South Sydney City Council

Development Control Plan No. 11

Transport Guidelines For Development
1996

Adopted 8 May 1996
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1. **INTRODUCTION**

1.1 **Citation**

This document, referred to as Development Control Plan No. 11 - Transport Guidelines For Development, has been prepared in accordance with the procedures set down in Section 72 of the Environmental Planning and Assessment Act (1979). Council must take into account the provisions of this Development Control Plan (DCP) as a relevant consideration in assessing the impacts of proposed developments under the requirements of Section 90(1)(a) of the Environmental Planning and Assessment Act.

DCP No. 11 applies to all development in the South Sydney Local Government Area, except land which is controlled under Sydney Regional Environmental Plan No. 26 - City West and State Environmental Planning Policy No. 47 - Moore Park Showground.

1.2 **Objectives of the Transport Guidelines**

The purpose of these Guidelines is to provide transport requirements and related design criteria for the preparation of plans and Development Applications (DA's). The Guidelines are consistent with the Strategy for a Sustainable City of South Sydney, 1995; contemporary standards; and Council's experience.

The main objectives of these new Guidelines are:-

- To encourage a reduction in the level of vehicular travel in South Sydney by reducing parking requirements and improving facilities for pedestrians, cyclists and public transport users;

- To ensure that an acceptable level of parking is provided on-site to minimise the unreasonable overflow of parking onto surrounding streets;

- To ensure that the design of parking and servicing areas and their access is safe and compatible with best practice standards;

- To ensure that all modes of transport are adequately considered for new developments and needs of pedestrians, cyclists and public transport users are met;

- To avoid where possible, the imposition of onerous car parking requirements on small scale supportive businesses;

- To provide for the transport needs of business and industry to support their viability, but discourage unnecessary provision for cars;

**DCP No. 11 - Transport Guidelines for Development** are to be read in conjunction with legislative requirements relating to development as well as other Policies and Plans relevant at the time of the Development Application.

As a guide, the following material should be consulted for details about transport related requirements for all developments:-

- Considerations listed under Section 90 of the Environmental Planning and Assessment Act, 1979 (Refer Appendix A).
South Sydney City Council local environmental plans, development control plans and policies applying at the time. Of particular relevance are:

DCP No. 1, soon to be replaced by South Sydney DCP 1996 - Urban Design
DCP No. 10 - Disabled Access

South Sydney Council Section 94 Contributions Plan.

State Environmental Planning Policies, namely SEPP 11 referring to Traffic Generating Developments and consultation requirements for larger developments (Appendix B)

Section 2.3 provides details of where these documents may be viewed or purchased.

It is intended that DCP No.11 be updated at regular intervals to be reflective of changing practices and new information as it becomes available. In the medium term, a programme for enhancing public transport and mechanisms for contributions through Section 94 payments towards the improvement of the pedestrian, cycling and public transport network in the surrounding area will be incorporated.

1.3 Use of Guideline Parking Rates

Previously, new development had been required to provide car parking and servicing to satisfy all of the parking demand created by a development. Facilities for non-motor vehicular transport were not specifically required. Council's Strategy For A Sustainable City Of South Sydney, and hence these Guidelines, propose a new, less car focused approach.

The parking rates of these Guidelines offer a balanced compromise by satisfying a large proportion of parking demand on-site, addressing car reduction objectives of Council's Strategy, and minimising the unreasonable overflow of parking onto surrounding streets.

It is important to appreciate the parking rates do not represent a code that should be blindly adhered to. Rather, they are generalised rates that would achieve the above objectives in most circumstances. Applications are assessed under a system of merit of weighing up the balance of differing issues. There is scope, both considering the issue in isolation and considering the project holistically, for the parking provision to be flexible to suit particular circumstances and local conditions.

However, any departure from the Guideline rate must be adequately explained and justified by an applicant if their proposal is to be supported.

Notwithstanding this, any provision above the Guideline rates will not generally be favoured and would be penalised by any internal parking space and access to it being added to floorspace, with the end result of increased floorspace ratio.

Application for provision below the guideline rates will be given full consideration under criteria set out in Section 3.2.
2. DEVELOPMENT APPLICATIONS

2.1 Pre-Development Application Advice

Transport related enquiries can be directed to Council’s Transport Planner. If other planning issues are involved as well, pre-DA advice may be arranged through the Duty Planner or an appointment with the Eastern or Western Area managers of the Statutory Planning Section, depending on the nature of the enquiry.

For smaller projects, enquiries can be made by telephone or an appointment can be made at no charge. Advice is best sought at a very preliminary stage and subsequent meetings should not last more than half an hour.

Formal pre-DA meetings are held when requested by a proponent and are appropriate for more complex and contentious proposals requiring input from a number of Council officers (such as heritage, urban design, transport, health, building, etc.). During the meetings, the key issues of the proposal are discussed and written advice provided by Council officers on matters the applicant should modify or address in their DA.

A formal pre-DA meeting can be arranged through Council’s Statutory Planning Manager. A fee is chargeable. Seven days notice is the minimum time required between the lodging of preliminary plans (5 copies needed), any other documentation and the appropriate fee.

It should be appreciated the advice from Council officers is based on the information submitted for the preliminary assessment. The views expressed may vary once the application is formally assessed by way of the development application process, submissions from interested parties and fuller consideration of some issues. Those comments do not bind the elected Council in any way.

2.2 Transport Information To Accompany Development Applications

Concise but adequate information should be provided with all Development Applications in the form of a letter or short report detailing:

- the transport facilities included in the development;
- the parking requirements contained in these Guidelines and justification of any departures from them;
- proposed access arrangements and compliance with design requirements outlined in these Guidelines;
- a brief statement on anticipated traffic generation, directional distribution and nature of impacts expected.

For more substantial developments, Council will require a more comprehensive parking and transport assessment to accompany a DA when it feels a proposal is likely to have a significant impact on the surrounding parking, public transport or road system. Such assessments should be carried out by appropriately qualified and experienced person or company.

As a general guide, comprehensive parking and transport assessments will be required for the developments having a size requiring State Environmental Planning Policy No. 11 (SEPP 11) referral to the Regional or Local Traffic Committee (refer Appendix B for criteria).
However, Council may still require reports for smaller scale development, other uses or where certain issues warrant closer inspection. As examples, Council may consider that:

- a host precinct is approaching an upper level of vehicular traffic and that new development may damage its residential amenity; or
- desirable access and sight distance criteria (outlined in Section 4) cannot be complied with and expert opinion is needed; or
- public transport, road or pedestrian improvements may be necessary to service the development.

Along with the basic information referred to previously, comprehensive transport assessments should normally include:

- a review of the existing and future background traffic networks, and of predicted and future background traffic operating conditions within an appropriate planning horizon;
- an assessment of the appropriateness of the existing public transport network to service the site, particularly in the off-peak, night and weekend periods and potential initiatives to encourage its usage;
- estimates of the proposal's travel demand for each major mode with appropriate directional distribution and approach routes during selected peak design periods and over a 24 hour period;
- predictions of traffic and pedestrian operating conditions with and without the proposed development, and recommendations for external footpath and roadworks;
- an assessment of the access, circulation, servicing, garbage removal and parking arrangements proposed, particularly with respect to compliance with these Guidelines.

Details of issues to be covered may be found in the RTA Guide to Traffic Generating Developments. Applicants are requested to give appropriate attention to key issues, provide adequate factual information and documentation of technical analysis and assumptions where necessary. Applicants are encouraged to contact Council if necessary to assist in the identification of key issues to be addressed and information to be supplied.

It is stressed that it is in the interests of applicants and their responsibility to provide adequate and plausible supporting information, both to assist the expedient handling of the application by Council and to minimise adverse comment by potentially affected neighbours.

Where information is deemed inadequate, Council may require supplementary information to be provided, thus delaying the project's handling. If that information is not received or is still inadequate, it is deemed to be a legitimate reason for refusing an application.
2.3 Sources of Information

The assessment of the traffic generation of development proposals can be undertaken by carrying out a survey of a similar type of development and by referring to the RTA Guide to Traffic Generating Developments, Part 3 and its background surveys, if suitable.

The more common types of development generally have the following indicative vehicle trip generating characteristics. These can vary depending on characteristics such as provision of parking and socio-economic factors:

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Weekday peak hour trips</th>
<th>Daily vehicle trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dwelling houses</td>
<td>0.6 to 0.85 per dwelling</td>
<td>6 to 9 per dwelling</td>
</tr>
<tr>
<td>Medium density units (&lt;20)</td>
<td>0.4 to 0.5 per dwelling</td>
<td>4 to 5 per dwelling</td>
</tr>
<tr>
<td>High density units (20+)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- near CBD, busy locations</td>
<td>0.24 per dwelling</td>
<td>2.5 per dwelling</td>
</tr>
<tr>
<td>- less built up areas</td>
<td>0.29 per dwelling</td>
<td>3 per dwelling</td>
</tr>
<tr>
<td>Office and Commercial</td>
<td>2 per 100 sq.m GFA</td>
<td>10 per 100 sq.m GFA</td>
</tr>
<tr>
<td>Restaurants*</td>
<td>5 per 100 sq.m GFA</td>
<td>60 per 100 sq.m GFA</td>
</tr>
<tr>
<td>Road Transport Terminals*</td>
<td>1 per 100 sq.m GFA</td>
<td>5 per 100 sq.m GFA</td>
</tr>
<tr>
<td>Industry</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial Light Industry/Business Parks*</td>
<td>1 per 100 sq.m GFA</td>
<td>5 per 100 sq.m GFA</td>
</tr>
<tr>
<td>Warehouses*</td>
<td>0.5 per 100 sq.m GFA</td>
<td>4 per 100 sq.m GFA</td>
</tr>
<tr>
<td>Childcare Centres</td>
<td>0.6 per child</td>
<td>2.4 per child</td>
</tr>
<tr>
<td>Tourist Hotels*</td>
<td>0.3 per room</td>
<td>2 per room</td>
</tr>
</tbody>
</table>

Uses marked with an asterisk can have highly variable traffic generation rates as do many others not specifically referred to in the table. Details of such uses are best obtained from examination of the RTA’s background documents or, more simply from surveys of comparable establishments.

Copies of the RTA Guide and other source documents referred to in these Guidelines may be viewed at:

- Council's administration office at 140 Joynton Road, Zetland (refer Planning and Building counter);

- RTA libraries at:
  - Rosebery - 56 Rothschild Avenue, (only location of RTA background surveys)
  - Surry Hills/Central Station - Centennial Plaza, 260 Elizabeth St (cnr Albion St)
3. PROVISION OF TRANSPORT FACILITIES

3.1 Guideline Rates

Requirements for transport facilities to be provided with developments are summarised in the following pages. The requirements have been listed into 4 broad categories of land use, namely:

<table>
<thead>
<tr>
<th>Table 1</th>
<th>Residential and Casual Accommodation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table 2</td>
<td>Office, Commercial and Industry</td>
</tr>
<tr>
<td>Table 3</td>
<td>Food, Entertainment and Recreation</td>
</tr>
<tr>
<td>Table 4</td>
<td>Community, Education and Health Facilities</td>
</tr>
</tbody>
</table>

Definitions of land uses can be found in Appendix C. Council officers should be contacted if any clarification is needed.

