10 Car Parking, Access, Alternative and Active Transport

This section contains controls for the design of access driveways, car parking and bicycle parking across the local government area.

Making adequate provision for vehicles to access and park on a property has a significant impact on the site layout, landscape design, deep soil zones and stormwater management for any development. Particularly if the development is on a constrained site or additional areas are required for visitors, service vehicles, waste storage and removal, due to the scale of the vehicles involved and the potential for conflict with resident vehicles.

The amount of parking provided is related to the type and scale of development, however, parking provisions should also be considered in relation to the local context. In this regard, the location of public transport facilities, services and recreational facilities within walking or cycling distance may reduce the need for parking spaces and increase the need for other forms of vehicle storage and access.

10.1 Objectives

- To ensure that there is adequate and safe provision for access, manoeuvring and parking within the development.
- To restrict vehicular access to buildings in a manner that is compatible with pedestrian movements and safety.
- To integrate vehicle access and parking facilities without compromising street character, active street frontages or landscape.
- To promote alternative and active transport for both commuting and recreational transport.
- To provide an adequate level of on-site parking based upon anticipated occupancy rates and proximity to alternate and active transport, such as walking and bicycling.
- To ensure that parking requirements are met without imposing an undue burden on developers or an additional liability on the present and future ratepayers.
- To ensure adequate space is provided in non-residential development for safe vehicle manoeuvring so that vehicles enter and exit the site in a forward direction.

Additional objective Residential Apartment Buildings, Mixed Use Development and Business Premises Objectives

- To integrate the siting, scale and design of basement parking into the site and building design.

10.2 Discounts

Where a development has an approved use with a shortfall in the car parking rate as calculated by Council, there may be consideration to the use of existing car parking credits for future development discounts.

No discount is given on rates prescribed by NSW State legislation.

Where a development is requesting a discount in the parking rate based on factors such as mixed land use or increased access to alternate transport, a detailed travel demand assessment will be required to justify the discount. Discounts for increased access to alternate transport, such as access to public transport or the provision of shower/locker rooms, will be capped at a maximum of 5% of the overall car parking rate. Discounts will only be applied for bicycle parking where it exceeds the minimum requirements of this policy. No discounts will be given for residential development.

Where a development cannot provide the required number of parking spaces and it is located within an area identified for car parking contributions, consideration may be given for a contribution to offset the shortfall as outlined in the relevant Section 94 Contributions Plan.

10.3 Car Parking

10.3.1 Car Parking Rates

10.3.1.1 Single Dwellings, Dual Occupancies, Villas and Townhouses

Controls

(1) A dwelling with a floor area equal to or less than 125m^2 must be provided with a minimum of one (1) covered car parking space.

(2) A dwelling with a floor area great than 125m^2 must be provided with a minimum of two (2) spaces, at least of one of which must be covered.

10.3.1.2 Residential Apartment Buildings and Residential Component of Mixed Use Development

Controls

(1) Car parking is to be provided as follows:

- (a) one (1) car parking space for each one (1) bedroom dwelling
- (b) 1.2 car parking spaces for each two (2) bedroom dwelling
- (c) 1.5 car parking spaces for each three (3) or more, bedroom dwelling
- (d) 0.2 visitor car parking spaces per dwelling
- (e) 1 trailer space per eight (8) dwellings

(2) Car parking requirement calculations shall be rounded up to the nearest whole number.

10.3.1.3 All Development Excluding Residential

Controls

(1) The minimum parking requirements outlined in the table below should be used when minimum parking rates:

- (a) are not provided by relevant legislation; or
- (b) are not determined by a detailed parking demand survey in accordance with the Austroad publication Guide to Traffic Management Part 11 - Parking (2008).

