E1.9.3 Tandem parking

Tandem parking is generally not preferred by Council but will be considered it in exceptional circumstances.

In residential development, tandem parking will only be permitted if the two spaces in tandem are allocated to a single dwelling.

In non-residential developments, the use of tandem parking to satisfy long stay parking demand requirements may be permitted where it is not physically possible to provide parking spaces in a side-by-side configuration. However, the tandem spaces must be for employee use only.

Tandem spaces must satisfy the parking and access design standards in Section E1.10.

E1.9.4 Health consulting rooms

The following requirements apply to medical consulting rooms:

- Parking areas should be provided at the rear of properties. These areas may be covered only if they meet all relevant heritage conservation area controls, residential precinct controls and general development controls.
- Parking areas, either covered or uncovered, may be provided at the front of properties but only if they meet all relevant heritage conservation area controls, residential precinct controls and general development controls.
- 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.

E1.9.5 Parking spaces for people with a disability

- Accessible parking spaces must be provided at a rate in accordance with Part D3.5 of the Building Code of Australia.
- Council may require additional parking spaces for people with disabilities above the rates stated in Part D3.5 of the Building Code of Australia as a condition of consent.

E1.9.6 Small car parking spaces

- Small car parking spaces are permitted in public car parks but must constitute less than 5% of the overall number of parking spaces.
- Dimensions for small car parking spaces must be in accordance with Australian Standard AS/NZS 2890.1 Off-street car parking.

E1.9.7 Resident Parking Scheme (RPS) Areas

Resident Parking Schemes (RPS) provide preferential access to on-street parking for residents who do not have sufficient off-street parking. Where a development increases dwelling density, extending the RPS to new residents may lead to an under-supply of on-street car parking. To avoid this, occupants of the additional dwellings are not eligible for on-street parking permits.

- Where a development increases dwelling density, occupants of the additional dwelling(s) are not permitted access to resident parking schemes.

E1.10 Parking and access design standards

E1.10.1 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.

E1.10.2 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[14] apply for the design of parking and loading facilities, unless otherwise specified:

- AS/NZS 2890.1 Part 1: Off-street car parking;
- AS 2890.2 Part 2: Off-street commercial vehicle facilities;
- AS 2890.3 Part 3: Bicycle parking;
- AS 2890.5 Part 5: On-street parking; and
- AS/NZS 2890.6 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.

E1.10.3 Car parking space and bay size

Minimum bay width and length dimensions are to comply with AS/NZS 2890.1 and AS 2890.2.

[14] The most recent version of Australian Standards should be used.

E1.10.4 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/NZS 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 AS/NZS 2890.1.

E1.10.5 Turning paths

The design of turning paths for manoeuvring, parking space access and aisle designs are set out in AS/NZS 2890.1 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, is removed to provide for a turning space;
- the use and quantity of the remaining on-street parking spaces is not 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 on-street parking, then this lesser amount is all that will be approved.

Consideration will be given to the approval of proposed off-street car parking spaces (as set out in AS/NZS 2890.1) that are unable to be accessed by a B85 vehicle in private car parks in relation to the above points only if:

- the site is in the Paddington or Woollahra Heritage Conservation Area see Part C, Chapters C1 and C2), and
- the site has rear lane access, and
- no on-street parking is lost (i.e. the zero net loss argument cannot be applied), and
- all applicable controls in Part C Chapters C1, and C2 are met to the Council's satisfaction.

Note: On-site parking in the Paddington and Woollahra Heritage Conservation Areas is not mandatory. On-site parking may only be permitted or required when specified controls set out in Part C Chapters C1 (Paddington HCA) and C2 (Woollahra HCA) are satisfactorily met.

E1.10.6 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 3.2.3 of AS/NZS 2890.1.
- Driveway splays shall be provided in accordance with Figure 3.3 in Section 3.2.4 of AS/NZS 2890.1. Exceptions to this may be accepted in the following circumstances:
  - for dwelling house, dual occupancies and attached dwellings in residential zones in low pedestrian activity locations[15] a fence to a maximum height of 0.9m is permitted in the splay area.
  - where an object in the adjoining property creates an obstruction to visibility within the splay area.

  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 3.2 of AS/NZS 2890.1 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.

[15] Low pedestrian activity locations are areas away from schools, commercial centres or other locations that generate pedestrian activity.

- 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.