Where the table of requirements does not cover a land-use type, parking requirements should be estimated from surveys of similar establishments, or other supportable means. Council's Duty Planner (313 0399) or Transport Planner may provide assistance in these circumstances.

All units of measure refer to Gross Floor Area (GFA) as defined in Appendix C.

In calculating the number of spaces, rounding to the nearest whole number should be used. For staged and segmented development, parking requirements for each component should be calculated separately.

All new off-street parking is to be provided free of charge (with the exception of institutional uses) and is to be for users of the subject development only. Council's Strategy does not generally support public carparks, commercial or otherwise, as these may detract from the viability of public transport in the area and unreasonably add to traffic congestion. Only in exceptional circumstances and on demonstration that the intended users are not disadvantaged will use of surplus parking capacity by others, be considered. Purchase of parking spaces by others will not be permitted.

Following the rates, details are provided on possible alternatives to providing car parking on-site, criteria that will be used to assess an application for reduced levels of parking, and non parking related transport facilities.
### Table 1. RESIDENTIAL & CASUAL ACCOMMODATION

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>CAR PARKING</th>
<th>COACH</th>
<th>SERVICING</th>
<th>BICYCLES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DOMESTIC DWELLINGS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single dwelling houses and terraces</td>
<td>1 / dwelling</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buildings with no more than 2 individual dwellings</td>
<td>1 / dwelling</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>RESIDENTIAL UNITS &amp; TOWN HOUSES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Bedroom Units and Bedsitters</td>
<td>0.5 / unit</td>
<td></td>
<td>Consider requirements of removal</td>
<td>1 / 3 units</td>
</tr>
<tr>
<td>2 Bedroom Units</td>
<td>0.8 / unit</td>
<td></td>
<td>vans, garbage collection, etc.</td>
<td>1 / 3 units</td>
</tr>
<tr>
<td>3 or More Bedroom Units</td>
<td>1.2 / unit</td>
<td></td>
<td>+ 1 wash-bay per 100 flats over</td>
<td>1 / 3 units</td>
</tr>
<tr>
<td>Separate visitor parking</td>
<td>1 / 6 total units near entrance</td>
<td></td>
<td>50 flats</td>
<td>1 / 10 units</td>
</tr>
<tr>
<td><strong>SPECIAL NEEDS HOUSING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aged &amp; Disabled Housing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Resident-Funded Self-Contained Units</td>
<td>Refer SEPPS</td>
<td>Bus set-down and pick-up space for larger developments</td>
<td>Ambulance Space, other to meet needs</td>
<td>1 / 20 staff</td>
</tr>
<tr>
<td>(b) Subsidised Development Self-Contained Units</td>
<td>Refer SEPPS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hostels, Nursing and Convalescent Homes</td>
<td>1/10 beds (visitors) + 1/2 (employees) Greater of 1/15 beds or 1/5 rooms</td>
<td>As above</td>
<td>Ambulance Space, other to meet needs</td>
<td>1 / 20 staff</td>
</tr>
<tr>
<td>Boarding Houses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOURIST ACCOMMODATION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tourist and Private Hotels, Serviced Apartments</td>
<td>1/4 rooms (1st 100), then 1/5 rooms + 1/4 staff</td>
<td>Kerbside coach setdown: 1/50 rooms for 70 rooms or more</td>
<td>1 / 50 rooms (1st 200 rooms), then 1/100 rooms</td>
<td>1 / 20 rooms</td>
</tr>
<tr>
<td>Refer Food, Entertainment &amp; Health (Table 3) for ancillary bar &amp; dining facilities, and pub hotels</td>
<td></td>
<td>Long term coach parking: 1/100 rooms for 100 rooms or more</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Backpacker Hotels</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motels</td>
<td>Greater of 1/15 beds or 1/5 rooms</td>
<td>As for hotels</td>
<td>As for hotels</td>
<td>1 / 10 beds min.</td>
</tr>
<tr>
<td>1 / room</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## SUMMARY OF GUIDELINE RATES

### Table 2. OFFICE, COMMERCIAL & INDUSTRY

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>CAR PARKING</th>
<th>COACH</th>
<th>SERVICING</th>
<th>BICYCLES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OFFICE &amp; COMMERCIAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office &amp; Commercial</td>
<td>1 / 125 sq m GFA, 20% allocated to visitors</td>
<td></td>
<td>1 car and motorcycle space min. plus 1/4000 sq m GFA (1st 20000 sq m), then 1/8000 sq m GFA, 50% for trucks</td>
<td>1 / 20 staff min</td>
</tr>
<tr>
<td><strong>RETAIL DEVELOPMENTS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auction Rooms</td>
<td>Greater of 1/3 seats or 1/10 sq m GFA + pre-auction storage treated as warehouse</td>
<td>To meet needs</td>
<td>To meet needs</td>
<td>10% of car parking demand</td>
</tr>
<tr>
<td>Bulky Goods Retail Stores</td>
<td>Survey based assessment needed</td>
<td>To meet needs</td>
<td>To meet needs</td>
<td>10% of car parking demand</td>
</tr>
<tr>
<td>Duty Free Stores</td>
<td>1 / 56 sq m GFA</td>
<td>To meet needs</td>
<td>To meet needs</td>
<td>10% of car parking demand</td>
</tr>
<tr>
<td>Markets</td>
<td>*Staff (stall holders) + 1.2 *staff (patrons)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shopping Centres</td>
<td>Survey based assessment needed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Small Shops</td>
<td>1 / 50 sq m GFA</td>
<td>Survey based assessment needed</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>AUTOMOTIVE USES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car Repair Centres</td>
<td>3 / week bay (excluding the work bay)</td>
<td>To meet needs</td>
<td>To meet needs</td>
<td>1 / 20 staff</td>
</tr>
<tr>
<td>(a) Ancillary Retail</td>
<td>1 / 50 sq m GFA for visitors</td>
<td>To meet needs</td>
<td>To meet needs</td>
<td>1 / 20 staff</td>
</tr>
<tr>
<td>Car Showrooms</td>
<td>1 / 20 sq m GFA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Stations</td>
<td>1 / 50 sq m GFA for visitors</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Ancillary Retail</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>INDUSTRY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industries/Warehouses</td>
<td>1 / 10 sq m GFA (10% for visitors)</td>
<td></td>
<td>1 / 300 sq m GFA or to suit needs</td>
<td>1 / 20 staff</td>
</tr>
<tr>
<td>(a) Ancillary Retail</td>
<td>1 / 50 sq m GFA for visitors</td>
<td></td>
<td>To meet needs</td>
<td>1 / 100 sq m GFA</td>
</tr>
<tr>
<td>(b) Ancillary Commercial (20% for visitors)</td>
<td>1 / 100 sq m GFA (1st 25%), then 1 / 125 sq m GFA</td>
<td>To meet needs</td>
<td>To meet needs</td>
<td>1 / 20 staff</td>
</tr>
<tr>
<td>Road Transport Terminals/Container Terminals</td>
<td>Fleet anc visitor parking to meet needs + staff parking @ 1 / 2 employees</td>
<td>To meet needs</td>
<td>To meet needs</td>
<td>1 / 20 staff</td>
</tr>
</tbody>
</table>
### Table 3. Food, Entertainment & Recreation

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>FOOD &amp; BEVERAGE</th>
<th>SPORT &amp; RECREATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cafes</td>
<td>1/100 sq m (1st 100 sq m), then 1/10 sq m</td>
<td>1/4 machines + 1 table</td>
</tr>
<tr>
<td>Clubs</td>
<td>1/100 sq m (1st 100 sq m), then 1/10 sq m</td>
<td>2 Lane</td>
</tr>
<tr>
<td>Discos, karaoke bars, and</td>
<td>Greater of 1/100 sq m or 1/2 sq m GFA</td>
<td>Indoor Sports Centres</td>
</tr>
<tr>
<td>bowling alleys, bowling</td>
<td>Greater of 1/100 sq m or 1/2 sq m GFA</td>
<td>3/100 sq m a.m.</td>
</tr>
<tr>
<td>alleys, bowling alleys,</td>
<td>Greater of 1/100 sq m or 1/2 sq m GFA</td>
<td>Survey base assessment needed</td>
</tr>
<tr>
<td>amuseums</td>
<td>Greater of 1/100 sq m or 1/2 sq m GFA</td>
<td>2/Court</td>
</tr>
<tr>
<td>Drive-in, take-away, and</td>
<td>Greater of 1/100 sq m or 1/2 sq m GFA</td>
<td></td>
</tr>
<tr>
<td>outdoor seating</td>
<td>Greater of 1/100 sq m or 1/2 sq m GFA</td>
<td></td>
</tr>
<tr>
<td>Hotel (Pub)</td>
<td>1/100 sq m (1st 100 sq m), then 1/10 sq m</td>
<td>To meet needs</td>
</tr>
<tr>
<td>Reception rooms</td>
<td>Greater of 1/100 sq m or 1/2 sq m GFA</td>
<td>To meet needs</td>
</tr>
<tr>
<td>Restaurants</td>
<td>Greater of 1/100 sq m or 1/2 sq m GFA</td>
<td>To meet needs</td>
</tr>
<tr>
<td>Take-away (food shop with</td>
<td>Greater of 1/100 sq m or 1/2 sq m GFA</td>
<td>To meet needs</td>
</tr>
<tr>
<td>seating of up to 20)</td>
<td>Greater of 1/100 sq m or 1/2 sq m GFA</td>
<td>To meet needs</td>
</tr>
<tr>
<td>Swimming pools</td>
<td>Greater of 1/100 sq m or 1/2 sq m GFA</td>
<td>To meet needs</td>
</tr>
<tr>
<td>LAND USE</td>
<td>CAR PARKING</td>
<td>COACH</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td><strong>SUMMARY OF GUIDELINE RATES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MEDICAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hospitals - Doctors</td>
<td>1/doctor</td>
<td></td>
</tr>
<tr>
<td>- Staff</td>
<td>1/2 non-medical staff</td>
<td></td>
</tr>
<tr>
<td>- Visitors</td>
<td>Greater of 1/5 total staff at peak or 1/3 beds</td>
<td></td>
</tr>
<tr>
<td>Medical Centres and Consulting Rooms</td>
<td>2 effective full time doctors</td>
<td></td>
</tr>
<tr>
<td>Nursing/Convalescent Homes - refer to Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CHILD EDUCATION &amp; CARE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Child Care Centres</td>
<td>1/4 staff + 1/6 children for parents drop-off and pick-up (on-street considered)</td>
<td>To meet needs</td>
</tr>
<tr>
<td>Primary Schools</td>
<td>1/2 staff + 1/4 staff for parents drop-off and pick-up (on-street considered)</td>
<td>To meet needs</td>
</tr>
<tr>
<td>Secondary Schools</td>
<td>1/2 staff</td>
<td></td>
</tr>
<tr>
<td><strong>ADULT EDUCATION &amp; ENLIGHTENMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art Galleries</td>
<td>1/200 sq.m GFA</td>
<td></td>
</tr>
<tr>
<td>Brothels</td>
<td>1/2 staff</td>
<td></td>
</tr>
<tr>
<td>Business and Language Schools</td>
<td>1/2 staff + 1/20 effective full-time students</td>
<td>1 bus space (24 seater)</td>
</tr>
<tr>
<td>Cinemas, Theatres</td>
<td>Greater of 1/12 seats or 1/30 sq.m GFA</td>
<td>Seddon over 100 seats</td>
</tr>
<tr>
<td>Places of Assembly and Worship</td>
<td>Greater of 1/12 seats or 1/30 sq.m GFA</td>
<td>Seddon over 100 seats</td>
</tr>
<tr>
<td>Tertiary Education Establishments, TAFES, etc</td>
<td>1/2 staff + 1/20 effective full-time students</td>
<td>Seddon 1/500 students</td>
</tr>
</tbody>
</table>
3.2 Departure From Guideline Rates

As previously outlined, the parking rates do not represent a code that should be blindly adhered to, rather they are generalised rates that meet most circumstances. Applications are assessed under a system of merit and there is scope for parking provision to be flexible to suit particular circumstances and local conditions.