Type	Car spaces
Bed & Breakfast Accommodation	1 off-road space per guest bedroom
Commercial Office / Business Premises	1 space per 40sqm GLFA*
Bulky Goods (Retail and Industrial)	1 space per 50sqm GLFA*
Retail/Shops	1 space per 24sqm GLFA*
Car/Caravan/Boat/Truck sales	1 space each 200sqm GLFA* 1 space each 24sqm of spare parts sales
Restaurant	1 space per 15 seats in an area identified in Council's S94 parking contributions plan 1 space per 3 seats elsewhere
Theatre/Church/Place of assembly	1 space per 10 seats or 1 space per 10sqm of seating area

Table Notes

GLFA is the gross leasable floor area as defined in the Roads and Maritime Services publication Guide to Traffic Generating Developments (2002).

Car parking requirement calculations shall be rounded up to the nearest whole number.

If the development type is not listed in the above table, reference may be made to the Roads and Maritime Services publication Guide to Traffic Generating Developments (2002) for the appropriate rate.

10.3.2 Car Parking Design Controls

10.3.2.1 Single Dwellings, Dual Occupancies, Villas and Townhouses

Controls

(1) Car parking spaces are to be designed in accordance with Australian Standard AS2890.1 and be of the following dimensions:
   (a) 2.4m x 5.5m for an unenclosed space.
   (b) 3.0m x 6.0m for an enclosed space (e.g. between a fence and a house wall or a single garage).

10.3.2.2 Residential Apartment Buildings, Mixed Use Development and Business Premises

Controls

(1) Car parking must be located behind the building setback and be screened from view using well designed structures and vegetation to minimise impacts on the streetscape.
(2) Car parking for residents may be located within a basement.
(3) Car parking areas should be designed to conveniently, efficiently and appropriately serve residents and visitors of the site by:
   (a) Ensuring that car parking areas are located close to entrances and access ways.
   (b) Car parking areas are secure and accessible.
(4) Clearly identify areas for visitor parking and parking for disabled persons.
(5) Driveways and car parking areas must be hard surfaced, designed and graded to manage stormwater.
(6) Stacked car parking (one space immediately behind the other) is only permitted if both spaces are used by the same dwelling.
(7) Car parking to be designed with a maximum 3 point turn for a vehicle to enter the and exit the property in a forward direction (for the 85% vehicle).
(8) The minimum head height clearance for a parking space for disabled persons is 2.5m.
(9) Where parking is provided within basement level/s, the scale and siting of the basement carpark must not impact upon the ability of the development to satisfy minimum landscaping and deep soil zone requirements.
(10) Where parking is provided in a basement, ventilation structures for the basement parking and air conditioning units must be orientated away from windows of habitable rooms and private open space areas. Ventilation grills and structures must be integrated into the design of the façade of the building to minimise their visual impact and be above the 100 year ARI flood level.

10.3.2.3 Industrial Development

Objectives

- To reduce on-street parking pressure in industrial areas and promote the use of alternative transport for employees.
- To ensure adequate space is provided for safe vehicle manoeuvring so that vehicles enter and exit the site in a forward direction.

Controls

(1) Car parking that is located in front of the building is to be screened from the street by a landscaped garden bed with a minimum width of 2.5m.
(2) All car parking spaces are to be adequately sealed, drained and line-marked.
(3) Vehicles (especially trucks) should not be reversed onto any site from a public street nor onto a public street

from any site.

10.3.3 Vehicle Access and Driveways

Vehicular crossings over footpaths can disrupt pedestrian movement and threaten safety, which in turn influences the quality of the public domain. Overly wide and numerous vehicular access points detract from the streetscape and the active use of street frontages.

The design and location of vehicular access to developments should therefore minimise both conflicts between pedestrians and vehicles on footpaths, particularly along pedestrian priority places, and visual intrusion and disruption of streetscape continuity. It is important that vehicle access is integrated with site planning from the earliest stages of development design.

Objectives

- To restrict vehicular access to buildings in a manner that is compatible with pedestrian movements and safety.
- To integrate vehicle access without compromising street character, active street frontages, landscape of pedestrian amenity and safety.

10.3.3.1 Single Dwellings, Dual Occupancies, Villas and Townhouses

Controls

(1) Hard surface driveway areas are to be minimised to reduce the impacts of stormwater runoff and to improve visual amenity.