E1.10.7 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.

E1.10.8 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.

E1.10.9 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.

E1.11 Electric vehicle charging points

The controls for electric vehicle charging points encourage and support the increased use of electric vehicles by ensuring the installation of appropriate electric circuitry and dedicated electric vehicle charging points.

Two types of electric vehicle charging levels have been considered:

- 'Level 1' charging consisting of a regular, single phase power point.
- 'Level 2' charging consisting of a single or three-phase power point with a power range of 7kW-22kW, as defined by the NSW Electric and Hybrid Vehicle Plan, Future Transport 2056 (21 January 2019). 'Level 2' electric vehicle charging provides a superior, faster and more stable charging option.

The controls will require all types of residential and non-residential development to be designed and constructed with appropriate electrical infrastructure to facilitate the future installation of electric vehicle charging points.

For certain types of residential and non-residential development a minimum number of 'Level 2' electric vehicle charging points must be installed.

Objectives		Controls	
O1	To encourage and support increased usage of electric vehicles.	C1	Electric circuitry to accommodate 'Level 2' electric vehicle charging points must be integrated into all off-street car parking of new residential and non-residential development to ensure that 100% of car spaces can install electric vehicle charging points in the future. This must include: a) Ensuring adequate electrical capacity and infrastructure (cable size, distribution board size etc.) for the electric vehicle charging point system; and b) Providing either buried cables underground or cable trays sufficient to accommodate electric circuitry to each car space (see Figure 1 and Figure 2).
		C2	Minimum electric circuitry for a 'Level 2' electric vehicle charging point is required to be: a) Privately available spaces: 'Level 2' slow – single phase with 7kW power; and

Objectives	Controls
	b) Publicly available spaces: 'Level 2' fast – three-phase with 11-22kW power.
	C3 The installation of a 'Level 2' electric vehicle charging point is encouraged for new dwelling houses, semi-detached dwellings or dual occupancies.
	C4 All new residential and non-residential development (other than for dwelling houses, semi-detached dwellings or dual occupancies) must provide 1 car parking space or 10% of all car parking spaces – whichever is greater - to have a 'Level 2' electric vehicle charging point installed.

Figure 1: Electric vehicle charging points and electric circuitry provision in development with multiple car spaces using cable tray system.

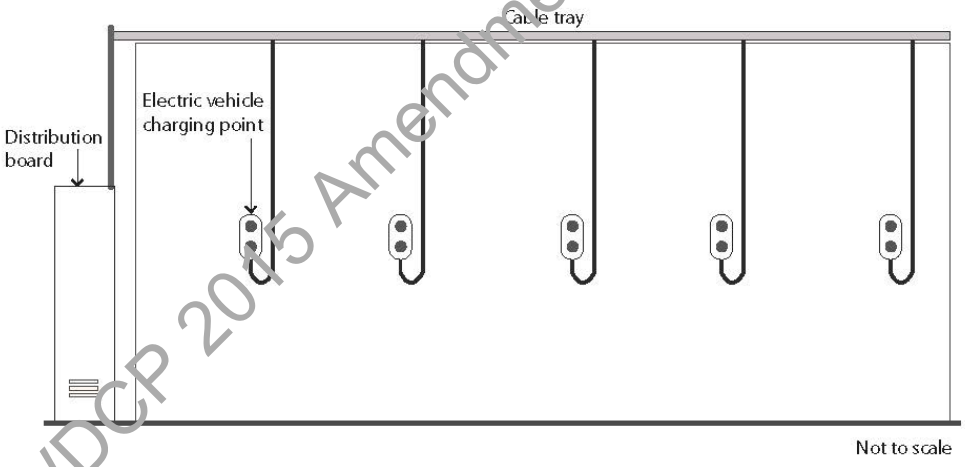
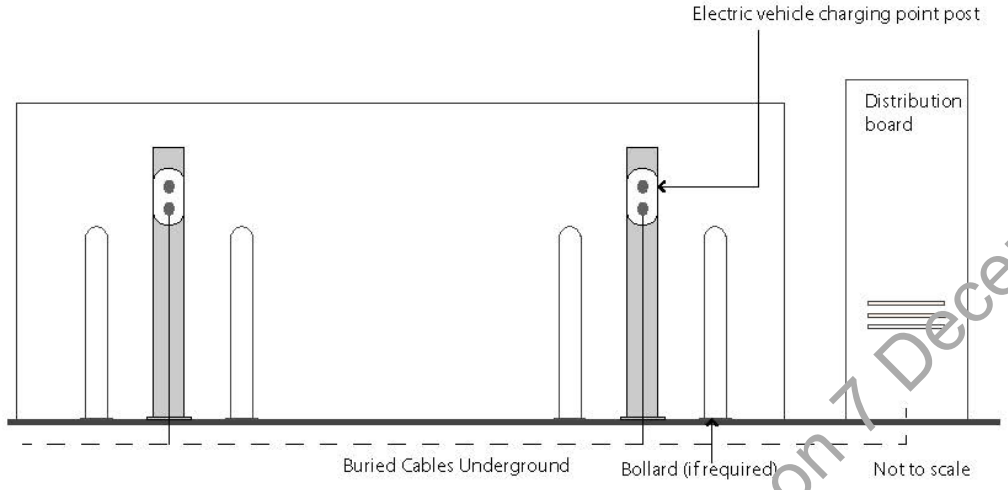