Any departure from the Guideline rates must be fully explained and justified if that departure is to be considered.

Provision above the Guideline rates will not generally be favoured. If shown to be justified, “excess” parking and access aisles that are within the building will be penalised by that area being added to floorspace, with the end result that floorspace ratio will increase.

Provision below the guideline rates will be genuinely considered under criteria set out in this section in conjunction with supporting factual information supplied by the applicant. The use of surveys of comparable developments in comparable locations is strongly encouraged. With the recycling of older buildings, parking “credits” may be an avenue to explore. Mixed use developments and leasing spaces elsewhere are other options available.

In the case of a new development having an over-provision of parking as a result of the previous use, there will be no explicit requirement by Council to remove the excess parking though such excess internal to the building will be included as floorspace.

3.2.1 Concessions To Reduce Car Parking

The following criteria may be explored by applicants and will be used by Council to assess whether reducing the provision of car parking will be accepted:

- demonstration of reduced parking requirements from surveys of comparable establishments;
- the frequency and duration of major parking events is not excessive;
- the size and type of development and the degree of impact on local parking conditions should provision be reduced;
- the availability and level of service of public transport (AMCORD research suggests proximity of 400 metres or less to rail stations and trunk bus routes may reduce parking for residential uses by at least 25%);
- the availability of car parking on-street and potential for angle parking to be implemented. With the latter, schemes should have in-principal support from Council officers prior to submission of the DA and its design would be subject to formal approval by South Sydney Council’s Traffic Committee. Any costs associated with such a proposal including design, construction, landscaping and supervision would be at the applicant’s expense;
- the availability and affordability of parking in nearby car parking stations;
- the degree of local patronage anticipated, especially for restaurants and cafes;
- the location of non-residential uses, such as schools, local services, employment, retail and recreational facilities, and whether the proximity of these services will reduce the need for vehicle use;
- the provision of stacked or mechanical parking that can satisfy part of the demand in less space. Stack parking is allowed for a single tenancy for residential and commercial developments only;
- the projected requirements of people occupying the development taking into account social-economic status, age, car ownership levels, life cycle, etc;
- the potential for future improvements to public transport services (e.g., future station at Green Square, Central Station and Redfern interchange upgradings, bus priority in Oxford St, Broadway and William St); pedestrian and cycling links, and local services.

### 3.2.2 Credits For Existing Uses

In circumstances such as a change of use involving refurbishment or conversion of an existing building, it may be difficult to provide the full quota of parking spaces on-site without compromising the building's integrity. It is widely appreciated that this is characteristic of many developments in South Sydney where buildings can have heritage or urban design significance.

In these circumstances, Council may, at its discretion, apply parking credits to the site. A parking credit may be given where previous development has not provided all or part of their parking requirement and hence can receive a credit for those spaces not previously provided. It is assumed in this instance that the parking not provided for is currently being catered for on-street and it is reasonable to continue this practice.

The parking requirement for the new development is then calculated as the difference between that required for the old use (and not provided) and that required for the new use. It should be noted that all calculations are to be made under the new Guidelines.

<table>
<thead>
<tr>
<th>EXAMPLE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Use</strong> - 375m² of industrial with 1 parking space provided</td>
</tr>
<tr>
<td>Parking requirement = 1/100m² = 3.75 spaces</td>
</tr>
<tr>
<td>Credit = 4 spaces required - 1 space provided = 3 spaces</td>
</tr>
</tbody>
</table>

| **Proposed Use** - 200m² of retail and 175m² of commercial |
| Parking requirement = 1/100m² for retail = 4 spaces |
| 1/125m² for commercial = 1.4 spaces |
| Total requirement under Guidelines = 5 spaces |

| **Final requirement with Credit** |
| Proposed parking requirement (5 spaces) - Credits (3 spaces) = 2 spaces |
However, Council will follow the criteria below when assessing the applicability of credits:

- Credits are not possible where a site is being fully redeveloped, i.e.; the existing building is being removed and another rebuilt, or extensively changed, i.e.; complete gutting of a building with only the retention of the shell.

- Credits will not be allowed when there is a differing pattern of parking demand between the existing and proposed use, i.e.; a proposed use such as residential where peak parking is night time-oriented, could not reasonably be granted credits for a daytime-oriented former use such as a factory;

- Credits may be disallowed or only partially granted in situations where the local area is particularly sensitive to increases in parking demand on-street or in circumstances where the Guideline rates may be totally inappropriate;

- Credits may not be allowed if the building has been vacant for any substantial length of time - when this is the case, it effectively removes much of the argument that the parking demand is currently being catered for on-street.

In some circumstances where credits may not be strictly appropriate, the logistics and significance of the building or site may be taken into account and a concession for reduced parking granted. In these circumstances, the applicant will need to demonstrate that there is insufficient room in the building to accommodate parking on-site without compromising its heritage or architectural worth, or that the streetscape and overall amenity will be unreasonably damaged.

3.2.3 Mixed Use Developments and Shared Parking

When a mixed use development is proposed, consideration may be given to reducing the number of parking spaces required due to the overlapping or complementary nature of the parking demand. For example, certain types of development with a mixed commercial and residential use allow the opportunity of parking spaces to be utilised by commercial use during the day and by visitors of the residential building at night. Another example would be parking for a small bar or restaurant as part of a hotel development which would tend to be treated as a complementary use. The suitability of ‘multi-use’ of car parking must be explained with the application.

3.2.4 Leased Spaces Elsewhere

Where parking spaces cannot be provided on the site, in certain cases parking spaces may be permitted to be leased at other premises or car parking stations nearby. This does not apply to residential developments.

If such a scheme is proposed, a “Parking Management Plan” should be submitted with the Development Application outlining the following:

- Number and Location of Leased Spaces Proposed - spaces should be within 100m walking distance of the development. A description of the premises where the spaces are to be provided should be given, e.g. public car parking station, address and use of premises.

- Method of Operation - A description of the operation system should be given, e.g. voucher, card system etc.
• Advertising - the availability and location of leased spaces should be advertised e.g. in any promotions, shop window displays, with maps etc. Evidence of this should be provided.

• Confirmation by the Lessor - evidence that the lessor can provide parking spaces indefinitely and that the spaces are not required for another use should be supplied.

Copies of formal lease arrangements should be supplied to Council on completion of building work and prior to occupation, and at the expiry of the consent/lease term if these arrangements are to continue. Should the spaces no longer be available, alternative arrangements acceptable to Council or demonstration that the parking is no longer needed due to changed circumstances or demand should be supplied. Council's experience has shown that leasing of spaces within a service station site is not acceptable.

3.3 Other Parking Issues

3.3.1 Visitor Parking

Visitor spaces should be clearly marked and conveniently located to encourage their use by their intended users. Spaces should be freely accessible, preferably in front of security grills or the building. If visitor parking is located behind security gates, an intercom system will be necessary for users to gain entry. Tenants should be discouraged from using visitor spaces and all such spaces must be free of charge.

In some circumstances, it may be argued that a component of visitor parking could be provided on-street or in nearby public carparks. Also, as outlined in Section 3.2.1, it may be possible in some areas to create visitor parking on-street by converting existing parallel parking to angle parking at the applicant's expense.

3.3.2 Resident Parking Schemes

Resident parking permits will not be issued to any occupants of new multi-unit residential developments, whether they be conversions or new developments, in areas where parking schemes exist. It will be a condition of consent that this policy be conveyed by applicants to prospective purchasers.

3.3.3 Parking For Disabled Persons

Car parking should be provided in accordance with the City of South Sydney DCP No. 10 Planning for Disabled Access. The DCP largely requires compliance with AS1428.

Residential parking areas of over 20 spaces but under 50 spaces should provide at least one space (of the 20) for disabled drivers, and in parking areas with over 50 spaces at least 2% should be for disabled drivers, clearly marked and signposted for this purpose. Table C1 of AS2890.1, copied overpage, outlines the requirements for parking for people with disabilities for other uses.

Spaces shall have minimum dimensions of 3.2m wide x 5.5m long. A vertical clearance of 2.5m is required from the entrance of the space to 2.16m from the front of the space to accommodate a roof hoist used to raise and lower a wheelchair. Spaces should be located close to an accessible entrance or lift.
## Provision of Parking Spaces for People with Disabilities

<table>
<thead>
<tr>
<th>Type of facility</th>
<th>Recommended number of disabled spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Retail/commercial</strong>&lt;br&gt;A shopping area with or without commercial premises (banks, credit unions, restaurants, offices), or an office area. Includes strip shopping centres or CBD areas, shopping complexes, supermarkets, variety stores. May include post office, entertainment, community, recreation venues and the like.&lt;br&gt;Tourist facilities</td>
<td>1 - 2 percent</td>
</tr>
<tr>
<td><strong>Transport</strong>&lt;br&gt;Railway stations, bus/rail or tram/rail interchanges</td>
<td>1 - 3 percent</td>
</tr>
<tr>
<td><strong>Community</strong>&lt;br&gt;Civic centres, town halls, community centres, senior citizens' clubs, healthcare&lt;br&gt;Recreation&lt;br&gt;Leisure centres, gymnasiums, swimming pools, parks, gardens, foreshore, sporting venues</td>
<td>2 - 3 percent&lt;br&gt;(see Note 1)</td>
</tr>
<tr>
<td><strong>Education</strong>&lt;br&gt;Schools</td>
<td>2 - 3 percent&lt;br&gt;(see Note 2)</td>
</tr>
<tr>
<td>Tertiary institutions</td>
<td>2 percent&lt;br&gt;(see Note 2)</td>
</tr>
<tr>
<td><strong>Entertainment</strong>&lt;br&gt;Theatres, libraries, art galleries, sports centres, entertainment centres</td>
<td>3 - 4 percent&lt;br&gt;(see Note 1)</td>
</tr>
<tr>
<td><strong>Medical</strong>&lt;br&gt;Hospitals&lt;br&gt;Medical centres&lt;br&gt;(including community health centres, radiology clinics, rehabilitation units)</td>
<td>3 - 4 percent&lt;br&gt;3 percent&lt;br&gt;(see Note 3)</td>
</tr>
<tr>
<td><strong>Post office</strong>&lt;br&gt;Usually combined with retail/commercial</td>
<td>See Note 1</td>
</tr>
<tr>
<td><strong>Religious centre</strong>&lt;br&gt;Individual churches or religious centres</td>
<td>See Note 3</td>
</tr>
</tbody>
</table>

### Notes:

1. Where a facility of this type is located in a retail/commercial area, at least one space should be located close to that facility to maximize convenience for users of the parking space.
2. For all schools, TAFE, CAE or other institutions with limited parking facilities, disabled spaces should be provided on request where justified. Two percent can be taken as a general guide. This would usually be appropriate to tertiary institutions with large car parks.
3. To be provided as needed in consultation with management of centre or church.
3.3.4 Contributions in Lieu

Council's current policy does not allow contributions in lieu of providing parking on-site. In future, it is expected that contributions will be levied on all developments towards public transport, pedestrian and bicycle network improvements.