(2) Driveways, car parking areas and uncovered paved or hard landscaped areas are to be constructed from permeable materials where possible to maintain natural drainage flows and maximise stormwater infiltration on site.

(3) Vehicle crossovers are to be located a minimum 1m from the side boundary, at the front boundary.

(4) Driveways and crossovers are to be:

  (a) Limited to one per frontage;

  (b) Located to minimise the removal of any existing street trees.

(5) A turning area is to be provided to enable vehicles to enter and leave the site in a forward direction wherever possible. Turning areas are to be designed to allow the 85% Design Car Turning Path.

  (a) This should be provided where the site is steep, fronts a busy road or is in a highly pedestrianised area.

  (b) This shall be provided for shared driveways and where vehicles would otherwise have to reverse for more than 30m.

(6) All driveways and car parking shall be designed in accordance with Australian Standard AS2890.1 and Council's Steep Driveway Policy.

10.3.3.2 Residential Apartment Buildings, Mixed Use Development and Business Premises

Controls

(1) Vehicular entry points shall not comprise more than 25% of any street frontage.

(2) Vehicle access should be provided from rear lane or secondary street frontages where these are available.

(3) Only one vehicular access point is provided to a development except for special circumstances or where the site has frontage to two streets and a secondary access point is considered to be acceptable.

(4) Vehicular access ramps parallel to the street frontage will not be permitted.

(5) Vehicular entry points are to be integrated into the building design.

(6) Doors to vehicular access points are to be roller shutters or tilting doors positioned behind the street alignment with a 6.0m setback provided.

(7) Vehicular entries are to have high quality finishes to walls and ceilings as well as a high standard of detailing.

No service ducts or pipes are to be visible from the street.

(8) Paving colour, texture and material should be sympathetic with the character of the precinct and reflect a pleasant visual appearance.

(9) Driveways should be located to take into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees. Sight distances are required as prescribed by AS 2890.1.

(10) Long straight driveways should be avoided because these adversely dominate the streetscape and landscape. Curved driveways are more desirable. Landscaping between the buildings and the driveways is encouraged to soften the appearance of the hard surface.

(11) All driveways must be located a minimum of 6m from the perpendicular to the kerblines of any intersection of any two roads.

(12) The design of driveway and crossovers must be in accordance with council's standard vehicle entrance designs and widths must be in accordance with Australian Standard 2890.1.

(13) All vehicles within a multi-dwelling development must provide vehicular manoeuvring areas to all parking spaces so vehicles do not need to make more than a three point turn to enter and exit the site in a forward direction. Direct reversing onto the street will only be considered where the garage fronts a secondary road, carrying reduced traffic volume and all other requirements of the policy are met.

(14) Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with Australian Standard 2890.1. Crossover and driveway widths must comply with the following:

(a) Developments which generate truck movements need to be designed to facilitate the movement, loading and unloading of those vehicles. Loading docks should be located to provide easy access and should not be located within the building line. Applicants must be able to demonstrate that trucks can be satisfactorily manoeuvred within the site.

(b) Ramps to be designed for the 99% vehicle splays/truncated corners used at corners. Convex mirrors are to be used to improve visibility where required.

(c) Isle widths are to be a minimum of 6.6m (Note: 5.8m isle width will be allowable under special circumstances).

(d) The minimum head height clearance for ramps and isles is 2.2m (2.3m where access is required to a disabled parking space).

10.3.3.3 Industrial Development

Controls

(1) Developments which generate truck movements are to be designed to facilitate the movement, loading and unloading of those vehicles wholly within the site.

(2) Loading docks must be located behind the primary building line.

(3) Access diveways, car parking and loading docks are to be designed and constructed in accordance with the current version of Australian Standard AS 2890.1 – Off-street car parking and Australian Standard 2890.2 – Off-street commercial vehicle facilities.

(4) Access driveways are to be of a width that is consistent with the nature and needs of the development to avoid the obstruction of public roads by vehicles waiting for access to a site and which enables vehicles to be able to enter and leave the site in a forward direction.

