control Plan (Watsons Bay DCP) uses minimum parking generation rates for RFBs and the residential component of mixed development³. However, Control C1 in clause 4.9 (Carparking and access) of the Watsons Bay DCP also specifies that parking is not always required, stating:

The provision of on-site parking structures, parking areas, driveway access and servicing areas (such as loading facilities) is not a general requirement of Council and may not be permitted in any of the following circumstances:

- if new garages or carports or parking areas would adversely affect the appearance of existing heritage or contributory items or the character of the existing building or streetscape;
- if the parking of a vehicle will have a detrimental impact on the amenity of adjoining properties;
- if vehicle entries and exits have a detrimental impact on pedestrian or traffic movements;
- if inadequate sight distances will result in unsafe vehicle movement to or from the site; or
- if there will be an adverse impact on the effective use of on-street public parking spaces or public parking management.

2.5 Neighbourhood Centres Development Control Plan

The Neighbourhood Centres Development Control Plan (NC DCP) contains residential parking generation rates for mixed-use development. These rates differ from the Parking DCP. The NC DCP is silent on whether rates are a maximum or minimum.

The NC DCP limits parking by seeking to:

- retaining active street frontages, and
- providing a continuous retail frontage.

The NC DCP also seeks to encourage other forms of transport such as walking, cycling and public transport.

³ Dual occupancy development is not permissible in the Watsons Bay HCA or other HCAs.

2.6 Double Bay DCP

The Double Bay DCP contains minimum parking generation rates for the residential component of mixed use development⁴. The rates differ from the Parking DCP. The Double Bay DCP acknowledges that parking provision in the Double Bay Centre is restricted by the narrow width of some lots and the level of the existing water table. The Double Bay DCP requires that residential parking should be provided on site. If on-site visitor parking cannot be provided, Council may consider accepting a contribution for off-site visitor parking under the Woollahra Section 94 Contributions Plan.

2.7 Rose Bay Centre DCP

The Rose Bay Centre DCP contains maximum parking generation rates for the residential component of mixed development. The rates differ from the Parking DCP. The Rose Bay DCP seeks to provide parking where possible, but acknowledges that narrow site widths and the water table can restrict parking provision.

2.8 Edgecliff Commercial Centre DCP

The Edgecliff Commercial Centre DCP does not contain provisions for car parking. As such the Parking DCP prevails. The Parking DCP's parking generation rates for the residential component of mixed development would apply. No other residential land uses are permitted in the Edgecliff Commercial Centre.

2.9 Site specific DCPs

Council has nine site specific DCPs. These plans may include parking generation rates for a specific development proposal, or rates that respond to location-specific site constraints. For example, the 13 Albert Street DCP responded to a development proposal to rezone land and provide additional dwelling houses.

2.10 Access DCP

The Access DCP does not contain parking generation rates for development. The Access DCP seeks to provide adequate access for people with a disability to disabled car parking, footpaths, bus stops, bus shelters, public toilets, parks and other infrastructure and outdoor areas. In regards to parking, the Access DCP provides rates for the number of accessible parking spaces that should be provided based on building class, number of parking spaces or building configuration. The Access DCP refers applicants to the Australian Standard AS2890.1 Off-street Car Parking, which outlines access dimensions such as turning circles and parking space widths and also contains rates for accessible parking provision.

2.11 Planning conclusions

In summary the Parking DCP contains broad municipality-wide provisions for residential parking. Council's site specific DCPs have differing approaches to parking provision that account for the unique qualities of each area or site. In some cases these approaches restrict or do not require parking.

⁴ RFBs, dwelling houses and dual occupancy development are not permissible in the Double Bay Centre

3. The relationship of the Parking DCP to other DCPs

The Parking DCP applies across the entire municipality with specific restrictions. These restrictions are set out in clause 1.5 which explains the relationship of the plan to other plans and policies. Subclause 1.5.4 deals with the relationship of the Parking DCP to other DCPs and states:

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 plan⁵:

- 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.

The location and site specific DCPs apply instead of the broader Parking DCP because:

- traffic and parking studies have been carried out to inform parking generation rates. This has occurred for the Double Bay Centre and the Rose Bay Centre,
- the DCPs are linked to specific developments and on-site parking has been required to meet the identified parking demand of the development,
- the current and desired future character of an area or precinct requires a different approach to provision of on-site residential parking compared with the general approach used in the Parking DCP. This has occurred in Paddington, part of Woollahra, Watsons Bay and the neighbourhood centres.

Inconsistencies between the parking requirements of the Parking DCP and other DCPs mainly relate to the parking generation rate and whether the rate is a maximum or minimum figure.