Figure 2: Electric vehicle charging points and electric circuitry provision in development with multiple car spaces using buried underground cable system.



E1.12 Green Travel Plans

A green travel plan provides information to users of the development on how to reach the site via active and public transport. Usually only developments of significant size require a green travel plan. However, any developer may elect to provide a green travel plan to reduce vehicle use.

Objectives		Controls	
O1	To ensure green travel plans are provided with certain developments.	C1	Developments which exceed the threshold values listed in Section E1.12.1 will require a green travel plan.
O2	To ensure the targets set out by the green travel plan are reasonable and practical.	C2	Council will review the targets laid out by the green travel plan before implementation.
O3	To ensure responsibility for implementing the green travel plan is held by a representative within the organisation or company.	C3	The address and contact details of a contact person shall be provided. The contact person will be responsible for implementing and enforcing the green travel plan.
O4	To monitor and review the effectiveness of the green travel plan.	C4	After implementation of the green travel plan, annual reports will be required to provide information on the number of people trips, travel modes by time of day, journey purpose and

Objectives	Controls
	origin/destination of trips for a minimum of 5 years post occupation.

E1.12.1 Green travel plan thresholds

A green travel plan is required for development listed below:

- Educational establishments allowing an additional 100 students.
- Non-residential developments with a gross floor area of 2,000m² or more.
- Residential developments which provide 50 or more additional dwellings.

E1.13 Operational traffic management plan

Operational traffic management plans are required for certain major developments that are likely to impose a significant impact on the surrounding road network.

E1.13.1 Operational traffic management plan for non-residential developments

An operational traffic management plan (OTMP) is required for developments under clause 104 and Schedule 3 of *State Environmental Planning Policy (Infrastructure) 2007* or classified as designated developments under s.77A of the EP&A 1979.

Otherwise, Council may require an OTMP for the following developments:

- Child care centres.
- Drive-in take-away food outlets.
- Education facilities.
- Entertainment facilities.
- Health care facilities.
- Hotel and motel accommodation.
- Industrial premises.
- Public car parks.
- Places of public worship.
- Pubs.
- Recreation and tourist facilities.
- Registered clubs.
- Retail premises comprising supermarkets and or shopping centres.
- Service stations.
- Other developments. (Generally if there is significant expansion or modification).

E1.13.2 Details an operational traffic management plan

The minimum details for an operational management plan are:

- Existing and proposed traffic generation.
- Information on the existing and proposed road network, routes and access locations.
- Details of site operations including peak hours, speed zones and forecast traffic flows.
- On-street/off-street parking.
- Details on public and active transport.
- Traffic control plans (if required).

E1.14 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.

E1.14.1 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.

E1.14.2 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; and
  - designed to be perpendicular to lane frontage.
- Designs should comply with AS 2890.2 Part 2: Off-street commercial vehicle facilities and should accommodate the largest design vehicle to service the site.

E1.15 Mechanical parking installations and paid parking stations

E1.15.1 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.

E1.15.2 Compliance with the Australian Standards

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

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

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

E1.15.3 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.

E1.15.4 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.

E1.15.5 Residential visitor parking

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

E1.15.6 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.

E1.15.7 Development application information

A report from a suitably qualified traffic consultant is required for any development application that proposes a mechanical parking installation or a car 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.