3.4 Provision For Alternative Modes of Transport

3.4.1 Bicycles

Bicycle parking facilities must be provided in all developments where people are likely to cycle in accordance with the rates in the preceding tables.

Further information on the design of storage facilities is contained in Section 4.7. In addition, the following should be considered:-

- Security of facilities in relation to the type of use and visibility of the parking area.
- Storage facilities should be located in convenient locations, be clearly visible and accessible to pedestrian entrances so as to encourage their use. They should be not located to cause injury to passing pedestrians or conflict with vehicle flows.
- Shower facilities should be provided at all places of employment requiring 5 or more bicycle parking spaces.

3.4.2 Coaches And Car/Taxi Setdown

Taxi, private vehicle and coach drop-off/set-down areas should be provided for larger developments in a convenient off-street location close to pedestrian entrances, with consideration given to the design of the front of the building, safety and interruption to traffic.

Desirably, the drop-off/set-down point should be in a porte cochere, designated short stay area or indented parking arrangement to suit the site. It should be noted that Council may require coach and set down parking for uses not specified in the tables if it deems this to be necessary.

The use of on-street space for set-down areas may be possible if off-street provision is impractical or detrimental to pedestrian amenity and urban design. However, this would be subject to negotiation with Council and would need the approval of the South Sydney Traffic Committee.

3.4.3 Pedestrians

Details of pedestrian access to and within developments must be provided. The following requirements should be considered:-

- Pedestrian entrances should be clearly visible, conveniently located, well-lit and should have minimal conflict with vehicular traffic. Conflict points should be made safe with use of contrasting materials, footpath/road markings, designated crossing areas, bollards, etc.
- Parking areas should be designed to minimise pedestrian/vehicular conflict with pedestrian routes clearly identified to facilities such as lifts, stairs, exits, and street access points. Pedestrian routes should be logical and coherent to users and motorists.
Public pedestrian access through large sites should be provided by way of pedestrian walkways, arcades etc.

### 3.4.4 Public Transport

Developers should ensure that access to public transport services from developments is maximised by such measures as:

- choosing sites carefully in the first place so they are readily accessible by public transport, particularly for commercial, retail and community oriented uses such as cinemas, child care centres and educational establishments;

- provide and, with the assistance of Council, maintain centrally located public transport information board/s where bus and train timetables, route maps, maps of local facilities, etc can be displayed. A public telephone should also be provided.

- relocate or provide new bus stops to be in close proximity to major sites. Provide associated bus shelters.

- access routes to train stations, bus-stops, surrounding streets, etc should be convenient, safe (ie, well-lit and overlooked) and attractive. The routes should have easy access features such as pram ramps, obstacle free paths, etc (refer AS1428).

- employer-operated mini buses to stations or major bus interchanges could be considered as a way to reduce parking provision.

- negotiate with the State Transit Authority to divert routes or provide additional services for larger development.

### 3.5 Garbage and Service Vehicles

Garbage storage and collection areas should be conveniently located and designed so as not to cause unacceptable on-street conflicts. Information should be gained from Council’s Health and Community Services Department regarding specific garbage collection requirements for the site. If garbage collection areas are in basement carparks, the headroom requirements are 3.6m if Council’s garbage collection services are being used, and up to 4.5m for private services, depending upon contractor.

The servicing area should be designed to suit the projected needs of the development and the number of service vehicle spaces quoted in the Guideline rates can therefore be considered a starting point. Substantial variations on these requirements will require explanation in the DA. All vehicles are required to enter and leave in a forward direction. For further information on design criteria, refer Section 4.4.
4. DESIGN GUIDELINES

4.1 Applicable Standards and Control Plans

The following section presents the key criteria that should be adopted by designers (architects, developers, planners, engineers) in designing functional and safe parking areas for accommodation of vehicles associated with new developments.

South Sydney City Council has adopted the Australian Standard 2890 Parking Facilities series as the basis for its design criteria. This section highlights the key areas from these and embellishes certain issues in need of clarification. The standards are comprised of 5 parts:

AS 2890.1 Part 1 - Off-street car parking
Covers minimum dimensions of parking spaces, aisles, ramps, driveways, sight distance requirements, headroom, vehicle templates and provision for people with disabilities

AS 2890.2 Part 2 - Commercial vehicle facilities
Service vehicle and area dimensions, grade and height dimensions, manoeuvring and circulating templates, access driveways

AS 2890.3 Part 3 - Bicycle parking facilities
Storage area requirements and facilities, security, location and access considerations, examples of parking

AS 2890.4 Part 4 - Bus parking (not yet published)

AS 2890.5 Part 5 - On-street car parking

The guidelines should be considered in conjunction with other documents such as:

DCP No. 1, soon to be replaced by South Sydney City Council DCP 1996 - Urban Design*

DCP No. 10 - Guidelines For Disabled Access, South Sydney City Council, 1993*

Guide To Traffic Generating Developments, RTA, 1993

Copies of the above documents are available for viewing at Council and RTA libraries outlined in Section 2.3.

Documents marked with an asterisk above are available for purchase at Council’s administrative offices in Zetland. Copies of the standards are available for purchase through Standards Australia at Homebush (Tel: 746 4700) while the RTA Guidelines are obtainable from RTA Public Relations Section at 260 Elizabeth St, Surry Hills (Tel: 218 6888).
4.2 Parking Bay Dimensions

Parking bay width and length, and aisle widths are inter-related dimensions. Parking bay widths can vary with different types of user, and aisle width can vary depending on whether the aisle is primarily serving an access or circulation function and on the width of bay.

4.2.1 Length of Parking Spaces

All bays shall be a minimum 5.4m long with the exception of:

- Spaces with an overhang into adjacent landscaped areas may be reduced to 4.8m;
- Small car spaces which can be reduced to 5.0m (refer to Section 4.3);
- Parallel spaces which are required to be 6.0m normally, or 6.3m in an end space.

4.2.2 Width of Parking Spaces

The minimum width of car parking spaces for the various categories of users is set out in the table below. The widths are based on considerations of door opening requirements and frequency of use.

<table>
<thead>
<tr>
<th>Use category</th>
<th>Examples of typical users</th>
<th>Space width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low turnover</td>
<td>All day and commuter parking</td>
<td>2.4m</td>
</tr>
<tr>
<td>Medium turnover</td>
<td>Duration of stay between 2 hours and all day, eg; tenant parking in residential buildings, sports facilities, hotel parking</td>
<td>2.5m</td>
</tr>
<tr>
<td>High Turnover</td>
<td>Short term parking, visitor parking, parking where children and goods are frequently loaded, eg; shopping centres</td>
<td>2.8m</td>
</tr>
<tr>
<td>Disabled user</td>
<td>Parking spaces reserved for use by the disabled</td>
<td>3.2m</td>
</tr>
<tr>
<td>Small Car Space</td>
<td>Refer Section 4.2.3</td>
<td>2.3m</td>
</tr>
<tr>
<td>Parallel Parking</td>
<td>Normal conditions</td>
<td>2.3m</td>
</tr>
<tr>
<td></td>
<td>Restricted roadway width</td>
<td>2.1m</td>
</tr>
<tr>
<td></td>
<td>Trucks and buses</td>
<td>2.6m</td>
</tr>
</tbody>
</table>

Spaces adjacent to walls or fences, or obstructions such as columns will need to be made 0.3m wider to allow doors to open adequately. A template is provided in AS2890.1 Figure 5.2 that outlines the areas of a parking bay that should be kept obstruction free.

4.2.3 Small Car Spaces

In certain circumstances it may be appropriate to provide a smaller than standard car space due to design and site constraints. The minimum dimensions for small car spaces will be 2.3m wide by 5.0m long.

The number of small car spaces will be kept to a minimum - generally no more than 5 -10 percent of total spaces. In residential developments where parking is strata-titled, small car spaces will generally not be allowed for tenant spaces and will be limited to no more than 20 percent of visitor spaces. If provided, small car spaces should be clearly identified and located so that their abuse will not cause an obstruction to traffic circulation.

Motorcycle spaces should measure 2.5m long by 1.2 m wide and be on a near level surface.
4.3 Aisle Dimensions

Differentiation is made between aisles primarily used for manoeuvring into and out of spaces and aisles substantially used for circulation of traffic also. This is because manoeuvring vehicles generally travel at a slow speed which requires lesser clearances than faster moving circulating vehicles and are thus able to turn in a smaller space than suggested by conventional turning paths (refer Section 4.5). Also wider parking spaces allow slightly smaller aisle width.

4.3.1 Manoeuvring vs. Circulation Aisle Widths

AS2890.1 gives the various combinations of bay width and manoeuvring aisle for parking at 90 degrees to the aisle. These apply whether traffic movement is one-way or two-way. For circulation aisles, aisle widths should be increased by 5 percent with a lower limit of 5.5m. The combinations are summarised below.

<table>
<thead>
<tr>
<th>Width of Space</th>
<th>Aisle Width For Manoeuvring (including 2x0.3m Manoeuvring Clearances)</th>
<th>Aisle Width For Circulation (including 5 percent widening)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.4m</td>
<td>6.2m</td>
<td>6.5m</td>
</tr>
<tr>
<td>2.5m</td>
<td>5.8m</td>
<td>6.1m</td>
</tr>
<tr>
<td>2.6m</td>
<td>5.4m</td>
<td>5.8m</td>
</tr>
<tr>
<td>2.7m</td>
<td>5.0m</td>
<td>5.5m</td>
</tr>
</tbody>
</table>

At bends, splays should be provided or the aisle widened to at least 6.6m to allow for two way simultaneous movement of turning vehicles. The design should be checked with the swept path templates referred to in Section 4.5.

For one and two-way internal roadways to which parking is not provided, the minimum dimensions are 2.9m and 5.5m respectively, and 3.6m and 6.6m on bends.

AS2890.1 Section 2.4 refers to dimensions associated with angle parking which is one option to be investigated if space constraints do not permit a full size aisle and traffic circulation can be directed one-way.

4.3.2 Dead-End Aisles

Dead-end aisles are permissible so long as they are limited to tenant only areas or, in the case of public carparks, limited in length to the equivalent of 6 parking bay widths (approx 15m). Parking spaces at the end of dead end aisles will need to be made 1.0m wider than dimensions specified in Section 4.2.2 to enable easier manoeuvring.

4.4 Grade and Ramp Dimensions

Grades of carpark floors should generally be a maximum of 1 in 20 with the exception of disabled parking spaces at a slope of 1 in 40.

Ramp widths on straights should be 2.9m minimum between kerbs for one-way flow and 5.5m between kerbs for two way flow. On curves, the respective dimensions are 3.6 and 7.8m (Refer AS2890.1 Section 2.5). Kerbs of 0.3m width should be added to each side of the aisle.
Ramp grades are 1 in 5 absolute maximum on straight sections under 20m and 1 in 6 absolute maximum over 20m. On curves, the grade is measured along the inside edge. Changes of grade in excess of 1 in 8 will require a 2.0m transition at half the value of the two intersecting grades. A template is provided in AS2890.1 to check clearances to prevent bottoming out.