⁵ The Rose Bay Centre DCP is not listed in clause 1.5.4 but includes a provision which states that it prevails.

4. Prevailing DCPs

In considering whether a consistent philosophy for maximum parking generation rates across Council's DCPs can be used, we have looked at the relationship between the Parking DCP and other DCPs which contain residential parking provisions.

In particular we have considered whether the Parking DCP's approach of requiring the maximum residential rate is appropriate throughout the municipality. We have excluded site specific DCPs from this exercise because their parking requirements are associated with development proposals, most of which have been built and the Access DCP because it does not include parking generation rates.

The following DCPs set maximum or minimum parking generation rates or are silent on the nature of the rate but nevertheless prevail over the Parking DCP due to the operation of clause 1.5.4:

- The RDCP
- Watsons Bay DCP⁶
- The Double Bay DCP
- NC DCP

The following DCPs set only maximum residential parking generation rates, but still prevail over the Parking DCP's:

- Woollahra DCP⁶
- Paddington DCP⁶
- Rose Bay Centre DCP

Table 4.1 lists the DCPs that do not describe their parking generation rates for all types of residential uses as maximum figures. These DCPs are therefore inconsistent with the Parking DCP's approach of describing maximum rates.

DCP	Dwelling house	Dual occupancies	Residential flat building	Residential component of mixed use
RDCP	Rate not described as minimum or maximum figure	Rate described as minimum figure.	Rate described as minimum figure.	N/A
Watsons Bay DCP	Per Parking DCP	Per Parking DCP	Rate described as minimum figure.	Minimum parking generation rate
Double Bay DCP	N/A	N/A	N/A	Rate described as minimum figure.
NC DCP	N/A	N/A	N/A	Rate not described as minimum or maximum figure

Note: The land uses marked with N/A in the table above are not permissible where the DCP applies.

Table 4.1 – DCP inconsistencies

⁶ Watsons Bay, Woollahra and Paddington DCPs do not mandate their parking rates. Instead, provision of parking, whether in terms of maximum or minimum rates, is governed by a range of site and precinct considerations. For example, control C15 in clause 4.2.6 of the Paddington DCP states:

A maximum of two on-site parking spaces may be provided for a dwelling house where all controls and restrictions in C1-C14 are satisfied.

5. Applying a consistent philosophy

From our examination of the DCPs which contain residential parking generation rates, we have reached the following conclusions:

1. The manner in which the requirement for residential parking is expressed in certain DCPs is appropriate, notwithstanding inconsistencies with the Parking DCP. We say this because of the particular characteristics of the areas and sites to which those DCPs apply or because the DCPs are associated with a particular development. This is apparent in the site-specific DCPs, Paddington DCP and Woollahra DCP. Accordingly, we do not recommend any changes to these DCPs.
2. For those DCPs which do not describe their parking generation rates as maximum figures, we propose amendments listed below. There are four DCPs in this category: the RDCP, Watsons Bay DCP, Double Bay DCP and NC DCP. The amendments do not affect the provisions which allow or require less parking to be provided due to non-compliance with site or location criteria.
3. Several amendments to the Parking DCP could be made in order to:
 - reinforce the required maximum rate for residential development, and
 - clarify the justification for providing more or less parking.
4. The parking rates for dual occupancy development varies between the Parking DCP and the RDCP. We consider this inconsistency can be addressed now.
5. Two minor typographical errors relating to footnotes have been identified in the Parking DCP.

Proposed amendments to the RDCP, Watsons Bay DCP, Double Bay DCP, NC DCP and Parking DCP are recommended below. The amendments are shown in strikethrough and underline text.

5.1 Parking DCP

5.1.1 Matters

1. The Parking DCP intends that development should provide parking equal to the maximum parking generation rate unless justification can be provided. The current wording of the Parking DCP could be made clearer on this issue as applicants may assume that proposing fewer spaces than the maximum parking generation rate is automatically acceptable.
2. The Parking DCP does not contain a reference to matters to address when fewer parking spaces than the required maximum parking generation rate are proposed.

5.1.2 Recommendation

1. Reinforce that the Parking DCP contains maximum parking generation rates for residential development.
2. Clarify that providing fewer spaces is not automatically acceptable and that only under specific circumstances may development provide more or less parking than the maximum residential parking rate.

5.1.3 Proposed Amendments

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

2.2.1 Residential parking generation rates

On-site car parking must ~~comply with the generation rates~~ provide the maximum number of parking spaces as 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 acceptable to Council 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.

Where less parking is proposed justification must cover matters such as, but not limited to:

- The matters listed in clause 1.8
- Provisions of other relevant DCPs that apply to the site which may restrict parking.