(5) Access driveways and car parking areas are to be constructed with a suitable impervious finish such as concrete or bitumen.

(6) Driveways should be designed to avoid the obstruction of public roads by vehicles waiting for access to a site. On large sites (over 1.5ha) or sites likely to generate significant traffic, separate entrance and exit driveways should be provided;

(7) Driveways should not be closer than 1.5m to the side boundary at the street alignment (to allow for landscaping) and not closer than 6m to an intersecting street;

(8) Driveways must enter the site at right angles and be located so that vehicles turning from the street into the driveway can be readily seen by the driver of an approaching vehicle.

10.3.3.4 Seal Rocks - Shared Road Access

Objectives

- To maintain the natural character of the landscape and relaxed arrangement of access ways through this important frontage.

Controls

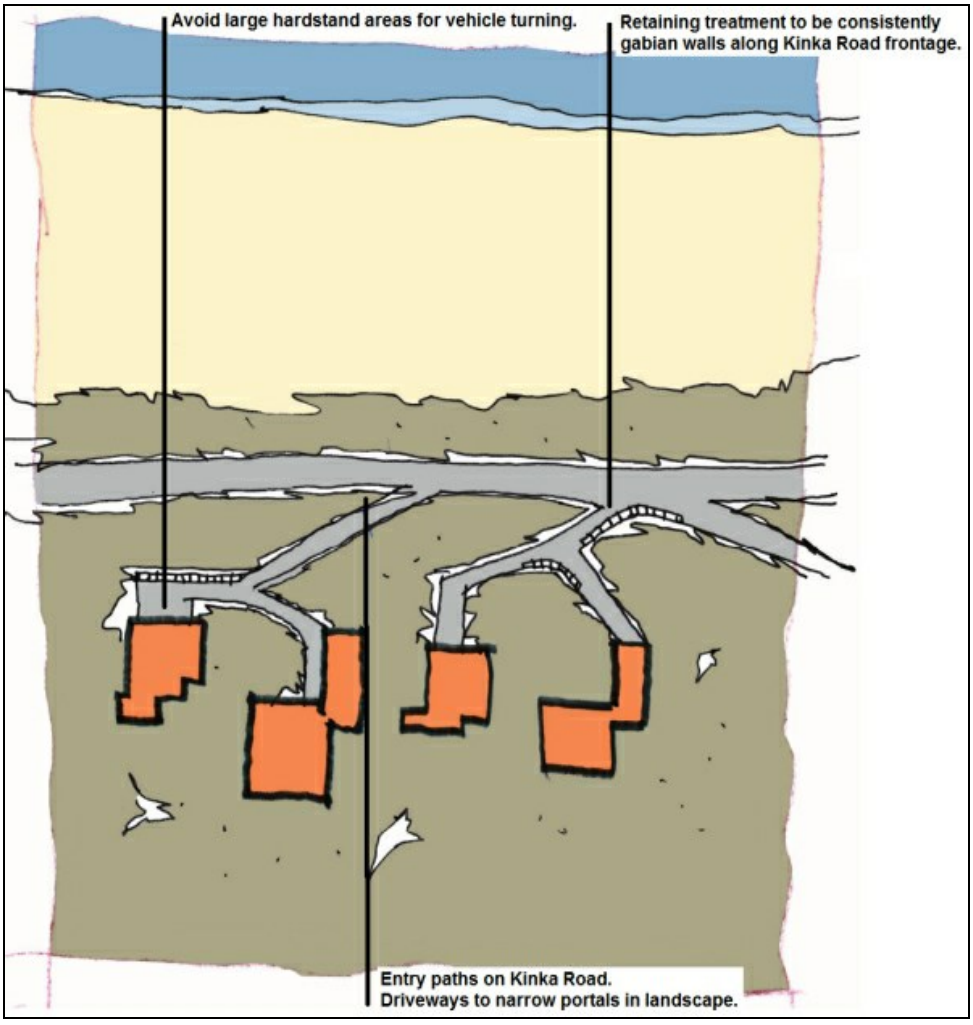
(1) Retaining materials with road reserve and allotment frontage should be ungrounded local stone (see the gabian wall example below).