4.5 Swept Paths of Vehicles

The minimum practical turning circles of vehicles are provided in Appendix D for use in checking the practicality of design.

The B99 design template, based on the 99th percentile vehicle such as a Ford LTD, should be used in the design of all access roadways, ramps, circulation aisles, ie; in locations where failure of a vehicle to physically fit into such a facility would cause intolerable congestion.

The B85 design template based on an 85th percentile size vehicle such as an XD Ford Falcon Sedan, is for use in checking manoeuvring aisles and parking spaces or in circumstances where space limitations prevent the larger template being used. If this is the case, the subject facility should have low traffic volumes only.

Allowances of 0.3m should be added each side of the templates for manoeuvring with an additional 0.15m being added each side for higher speed circulation.

4.6 Access Considerations

4.6.1 Urban Design

South Sydney City Council DCP 1996 - Urban Design lays out urban design considerations and design details such as vents, grilles, gates, etc that will need to be taken into account during design. Generally, vehicle entrances should be located at the rear or side of the front facade, although this will depend on factors such as physical constraints, competing urban design interests and structural aspects if buildings are being recycled. Pedestrian amenity and safety, and vehicle safety on the access roads are other factors to be considered.

Garages, carports and open hard stand parking areas will not be permitted in front of terrace houses in any circumstances in Conservation Areas and only in exceptional circumstances in other areas where such parking would not be out of character, the quality of the streetscape is not compromised and there would not be adverse effects on on-street parking supply due to clearances for driveways and sight distances.

4.6.2 Undesirable Driveway Locations

Safety of pedestrians and motorists and siting of the access to the most appropriate location to suit the prevailing traffic conditions are the main objectives to be addressed. The following conditions, mostly derived from RTA guidelines, should be met:

- all vehicles should enter and leave in a forward direction;
- a site's entry and exit should generally be located to cause least interference to vehicular and pedestrian activity on the frontages roads and surrounding residential areas;
- direct access should not be provided to designated arterial and sub-arterial roads wherever an alternate access can be provided;
- driveways should not be located:-
- within 25m of the property boundary adjacent to a signalised junction;
- within 60m of the approach side of an intersection on a State Road and within 30m on its departure side;
- within 12m of a "Stop" or "Give Way" sign/hold line at intersections;
- opposite a busy side road or busy driveway for a distance of 6m beyond the adjacent property boundary or driveway edge;
- within 6m of a median opening;
- within 15m of the alignment of any intersection for any service vehicles, and preferably 30m should there be more than 2 loading spaces;
- where there is insufficient "weaving" distance to or from nearby roads which could reasonably be used by the development's traffic,
- closer than 1.0m from the adjoining site boundaries;

- all driveways should be located to provide maximum sight distances (see Section 4.6.3) and preferably not positioned on curves or crests;

- no driveway should be at an angle that is less than 60 degrees to the kerbline.

In exceptional circumstances, when property boundaries render the attainment of the above guidelines impossible, access may still be possible but it is the responsibility of the applicant to prove that proposed arrangements are both necessary and acceptable. Care will need to be taken in the design and location of driveways with safety and sight distance being of paramount importance. The absolute minimum distance on the approach to an intersection shall be 6.0m.

4.6.3 Sight Distance

Adequate sight distance is primarily required for a vehicle emerging from a driveway to adequately judge an acceptable gap in the approaching traffic for the prevailing speed conditions so as not to cause a hazard when turning and accelerating. Ideally, it should allow the same opportunity for an approaching vehicle to sight one emerging and take avoiding action if necessary.

Desirably, all driveways should be located and constructed so as to provide sight distances not less than recommended in AS2890.1 (summarised below). However, it is recognised that in built-up and sometimes constrained areas such as South Sydney, achievement of these theoretical distances will be difficult if not impractical to attain due to street trees, on-street parking, fences, building lines etc.

Driveways may be approved with sight distances less than those specified in AS2890.1 where it can be satisfactorily demonstrated that there is no practical alternative, and that safety will not be unreasonably compromised.

As a guide, driveways providing access to up to 50 spaces from a minor road only (lanes, local and collector roads) should be located and/or parking and landscaping restrictions imposed to provide sight distances measured from a point 1.5m outside the through carriageway. No Standing restrictions of not less than 9 metres (including driveway) may be sought when the speed environment is 40km/hour or less (the clearance typically provided on the approach to a pedestrian crossing). Greater travel speeds and roads of greater status may require more stringent No Standing (or other) set-backs.

Speed is obviously a major determinant of sight distance. Where the relocation of a driveway or parking restrictions are not possible, an alternative could be to reduce the travel speed of vehicles (on minor roads at least) by providing traffic management devices such as raised platforms and landscaped chicanes. Such schemes should be discussed with Council, designed in accordance with Council's design specifications and would be subject to approval by South Sydney Council's Traffic Committee. Depending on the circumstances, all or a proportion of
any costs associated with such a proposal including design, landscaping and supervision would be at the applicant's expense.

4.6.4 Driveway Dimensions

AS2890.1 refers to access driveway types 1 to 5 for light vehicles. Entry and exit widths and separation between the two are given in Table 1. The type of driveways appropriate to various levels of parking spaces are given in Table 2. Users requiring a fuller explanation of design requirements of access driveways are referred to the source document.

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<th>Selection of Access Driveway Category</th>
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<tr>
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<td>Number of Parking Spaces</td>
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<td>101 to 300</td>
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<tr>
<td></td>
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<td>2</td>
<td>3</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
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<tr>
<td></td>
<td>Local</td>
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<table>
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<th>Recommended Access Driveway Widths</th>
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<td>4</td>
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</table>

4.7 Design For Service Vehicles

The Guideline Rates (Section 3) provide suggested provision for service vehicles. It is the onus of the applicant to demonstrate the service vehicle requirements and provide adequate facilities. However, a degree of flexibility in provision and design is recommended to cater for potential future changes of use and ownership.

AS 2890.2 Off-Street Parking - Part 2:Commercial Vehicle Facilities provides guidelines, dimensions and vehicle templates for the design of service areas and should be referred to in full for anything but simple designs.
4.7.1 Appropriate Choice of Vehicle Sizes and Types

The design for service vehicles will need to reflect the size, type and frequency of service vehicles anticipated to use the site within the life of the development. In general, long haul, transport of bulk goods and multiple destination - chain store deliveries (eg: supermarkets) tends to encourage maximum size vehicles. Local deliveries and small consignments tend to be delivered in vans, wagons and small/medium trucks. Business parks, which are becoming increasingly prevalent in South Sydney, tend to attract the same but also attract occasional single containers delivered by small prime movers with short length trailer.

AS2890.1 outlines the needs of cars, vans and wagons. AS2890.2 provides details of:

Small Rigid Vehicles (SRV's) - covering small trucks to 6.9 t gross vehicle mass (GVM) and a large number of short wheelbase medium sized trucks to 12 t GVM. The design turning circle of SRV's is 14.2 m;

Large Rigid Vehicles (LRV's) - covering long wheelbase medium size trucks to 12 t GVM and larger vehicles to approximately 20 t GVM. The design turning circle of LRV's is 17.7 m;

Articulated Vehicles (AV's) - covering a full size prime mover plus a two container length trailer to a combined total length of 17m. The design turning circle of AV's is 22 m.

Templates are provided in AS2890.2 for designing for circulation at low speed and manoeuvring into loading docks for each of the SRV, LRV and AV categories. The templates for SRV's are replicated in Appendix D. Bus templates may be found in the RTA's Guide To Traffic Generating Developments.

4.7.2 Loading Bay Sizes and Dock Design

Service bays at a loading dock should have a minimum width of 3.0 m for SRV's, a width which should also allow for side loading at vans, and 3.5 m for larger vehicles (refer AS2890.2 Table 2.3). The length of loading bays should be 6.0m for vans and wagons, 6.7 m for SRV's, 11.0m for LRV's, 17.2m for AV's and 12.5m for single container AV's. Courier spaces may be the same dimensions as car spaces.

The height of loading dock should be 1.0 - 1.1m above ground for SRV's and 1.2 -1.4 m for LRV's and AV's.

4.7.3 Manoeuvring/Apron Areas, Aisles and Driveways

A manoeuvring area (apron width) not less than twice the overall length of the longest vehicle anticipated to use the loading dock is recommended in front of the loading dock. A clear area of 20-30 m surrounding the dock is desirable. The exact dimensions and clearances needed should be ascertained with the use of the templates referred to above, as it will depend on design vehicles and their length and turning radii, direction of approach and reversal, and width of dockways.

For internal aisles/roads between the driveway and loading dock/service area, the minimum carriageway width shall be 4.5m for one-way operation and 6.5m for two-way operation. If parallel parking to the aisle is sought, 2.4 m is added for each lane of car parking and 3.0 m for each lane of truck parking. If perpendicular parking is sought, 6.0m is added for each row of car parking to allow reversing motorists to better sight on-coming cars.
On short blocks with buildings lining the rear and sides, the aisle is effectively governed by the manoeuvring apron. For small business parks, a 9.0m aisle/apron with perpendicular car parking and loading docks on each side, appears appropriate.

Truck traffic should circulate in a clockwise direction because turning to the right is easier for drivers and the truck is then placed in the most favourable, space efficient position for backing into the dockway.

Access driveways should be designed to accommodate the largest vehicle expected to use the service area and to allow for simultaneous two-way movement. Driveway dimensions and design principles are covered in full in Section 3 of AS2890.2. Minimum two-way driveway widths are given as 6m for SRV's, 8m for LRV's, and 10m for AV's with splays or kerb returns to be provided as appropriate to ease turning. However, there is scope to vary the driveway width depending upon the angle and nature of the approach and departure paths; eg, parking in the kerbside lane would necessitate a turn farther from the kerb and the width of lane would be narrower than if the vehicle turned from the kerbside lane. The adequacy of driveways should be checked using the circulation templates of AS2890.2.

All vehicles turning left into or out of a road or driveway should be able to complete their turning manoeuvres without crossing the centrelane. It is desirable that for wider driveways, a small island be provided between entry and exit lane for the protection of pedestrians and physical separation of vehicles.

4.7.4 Grades and Height Clearances

Ramp grades for trucks should be kept to a minimum where manoeuvring occurs. The maximum value permitted is 1 in 12.5, which is governed by reversing constraints. If forward only manoeuvres on the ramp occur, the grade may be relaxed to 1 in 6. For change of grade details, refer to Section 2.7 of AS2890.2.

Clearances between ground and overhangs should be 3.6m for general loading docks, 4.5m for general servicing and deliveries, 5.0m for large rigid trucks and semi-trailers, 4.5m for delivery docks in hotels and taverns, and 3.6m for buses and Council garbage trucks. Consideration will be given to relaxing these requirements on demonstration of the nature and size of expected service vehicles at the proposal.

4.7.5 Other Considerations

All vehicles should be able to enter and leave in a forward direction at all times, if necessary with the assistance of a mechanical turntable. All servicing, its access and manoeuvring should be carried out wholly within the site and not encroach upon public roads. The area set aside for service vehicles should desirably be a physically defined location that is clear of parked vehicles and through traffic. It should not be used for other purposes such as storage of goods and equipment.
4.8 Bicycle Parking Facilities

AS2890.3 Bicycle Parking Facilities and Austroad’s Guide to Traffic Engineering Practice - Part 14:Bicycles are good sources of bicycle parking information. Extracts from AS2890.3 follow this brief summary.