5.2 Residential DCP and Parking DCP

5.2.1 Matter

1. The RDCP parking generation rate of two spaces per dwelling is not specified as either a maximum or minimum figure. In comparison, the rate contained in the Parking DCP is expressed as a maximum figure of two spaces. In this situation the RDCP applies.
2. The RDCP parking generation rates for RFBs are specified as minimum figures. In comparison the Parking DCP specifies maximum rates. In this situation the RDCP applies.
3. Parking generation rates for dual occupancies differ between the Parking DCP and the RDCP. Table 5.2.1 shows the existing dual occupancy parking generation rates.

RDCP		Parking DCP
Dwelling size	Minimum number of spaces per dwelling ¹	1 space per dwelling
1 bedroom	1.00	
2 bedrooms	1.50	
3 or more bedrooms	2.00	
Visitors	0.25	
¹ Average for entire development. Round up to nearest whole number.		

Table 5.2.1 Dual occupancy parking generation rates

The RDCP rates prevail because of the inconsistency with the Parking DCP rate. Potentially the RDCP might require five parking spaces compared with two spaces under the Parking DCP.

We consider that the rate within the RDCP is excessive for numerous reasons:

- above ground parking can detract from the streetscape and increase hard surface area,
- underground parking can require considerable excavation,
- because each dwelling in a dual occupancy may be similar to a dwelling house, the rate of one space per dwelling in the Parking DCP is considered to be too low
- dual occupancies under *State Environmental Planning Policy 53 – Metropolitan Residential Development* required one space for each dwelling with a gross floor area (GFA) <150m² and two spaces for each dwelling with a GFA >150m². It is usually the case that dual occupancy dwellings in the municipality have a GFA >150m² making two spaces per dwelling more appropriate.

Having established a single rate for dual occupancies in the Parking DCP, the reference to dual occupancies in the RDCP can be deleted

5.2.2 Recommendation

1. Provide a consistent approach across Council's DCPs by setting a maximum parking generation rate for dwelling houses and RFBs.
2. For the clause dealing with dwelling houses, update the term stacked parking with tandem parking and refer to the Parking DCP section on tandem parking.
3. For dual occupancies apply a rate of two spaces per dwelling.

5.2.3 Proposed Amendments

RDCP

Clause 5.9 Car parking and driveways On-site car parking

- C 5.9.3 For residential flat buildings and dual occupancies, the number of on-site car parking spaces provided complies with the maximum rate in the following table where this can be achieved within the precinct criteria for the location of garages:

Dwelling size	Maximum Minimum number of spaces per dwelling ¹
1 bedroom	1.00
2 bedrooms	1.50
3 or more bedrooms	2.00
Visitors	0.25

¹Average for entire development. Round up to nearest whole number.

- C 5.9.4 The number of on-site car parking spaces for the residential component of mixed development within a business land use zone complies with the following table where this can be achieved within the precinct criteria for the location of garages:

Dwelling size	Maximum number of spaces per dwelling ¹
1 bedroom	0.75
2 bedrooms	1.00
3 or more bedrooms	1.25

¹Average for entire development. Round up to nearest whole number.

- C 5.9.5 Dwelling houses on separate lots must provide the maximum rate of ~~are provided with~~ two on-site parking spaces where this can be achieved within the precinct controls for the location of garages. The second space may be provided in tandem. For further detail on tandem parking see clause 2.2.4 of the Parking Development Control Plan regarding tandem parking ~~can be stacked.~~

After clause 5.9.13 insert the following:

Note: Applications that seek to vary the number of parking spaces must address the precinct provisions in Part 4 and the relevant matters listed in clause 2.2.1 of the Parking Development Control Plan.

Change to dual occupancy rates in the Parking DCP

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 ⁷
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 ¹
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	<u>A maximum of two</u> One spaces per dwelling

¹ Average for entire development. Round up to nearest whole number.

5.3 Watsons Bay DCP

5.3.1 Matter

The Watsons Bay DCP defers to the Parking DCP's maximum rate for dwelling houses. However, in the case of RFBs and the residential component of mixed development, the Watsons Bay DCP specifies minimum rates, even though those rates are equal in figures in the Parking DCP.

5.3.2 Recommendation

We recommend deleting the parking generation rates for RFBs and the residential component of mixed development contained in the Watsons Bay DCP and referring applicants to the maximum rates in the Parking DCP. Applications will still need to address the parking criteria in the Watsons Bay DCP.

5.3.3 Proposed Amendments

Clause 4.9 Carparking and access

Maximum number of on-site car spaces

C14 All new development is to comply with the car parking and access requirements contained within the Woollahra Parking DCP, ~~with the exception of the following controls for residential flat buildings and mixed development~~ where this can be achieved within the precinct criteria in Part 3 and provisions of clause 4.9 of this plan.