(2) Driveways widths should be no wider than 3m at gradients that are sympathetic to the typology.

(3) Large turning areas for vehicles are to be avoided to reduce the footprint of driveways.

(4) A geotechnical report is to accompany all applications with a driveway with a slope greater than 1 in 6.

(5) Seek agreements with adjoining property owners to preserve existing shared access arrangements from Kinka Road. In the event that shared access is required over private property, an easement to legalise access will need to be created under the Conveyancing Act 1919.



Kinka Road Seal Rocks shared road access (click here to view original image)

Kinka Road shared road access

Gabian Wall

10.4 Alternative and Active Transport

Objectives

- To promote alternative and active transport for both commuting and recreational transport.
- To reduce the barriers to cycling by ensuring bicycle parking is available within the town centres.
- To encourage cycling by providing end of trip bicycle parking facilities.
- To ensure requirements to install bicycle parking do not impose an unreasonable cost burden on developers.
- To allow flexibility in how bicycle parking is provided in small destination developments, while ensuring the needs of cyclists are met.
- To ensure bicycle parking is safe, secure, convenient and meets the needs of a wide range of cyclists.

Controls

(1) Developments are required to provide bicycle parking suitable for residents/employees and for visitors/guests. Bicycle parking is to be provided according to current Australian Standards AS2890 series.

(2) Large scale retail and commercial developments are required to undertake improvements in the development design to encourage active and healthy living. This may require the preparation of a Workplace Travel Plan to identify improvements in end of trip facilities, public transport and pedestrian connections for the large scale development as outlined in the Premier's Council for Active Living publication Development & Active Living: Designing Projects for Active Living (2010).

(3) Bicycle parking is to be provided in accordance with the following table:

Type	Class 2 Bicycle Enclosure	Class 3 Bicycle Rail
Residential Flat Building	1 per unit	-
Office/Retail/Commercial/Industrial uses	1 per 500m2 GLFA* - minimum 1 space	1 per 500m2 GLFA* - minimum 1 space
Restaurants	1 per 200 seats - minimum 1 space	1 per 20 seats - minimum 1 space

Table Notes:

- GLFA is the gross leasable floor area as defined in the Roads & Maritime Services publication Guide to Traffic Generating Developments (2002).
- Bicycle parking requirement calculations shall be rounded up to the nearest whole number.
- Developments are required to provide bicycle parking in accordance with both Class 2 and Class 3 requirements.

(4) All Bicycle Parking Spaces provided to meet the requirements must:

(a) be located outside of pedestrian movements paths. In particular, bicycle parking facilities must not be

located within a continuous accessible path of travel; and

(b) be arranged so that a bicycle can be parked without damaging adjacent objects such as landscaping, access doors and corridors and other parked bicycles; and

(c) be protected from manoeuvring motor vehicles and opening doors; and

(d) be provided with adequate lighting.

(5) For Bicycle Enclosures to be accepted Bicycle Parking Facilities, they must:

(a) be designed in accordance with Australian Standard 2890.3 – Bicycle Parking Facilities; and

(b) contain one Bicycle Rail for each Bicycle Parking Space required; and

(c) be securely enclosed, for example by a wire mesh compound; and

(d) provide weather-protection for parked bicycles; and

(e) have a hard floor surface such as concrete or paving; and

(f) where visible from a public area, be designed to protect the aesthetic amenity of the surrounding streetscape and/or buildings.

(6) For Bicycle Rails to be acceptable as Bicycle Parking Facilities, they must:

(a) be designed in accordance with Australian Standard 2890.3 – Bicycle Parking Facilities; and

(b) be located outside where they are under continuous passive surveillance or casual overlooking; and

(c) provide a hard floor surface such as concrete or paving over the entire area used to park and manoeuvre bicycles.