When designing bicycle parking facilities, consideration needs to be made of the type of bicycle user as there are varying levels of security needed. The location of parking area and directional signage are also important factors to encourage bicycle use and security. The table below summarises the levels of security of various parking facilities and their recommended application. A mix of storage types is acceptable - usually along the lines of visitors to a development not needing higher class facilities.

| Security Arrangements and Application of the Various Classes of Parking Facility |
|---|---|---|---|
| Facility class | Security arrangements | Surveillance | Application |
| 1 | Bicycles are stored in a completely enclosed individual locker, such that the bicycle is protected from weather and hidden from view. A unique key is provided for the lock. | Direct surveillance is not normally required, but the locker should be located in a reasonably well lit public place to deter vandalism. | All-day parking where the owner continues to own the remote location, e.g., as a public transport commuter, the facility is exposed to the general public, and some close surveillance is available. |
| 2 | Bicycles are stored in a secure communal compound, protected from the weather but not necessarily from view, and accessed via an attendant or by use of duplicate keys. | Where available to the general public, or in large workplaces, some level of direct surveillance may be necessary to ensure that there is no theft among users. | All-day parking, where the owner may continue to own the remote location, e.g., as a public transport commuter, or a nearby location, e.g., a workplace, school or college; and some surveillance can be provided so as to ensure satisfactory operation. |
| 3 | Bicycles are locked to a support rail to which there is open access. The rail is designed so that it supports the whole bicycle, and the frame and both wheels can be locked to it using the owner's own chain and lock. | If to be used as a long-term parking facility, direct surveillance will be required (Note 1). Short-term facilities in well lit and highly visible public places may achieve a reasonable level of security without direct surveillance (Note 2). | Short-term parking on streets or urban centres, amusement parks, without direct surveillance, or for longer-term parking at e.g., schools, colleges, workplaces, where direct surveillance is not provided. |

Notes:
1. Direct surveillance means either constant surveillance, or at least continuous surveillance at critical times, by an interested person, e.g., a paid attendant as part of regular duties, who has a view of the bicycle parking facility adequate for the purpose.
2. Wherever practicable, Class 3 facilities should be located where there is some passing pedestrian traffic. This will provide a form of supervision which may reduce the likelihood of theft and vandalism.

Facilities which typically comprise racks in open public places, and providing only the means to lock one wheel of a bicycle to a fixture, are not regarded as a secure arrangement and are not endorsed. Arrangements requiring a wheel to be removed are also not acceptable.

For longer term parking, secure storage lockers incorporating rails or side-by-side or vertical racks are required (refer extracts), depending on preference and site constraints. Preferred short term/visitor parking facilities are rails embedded in the floor or wall.

Access paths to bicycle parking should be a minimum of 1.5m wide to allow the passage of a pedestrian pushing a bicycle. Standardised information signs (see diagrams) giving directions to bicycle parking areas are necessary to advise the public of their presence.
(a) Bicycle lockers

(b) Typical double-sided layouts

(c) Typical quadrant or fan layouts

DIMENSIONS IN MILLIETERS

FIGURE B1: TYPICAL CLASS 1 PARKING FACILITIES WITH BICYCLE LOCKERS

FIGURE 2.3 BICYCLE STORAGE—NOSE-TO-TAIL ON A FOOTPATH OR VERGE

FIGURE 2.4 BICYCLE STORAGE—VERTICAL RACKS
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FIGURE B2  TYPICAL CLASS 2 PARKING FACILITIES

FIGURE B4  CAR SPACE CONVERSION FOR BICYCLE PARKING

NOTES:
1. A separation barrier would be required to prevent the vehicle from damage by moving cars.
2. Screening at ground level may be required in accordance with other access to the area by public transport.
(a) Floor rail—frame and both wheels secured by single chain in figure-of-eight pattern.

(b) Wall-mounted bracket and rail—frame and both wheels secured by single chain.

DIMENSIONS IN MILLIMETRES

FIGURE B3 TYPICAL CLASS 3 PARKING FACILITIES

Dimensions in millimetres:

- 1200 mm
- 100 mm
- 1700 mm
- 1200 mm
- 600 mm
- 1000 mm
4.9 Landscape Guidelines

Applicants are requested to provide a landscaping scheme with each proposal. The landscape principles outlined below will assist in reducing the visual impact of large hard paved areas and improve the visual quality and amenity of the surrounding precinct. A well landscaped carpark should improve shade potential, integrate the development into the surrounding area and enhance the visual environment through the added colour and texture of shrubs and trees.

- The planting layout and carpark design should be functional as well as aesthetic:
  - planting must not hinder visibility of both drivers and pedestrians;
  - clear sightlines must be maintained between the carpark, public roads and paths;
  - visibility across the site should allow surveillance of the carpark from street level;

Recommended plant heights are 0.6m above ground and above 2.0m in areas where small children are anticipated (eg, residential and retail), and up to 1.0m from the ground and above 2.0m in areas where they are not (eg, industrial sites).

- Conflict between services and planting should be avoided by ensuring that:
  - trees greater than 7m tall are placed at least 8m away from high lighting posts to maintain security;
  - trees are not planted within 2.0m of services and 1.0m from footpaths and kerbs;

- The layout of a carpark should maximise shade cast by trees. Diagrams overpage demonstrate options of carpark aisle and planter bed orientation to achieve this.

- Planting should be carried out on the perimeter and internal to the parking area. Perimeter planting should be designed to minimise the visual impact of the parking area and co-ordinate with the streetscape planting. Internal planting should improve the pedestrian amenity of the parking area and provide shade for vehicles.

- When selecting plants:
  - reference should be made to the South Sydney Street Tree Masterplan when selecting trees suitable along the street frontage;
  - Council recommended trees for carpark areas are listed overpage;
  - Tree Preservation Orders apply within South Sydney. All existing and proposed trees are to be identified in the carpark design;
  - plants should be of vigorous growth, longevity and have minimum long term maintenance requirements;
  - plants should not be prone to drop fruit, branches, sap or bark. Plants having berries or thorns should be used selectively on the periphery of carparks only;
  - trees should preferably have a long stem and ample shade protection. They should be selected from mature nursery stock to ensure a higher chance of establishment.

- Drainage issues should be addressed as follows:
  - direct downpipe and surface water runoff into planter beds should be avoided;
  - sumps should be placed at soil level and kept clear of all foreign debris;
  - weep holes in concrete kerbs around planter beds are needed to allow drainage;
  - all irrigation equipment and their installation including pressure reducing devices must comply with Australian Standards and be approved by the Water Board and Council's Public Works and Services Department.
Design and construction issues to be addressed are that:
- all planter beds should be mulched except where slopes exceed 1:3;
- small and awkward shaped grass areas which require mowing and long term maintenance should be avoided;
- gravel surfaces on slopes adjacent to building entrances should be avoided also;
- temporary fencing to protect young plants should be provided;
- appropriate vehicle barriers, bollards, timber edging or kerbs are needed to define parking aisles and prevent cars overhanging planting areas if not wanted;
- planter beds need to allow plants adequate aeration and water to their root zones.

**Recommended Tree Species For Car Parks**

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
<th>Botanical Name</th>
<th>Common Name</th>
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</thead>
<tbody>
<tr>
<td>Acer negundo</td>
<td>Box Elder Maple</td>
<td>Flandersia ausralis</td>
<td>Crow's Ash</td>
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<td>Acmena smithii</td>
<td>Lilly Pilly</td>
<td>Fraxinus griffithi</td>
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<td>Allocasuarina torulosa</td>
<td>Forest Oak</td>
<td>Fraxinus oxycarpa 'Raywoodii'</td>
<td>Claret Ash</td>
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<td>Fraxinus pennsylvanica</td>
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<td>Eucalyptus leucoxylon var. macrocarpa 'Pink'</td>
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<td>Sapum sebiferum</td>
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<td>Syncarpia glomulifera</td>
<td>Turpentine</td>
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<td>Ulmus parvifolia</td>
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<td>Eucalyptus tereticornis</td>
<td>Forest Red gum</td>
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Centre Planting

Single bay planter beds - Informal layout

Two bay planter beds - formal layout

Car Parking Axle orientation to maximise shade potential

Minimum loss of space with diagonal planter beds at regular spacing

90 Parking Bays

Angled Parking
APPENDIX A
Section 90, Environmental Planning and Assessment Act
Matters for consideration

90. (1) In determining a development application, a consent authority shall take into consideration such of the following matters as are of relevance to the development the subject of that development application:

(a) the provisions of:
   (i) any environmental planning instrument;
   (ii) any draft environmental planning instrument that is or has been placed on exhibition pursuant to section 47 (b) or 66 (1) (b);
   (iii) any draft State environmental planning policy which has been submitted to the Minister in accordance with section 37 and details of which have been notified to the consent authority; and
   (iv) any development control plan in force under section 51A or 72,

that applies to the land to which the development application relates;

(a1) the provisions of:
   (i) any conservation agreement entered into under the National Parks and Wildlife Act 1974 and applying to the whole or part of the land to which the development application relates; and
   (ii) any plan of management adopted under that Act for the conservation area to which the agreement relates,

(b) the impact of that development on the environment (whether or not the subject of an environmental impact statement) and, where harm to the environment is likely to be caused, any means that may be employed to protect the environment or to mitigate that harm;

(c) the effect of that development on the landscape or scenic quality of the locality;

(c1) the effect of that development on any wilderness area (within the meaning of the Wilderness Act 1987) in the locality;

(c2) whether there is likely to be a significant effect on the environment of endangered fauna;

(d) the social effect and the economic effect of that development in the locality;

* Provision inserted by Endangered Fauna (Amendment) Repeal Act 1993 (No. 56), enacted by Endangered Fauna and Wildlife Conservation Act 1986 (No. 56) and Endangered Fauna (Amendment) Repeal Act 1993 (No. 56) (as amended by the Endangered Fauna (Amendment) Repeal Act 1993 (No. 56) and the Endangered Fauna and Wildlife Conservation Act 1986 (No. 56)) to provide for the provision to be repealed on the beginning of 1 October 1993 or when provision is made by an Act for further environmental assessment and protection ensures applying to development which are likely have a significant effect on the environment of a protected species, whichever is the sooner.
(c) the character, location, siting, bulk, scale, shape, size, height, density, design or external appearance of that development,

d) the size and shape of the land to which that development application relates, the siting of any building or works thereon and the area to be occupied by that development,

e) whether the land to which that development application relates is unsuitable for that development by reason of its being, or being likely to be, subject to flooding, tidal inundation, subsidence, slip or bush fire or to any other risk;

f) the relationship of that development to development on adjoining land or on other land in the locality;

g) whether the proposed means of entrance to and exit from that development and the land to which that development application relates are adequate and whether adequate provision has been made for the loading, unloading, manoeuvring and parking of vehicles within that development or on that land;

h) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect of that traffic on the movement of traffic on that road system;

i) whether public transport services are necessary and, if so, whether they are available and adequate for that development;

j) whether utility services are available and adequate for that development;

k) whether adequate provision has been made for the landscaping of the land to which that development application relates and whether any trees or other vegetation on the land should be preserved;

l) whether that development is likely to cause soil erosion;

m) any representations made by a public authority in relation to that development application, or to the development of the area, and the rights and powers of that public authority;

n) the existing and likely future amenity of the neighbourhood;

(o) any submission made under section 87;

(p) without limiting the generality of paragraph (a), any matter specified in an environmental planning instrument as a matter to be taken into consideration or to which the consent authority shall otherwise have regard in determining the development application;

(q) the circumstances of the case;

(r) the public interest; and

(s) any other prescribed matter

(2) A reference in this section to development extends to include a reference to the building, work, use or land proposed to be erected, carried out, undertaken or subdivided, respectively, pursuant to the grant of consent to a development application.
APPENDIX B
State Environmental Planning Policy No. 11
Traffic Generating Developments

Source: Guide To Traffic Generating Developments, RTA, 1993
Appendix A: SEPP 11

State Environmental Planning Policy No. 11
Traffic Generating Developments

1. This State environmental planning policy may be cited as 'State Environmental Planning Policy No. 11 Traffic Generating Developments'.