⁷ Average for entire development. Round up to nearest whole number.

~~C15 For residential flat buildings the average⁺ number of on-site carparking spaces provided is to comply with the following table:~~

Dwelling size	Minimum number of spaces per dwelling ⁺
1 bedroom	1.00
2 bedrooms	1.50
3 or more bedrooms	2.00
Visitors	0.25

~~C16 The number of on-site car parking spaces for the residential component of mixed development within a business land use zone complies with the following table:~~

Dwelling size	Minimum number of spaces per dwelling ⁺
1 bedroom	0.75
2 bedrooms	1.00
3 or more bedrooms	1.25

~~⁺Average for entire development. Round up to nearest whole number.~~

5.4 Double Bay DCP and NC DCP

5.4.1 Matter

1. The Double Bay DCP uses minimum parking generation rates.
2. The NC DCP is silent on whether the rates are maximum or minimum figures.

5.4.2 Recommendation

1. Provide consistency across Council's DCPs by specifying maximum parking generation rate for mixed use development in these plans.
2. State that although Council uses maximum parking generation rates, fewer parking spaces than the maximum rate are not automatically acceptable.

5.4.3 Proposed Amendments

Changes to Double Bay DCP - Clause 6.7.2 On-site parking

Residential component (of a mixed development)

Residential car parking generation rates in the Woollahra Municipality are maximum rates. Residential development must provide the maximum number of parking spaces unless justification acceptable to Council is provided. Applications that seek to vary the number of parking spaces must address all parking related controls in this DCP and the relevant matters listed in clause 2.2.1 of the Parking Development Control Plan.

The following table outlines the minimum car parking generation rates provision for the residential component of a mixed development in the Double Bay Centre, notwithstanding the provisions of the Woollahra Parking Development Control Plan:

Dwelling size	Maximum number of spaces provided per dwelling ¹
for 1 bedroom units	0.5 space per unit
for 2 bedroom units	1 space per unit
for 3+ bedroom units	1.5 spaces per unit
for visitors	<u>0.2</u> 1 space per 5 units

¹ Average for entire development. Round up to nearest whole number.

If the above level of visitor parking is not be possible, Council may consider accepting a contribution for off-site visitor parking under Woollahra Council S94 Contributions Plan.

NC DCP

Clause 5.9 Car parking vehicular access and servicing

C 5.9.1 Development complies with the provisions of the Woollahra Parking DCP except for the requirements for residential parking spaces.

C 5.9.2 The residential component of mixed-use development, provides the maximum number of on-site car parking spaces as set out in the following table, where this can be achieved within the precinct provisions: Development provides the following number of on-site car parking spaces for the residential component of mixed-use development:

<u>Dwelling size</u>	<u>Maximum number of spaces provided per dwelling¹</u>
for 1 bedroom units	1.0 space per unit
for 2 bedroom units	1.0 space per unit
for 3+ bedroom units	2.0 spaces per unit
for visitors	0.25 space per unit

¹ Average for entire development. Round up to nearest whole number.

Note: Applications that seek to vary the number of parking spaces must address the precinct provisions in Part 3 and clause 5.9 of the NC DCP and the relevant matters listed in clause 2.2.1 of the Parking Development Control Plan.

6. Other amendments to the Parking DCP

6.1 Typographical errors

We propose to correct two footnote references in the Parking DCP. These occur in Table 2.2 and clause 4.4. The changes are shown below.

6.1.1 Changes to the Parking DCP

Table 2.2 Residential parking generation rates

Mixed use development (residential component)	
Dwelling size	Maximum number of spaces provided per dwelling^{8 6}
1 Bedroom	0.75
2 Bedrooms	1.00
3 or more bedrooms	1.25
Visitor parking	0.25

Footnote:

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

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 restaurant¹⁰.

Footnote

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

7. Conclusion

The variable characteristics of the municipality's precincts do not favour a consistent residential parking approach. Whilst residential parking rates may be identified as maximum figures, it is reasonable, due to the diverse character of the area, to qualify whether a maximum rate is appropriate in a particular case.

We consider amendments can be made to a number of DCPs and to the Parking DCP to achieve maximum residential parking generation rates and clarify their interpretation. However, no changes should be made to the statements within the precinct DCPs which qualify the provision of parking. This ensures that provision of parking has regard to a site's conditions and context.

We seek Council's approval to prepare and exhibit a DCP to carry out the amendments discussed in the body of this report.

Brendan Metcalfe
Strategic Planner

Chris Bluett
Manager Strategic Planning

Annexure:

1. Parking Development Control Plan