2. The aims, objectives, policies and strategies of this Policy are to ensure that the Roads and Traffic Authority
   (a) is made aware of; and
   (b) is given an opportunity to make representations in respect of developments referred to in Schedule 1 or 2.

Interpretation

3. (1) In this Policy, except in so far as the context or subject matter otherwise indicates or requires, 'arterial road' means:
   (a) a road shown on a map or an environmental planning instrument by-
   (i) a continuous or intermittent red line on white between firm black lines;
   or
   (ii) a broken red band on white between black lines;
   (b) a road proclaimed to be a main road under either the Roads Act 1993; and
   (c) a road declared to be a secondary road under the Roads Act 1993;
   'roadside stall' means a building or place where only primary products produced on the property on which the building or place is situated are exposed or offered for sale;
   'Roads and Traffic Authority' means the Roads and Traffic Authority of New South Wales.

4. A reference in Schedule 1 or 2 to the erection of a building does not include a reference to the making of structural alterations to the building, except where the structural alterations have the effect of increasing the gross floor area beyond the figure specified in Schedule 1 or 2 in relation to the building.

5. This Policy applies to the State.

Certain provisions in environmental planning instruments to be of no force or effect.

5. A provision contained in any other environmental planning instrument requiring a consent authority, before determining a development application, to consult with and to take into consideration in determining that application any representations of the Police Service or the Roads and Traffic Authority shall, to the extent only of the requirement, be of no force or effect.

Model Provisions

6. The definitions in clause 411 of the Environmental Planning and Assessment Model Provisions, 1980 (except for the definitions of 'arterial road', 'general store', 'main road' and 'roadside stall') are adopted for the purposes of this Policy.

Development applications to be referred to the Roads and Traffic Authority.

7. (1) Subject to subclause (2), this clause applies to applications for development consent to carry out development specified in Schedule 1 or 2.

(2) Where the Roads and Traffic Authority has notified a consent authority that this clause does not apply to a development application whether by reference to the type, purpose or location of the development the subject of the application or otherwise this clause shall not apply to that development application.

(3) Where a consent authority receives a development application to carry out development specified in Schedule 1, the consent authority shall, within 7 days of its receipt of the application, forward a copy of the application to the Roads and Traffic Authority.

(4) Where a consent authority receives a development application other than a development application to which subclause (3) relates to carry out development specified in Schedule 2, being development on or of land that has direct vehicular or pedestrian access to-

(a) an arterial road, or

(b) a road connecting with an arterial road, if the access is within 90 metres (measured along the road alignment of the connecting road) of the alignment of the arterial road, the consent authority shall, within 7 days of its receipt of the application, forward a copy of the application to the Roads and Traffic Authority.

(5) Where a copy of a development application has been forwarded to the Roads and Traffic Authority pursuant to subclause (3) or (4), the consent authority shall not determine the application until...
(a) it has received a representation with respect to the application from the Roads and Traffic Authority, or

(b) the Roads and Traffic Authority has informed the consent authority that it does not wish to make any representation with respect to the application, or

(c) 21 days have elapsed after the date on which the copy of the application was forwarded to the Roads and Traffic Authority, whichever first occurs.

The consent authority shall forward to the Roads and Traffic Authority a copy of any determination of a development application referred to in subclause (c) or (d) when giving notice of that determination to the application pursuant to section 52 of the Act.

SCHEDULE 1

Development for the purpose of or being:

(a) the erection of, or conversion of a building into, a residential flat building comprising 200 or more dwellings or the enlargement or extension of a residential flat building by the addition of 300 or more dwellings;

(b) the erection of a building for the purposes of shops where the gross floor area of the building is or exceeds 2,000 square metres or the enlargement or extension of a building used for the purposes of shops where the gross floor area of the enlargement or extension is or exceeds 2,000 square metres;

(c) the erection of a building for the purposes of shops and commercial premises where the gross floor area of the building is or exceeds 4,000 square metres or the enlargement or extension of a building used for the purposes of shops and commercial premises where the gross floor area of the enlargement or extension is or exceeds 4,000 square metres;

(d) the erection of a building for the purposes of commercial premises where the gross floor area of the building is or exceeds 10,000 square metres or the enlargement or extension of a building used for the purposes of commercial premises and industry where the gross floor area of that enlargement or extension is or exceeds 10,000 square metres;

(e) the erection of a building for the purposes of commercial premises and industry where the gross floor area of the building is or exceeds 15,000 square metres or the enlargement or extension of a building used for the purposes of commercial premises and industry where the gross floor area of that enlargement or extension is or exceeds 15,000 square metres;

(f) the erection of a building for the purposes of industry where the gross floor area of the building is or exceeds 20,000 square metres or the enlargement or extension of a building used for the purposes of industry where the gross floor area of that enlargement or extension is or exceeds 20,000 square metres;

(g) subdivision of land into 200 or more allotments where the subdivision includes the opening of a public road;

(h) drive-in theatres of the enlargement or extension of existing drive-in theatres so as to enable the accommodation of more than 200 motor vehicles;

(i) educational establishments accommodating 50 or more students or the enlargement or extension of existing educational establishments to accommodate an additional 50 or more students;

(j) transport terminals, bulk stores, container depots or liquid fuel depots or the enlargement or extension of any existing transport terminal, bulk store, container depot or liquid fuel depot by increasing by more than 8,000 square metres the area of land or the gross floor area of buildings used for that purpose;

(k) junk yards or depots or regional depots, within the meaning of the Waste Disposal Act, 1970;

(l) heliports, airports or aerodromes;

(m) extractive industry or mining;

(n) areas used exclusively for parking or any other development having ancillary accommodation for 200 or more motor vehicles, or the enlargement or extension of a parking area where the enlargement or extension accommodates 200 or more motor vehicles.
SCHEDULE 2

Development for the purposes of or being -

(a) the erection of, or the conversion of a building into, a residential flat building comprising 75 or more dwellings or the enlargement or extension of a residential flat building by the addition of 75 or more dwellings;

(b) the erection of a building for the purposes of shops where the gross floor area of the building is or exceeds 500 square metres or the enlargement or extension of a building used for the purposes of shops where the gross floor area of that enlargement or extension is or exceeds 500 square metres;

(c) the erection of a building for the purposes of shops and commercial premises where the gross floor area of the building is or exceeds 1,000 square metres or the enlargement or extension of a building used for the purposes of shops and commercial premises where the gross floor area of that enlargement or extension is or exceeds 1,000 square metres;

(d) the erection of a building for the purposes of commercial premises where the gross floor area of the building is or exceeds 2,500 square metres or the enlargement or extension of a building used for the purposes of commercial premises where the gross floor area of that enlargement or extension is or exceeds 2,500 square metres;

(e) the erection of a building for the purposes of commercial premises and industry where the gross floor area of the building is or exceeds 4,000 square metres or the enlargement or extension of a building used for the purposes of commercial premises and industry where the gross floor area of that enlargement or extension is or exceeds 4,000 square metres;

(f) the erection of a building for the purposes of industry where the gross floor area of the building is or exceeds 5,000 square metres, or the enlargement or extension of a building used for the purposes of industry where the gross floor area of that enlargement or extension is or exceeds 5,000 square metres;

(g) subdivision of land into 50 or more allotments;

(h) tourist facilities, recreation facilities, showgrounds or sportsgrounds, each case having accommodation for 50 or more motor vehicles or the enlargement or extension of any existing tourist facilities, recreation facilities, showgrounds or sportsgrounds where that enlargement or extension includes accommodation for 50 or more motor vehicles;

(i) premises licensed under the Liquor Act, 1982, or the Registered Clubs Act, 1976, in each case having accommodation for 50 or more motor vehicles or the enlargement or extension of any such premises where the enlargement or extension includes accommodation for 50 or more motor vehicles;

(j) places of assembly or places of public worship, in each case having accommodation for 50 or more motor vehicles, or the enlargement or extension of any existing places of assembly or places of public worship where that enlargement or extension includes accommodation for 50 or more vehicles;

(k) the erection of a building for the purposes of refreshment rooms where the gross floor area of that building is or exceeds 300 square metres or the enlargement or extension of a building used for the purposes of refreshment rooms where the gross floor area of that enlargement or extension is or exceeds 300 square metres;

(l) drive-in take-away food outlets;

(m) service stations (including service stations which have retail outlets);

(n) motor showrooms having accommodation for 50 or more motor vehicles, or the enlargement or extension of any existing motor showrooms where that enlargement or extension includes accommodation for 50 or more motor vehicles;

(o) the erection of a building for the purposes of a hospital with accommodation for 100 or more beds or the enlargement or extension of a building for the purposes of a hospital where that enlargement or extension provides accommodation for 100 or more beds;

(p) roadside stall;

(q) areas used exclusively for parking or any other development, in each case having ancillary accommodation for 50 or more motor vehicles, or the enlargement or extension of a parking area where the enlargement or extension accommodates 50 or more motor vehicles.
Schedule of consultation and points of referral

Table 9.1 lists the schedule of consultation and points of referral. Table 9.2 shows the schedule of consultation for those developments not listed in either Schedule 1 or Schedule 2 of SEPP 11.

**Table 9.1**

<table>
<thead>
<tr>
<th>Schedule of consultation and points of referral</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Flat Building</strong> (New or Enlargement/Extensions)</td>
</tr>
<tr>
<td>75 to 300 dwellings</td>
</tr>
<tr>
<td>more than 300 dwellings</td>
</tr>
<tr>
<td><strong>Retail</strong> (New or Enlargement/Extensions)</td>
</tr>
<tr>
<td>500sqm² to 2500sqm² GFA</td>
</tr>
<tr>
<td>more than 2500sqm² GFA</td>
</tr>
<tr>
<td><strong>Retail and Commercial</strong> (New or Enlargement/Extensions)</td>
</tr>
<tr>
<td>1000sqm² to 4000sqm² GFA</td>
</tr>
<tr>
<td>more than 4000sqm² GFA</td>
</tr>
<tr>
<td><strong>Commercial</strong> (New or Enlargement/Extensions)</td>
</tr>
<tr>
<td>5000sqm² to 20000sqm² GFA</td>
</tr>
<tr>
<td>more than 20000sqm² GFA</td>
</tr>
<tr>
<td><strong>Commercial and Industry</strong> (New or Enlargement/Extensions)</td>
</tr>
<tr>
<td>4000sqm² to 15000sqm² GFA</td>
</tr>
<tr>
<td>more than 15000sqm² GFA</td>
</tr>
<tr>
<td><strong>Industry</strong> (New or Enlargement/Extensions)</td>
</tr>
<tr>
<td>5000sqm² to 20000sqm² GFA</td>
</tr>
<tr>
<td>more than 20000sqm² GFA</td>
</tr>
<tr>
<td><strong>Residential Subdivision</strong></td>
</tr>
<tr>
<td>50 to 200 allotments</td>
</tr>
<tr>
<td>more than 200 allotments</td>
</tr>
</tbody>
</table>

*Schedule 1 developments are referred to the Regional Zonal Development Committees.

*Schedule 2 developments are referred to the Council Development Committees.*
### Table 9.2
Other developments not listed in schedules 1 or 2

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Area or Size</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>Educational Establishments (New or Enlargement/Extensions)</td>
<td>50 to 600 students</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>more than 600 students</td>
<td>1</td>
</tr>
<tr>
<td>18</td>
<td>Drive-in Theatres - new</td>
<td>Any Scale</td>
<td>1</td>
</tr>
<tr>
<td>19</td>
<td>a) Transport Terminals b) Bulk Stores c) Container Depots d) Liquid Fuel Depots (New or Enlargement/Extensions)</td>
<td>less than 4000 m² GFA or site area</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>more than 4000 m² GFA or site area</td>
<td>1</td>
</tr>
<tr>
<td>20</td>
<td>a) Junk Yards b) Waste Disposal Depot (New or Enlargement/Extensions)</td>
<td>Any Scale</td>
<td>1</td>
</tr>
<tr>
<td>21</td>
<td>a) Heliports b) Airports c) Aerodromes (New or Enlargement/Extensions)</td>
<td>Any Scale</td>
<td>1</td>
</tr>
<tr>
<td>22</td>
<td>a) Extractive Industry b) Mining (New or Enlargement/Extensions)</td>
<td>Any Scale</td>
<td>1</td>
</tr>
<tr>
<td>23</td>
<td>Parking Area</td>
<td>50 to 250 car parking spaces</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>more than 250 car parking spaces</td>
<td>1</td>
</tr>
</tbody>
</table>

**Note:**

- Schedule 1 developments are those developments with scale as indicated, regardless of where the access is.
- Schedule 2 developments are those developments with scale as indicated and having access to an arterial road or a road connecting with an arterial road, if the access is within 90 metres of the alignment of the arterial road.

**Consultation on development matters outside the policy**

Development Applications for development proposals not specified, and which are of a scale less than that shown in Schedules 1 and 2 of SEPP 11, do not require consultation with the RTA. Council may, however, recommend consultation if it believes the proposal has special features which under Section 90 should be referred to the RTA (or Council or Regional / Zonal Development Committees) for advice.

**Example:**

- Housing for aged/disabled: See Residential (Item 1)
- Motels: See Hotels (Item 9)
- Shopping centres: See Retail (Item 2)
- Convenience stores: See Service Stations (Item 13)
- Car tyre retail outlets: See Retail (Item 2)
- Restaurants: See Refreshment Rooms (Item 11)
- Truck stops: See Transport Terminals etc (Item 19)
- Factories: See Industry (Item 6)
- Warehouses: See Industry (Item 6)
- Video stores: See Retail (Item 2)
- Bulky goods stores: See Retail (Item 2)
- Child care centres: See Educational Establishments (Item 17)
- Extended hours medical centres: See Retail (Item 2)
- Gymnasia: See Recreation (Item 8)
- Markets: See Retail (Item 2)
- Professional consulting rooms: See Commercial (Item 4)
- Public car parks: See Parking Area (Item 23)
APPENDIX C
Definition Of Terms
The definitions used in these Guidelines are given below. They have mostly been derived from the EP&A Act or RTA Guidelines which in turn, are largely based on the Model Provisions of the Environmental Planning and Assessment Act, 1980. For definitions pertaining to the design guidelines, refer to current Australian Standards.

*aged/disabled housing*: residential accommodation which may take any building form, which is to be used permanently as housing for the accommodation of aged person or disabled persons and which may consist of hostels, residences or a grouping of 2 or more self-contained dwellings. It can include ancillary facilities such as accommodation for staff employed in connection with that accommodation; chapels; medical consulting and therapy rooms; meeting rooms; recreation facilities; shops; etc.

*ancillary* retail, office or other uses: floorspace in a building or place that is used as an adjunct to the main activity being carried out, usually occupying 25% or less of total floorspace and typically being office, retail or display areas;

*art gallery*: a space used for the display of art and/or cultural items for public or private viewing and may have ancillary retail and function areas;

*auction rooms*: a building or place used for the gathering of people for the purposes of auctioning goods, but not including the auctioning of vehicles and the like;

*backpackers hotel* : a dwelling, residential flat building or hostel having an average of two beds or more per room and providing shared accommodation for persons who have their principal place of residence elsewhere;

*bedsitter*: a dwelling not more than 55m2 gross floor area, contained within a residential flat building;

*boarding house*: a building wholly or partly let in lodgings which provides lodgers with a principle place of residence, but does not include a backpackers hotel; building containing serviced apartments, hotel or motel;

*bulky goods retail store*: a shop selling large goods such as furniture, do-it yourself home improvements, building materials, electrical appliances and lighting, carpets, etc and require a large area for handling, storage or display and need vehicular access to enable the goods to be collected by customers after sale;

*business school*: refer to "tertiary education establishments"

*car repair centre*: a building principally used for the purpose of carrying out repairs to motors, car tyre retail and fitting outlets, panel beating, spray painting, detailing and the like;

*child care centre*: a building which is used for the purpose of educating, minding or caring for 6 children or more, who are of under 6 years of age, but not including their residential care (children of the operator excepted);

*club*: a building used for the gathering of persons for social, literary, political, sporting, athletic or other lawful purposes and which would be eligible to be registered under the Registered Clubs Act, 1976. Nightclubs are covered under "place of assembly";

*commercial premises*: a building such as an office used for the purpose of business or commerce (administration, clerical, professional and like activities) unless specifically defined elsewhere in these definitions;

*container depot*: a building or place such as a road transport terminal where there is unloading of containers for delivery to individual consignees, consolidation of goods from different consignees into full container loads for dispatch, or repair, refitting and/or storage;
"drive-in food outlet": a refreshment room where customers park their vehicles on-site and walk to the food outlet for service, with or without seating provided for the on-site consumption of food and which may have drive-through service;

"dwelling": a room or suite of rooms adapted or constructed as to be capable of being used as a separate domicile;

"dwelling house": a building containing one but not more than one dwelling on an allotment and includes what is commonly known as a terrace house;

"floor space ratio (FSR)": the ratio of gross floor area to site area;

"gross floor area (GFA)": the sum of the areas of each floor of a building where the area of each floor is taken to be the area within the outer face of the external enclosing wall as measured at a height of 1.4 metres above each floor level. For the purpose of calculating transport requirements, the following areas are excluded:

(i) columns, fin walls, sun control devices and any elements outside the general line of the outer face of the external wall;

(ii) lift and cooling towers, machinery and plant rooms, ancillary storage space and vertical air-conditioning ducts;

(iii) stairways, toilets, corridors, cloakrooms, change rooms, entry/reception foyers;

(iv) bicycle, car and coach parking up to the level of the guideline rates of this document and any internal access thereto;

(v) space for the loading and unloading of goods;

"hospital": a building or place used for the purpose of providing professional health care services (such as general hospital, sanatorium, health centre, nursing home, home for the aged, infirmed, incurable or convalescent persons. A hospital may be public or private and could include ancillary facilities such as workshops, accommodation for nursing staff, visitors, etc., and research facilities;

"hostel, nursing and convalescent homes": a building typically housing aged, disabled & homeless people, and includes some degree of support services and care;

"hotel": premises specified or proposed to be specified in a hotelier's license granted under the Liquor Act 1982;

"industry": the manufacturing, assembling, altering, repairing, renovating, ornamenting, finishing, cleaning, dismantling, processing or adapting of any goods or articles for commercial purposes, but does not include development elsewhere defined in these definitions;

"language school": refer to "tertiary education establishments"

"markets": a place involving the gathering of stalls where goods of a variety of nature are exposed for sale no more than twice a week;

"medical centre": a building used for the purpose of providing professional health services (including preventative care, diagnosis, medical or surgical treatment or counselling) to out-patients only;

"motel": a building or buildings (other than a hotel, private hotel, boarding house or residential flat building) substantially used for the overnight accommodation of travellers and their vehicles whether or not the building or buildings are also used in the provision of meals to those travellers or the general public;

"motor showroom": a building or place used for the display or sale of motor vehicles, caravans or boats, whether or not motor vehicle accessories, caravan accessories or boat accessories are sold or displayed.
"place of assembly": a public hall, church, theatre, cinema, concert hall, nightclub, dance hall, or other building of a similar manner;

"private hotel": a hotel used primarily for short term residential purposes which is not licensed under the Liquor Act 1982;

"reception premises": a building, room or place used for the purposes of holding functions for weddings, birthdays, conferences and the like.

"residential unit": a building containing three or more dwellings and includes walk-up units, town houses and the like, but does not include a building elsewhere defined in these definitions;

"restaurant": a refreshment room where food and drinks are served to customers and can include cafes, tea rooms, eating houses or the like;

"road transport terminal": a building or place used for the principal purpose of the bulk handling of goods for transport by road, including facilities for the loading and unloading of vehicles used to transport those goods and for the parking, servicing and repair of those vehicles;

"service station": a building or place primarily used for the fuelling of motor vehicles involving the retailing of petrol, oil or other such products, and may include other activities such as the hiring of trailers; retailing and installation of spare parts and accessories, washing of motor vehicles, repairing and servicing of vehicles (other than body building, panel beating or spray painting) and the selling or hiring of small consumer goods;

"serviced apartment": a self-contained dwelling (in a building containing three or more self-contained dwellings) which is cleaned or serviced by the owner, manager (or their agent) of the building, and which provides short-term accommodation for persons, which have their principal place of residence elsewhere, but does not include a backpackers hostel, boarding house, guest house, or private hotel;

"shop": a building or place used for the purpose of selling by retail, or hiring or display, goods, merchandise or materials, but does not include a building or purpose elsewhere defined in these definitions;

"shopping centre": a single building or a group of buildings containing several individual shops and usually a supermarket or major store;

"swept path": the area which is traced by the extremities of the bodywork of a car whilst it is negotiating a turn;

"take-away food shop": a shop whose primary function is to provide food to be taken-away for consumption but may have ancillary seating of up to 20 seats;

"tertiary education establishment": a post-secondary school educational establishment including the likes of a university, TAFE, business school, language school, etc;

"vehicle rental": a building or premises used to rent out vehicles and service those vehicles;

"warehouse or distribution centre": a building or place used for the storage, handling or displaying of goods, merchandise or materials pending their sale and distribution to persons engaged in the retail trade.
APPENDIX D

Vehicle Turning and Manoeuvering Templates
denotes the B85 base dimension swept path.

denotes the B85 design template which includes 2 x 300 mm manoeuvring clearances only.

denotes the B99 base dimension swept path.

denotes the B99 design template which includes manoeuvring and circulation clearances, 300 mm on the inside and 600 mm on the outside.

Figure R2: The B85 Design Template

Figure R1: The B99 Design Template
SERVICE AREA TEMPLATE—SMALL RIGID VEHICLE (SRV)