

## SECTION 10 CAR PARKING AND TRANSPORT

### 10.1 INTRODUCTION

Due to its geographical location within Metropolitan Sydney, North Sydney's transport infrastructure not only accommodates the travel demands of its residents and workers, it also caters to needs of a significant level of cross regional trips. Increased parking provision directly results in increases in traffic flow and congestion, which subsequently reduces levels of service for all modes of transport.

This increase in traffic generation can also lead to loss in residential, pedestrian and cyclist amenity, safety of all transport modes and further lead to increased use of private vehicles as alternative transport modes become less attractive.

The *North Sydney Transport Strategy* seeks to manage these issues by outlining Council's transport vision and priorities for the LGA. The vision focuses on issues of safety, transport security, social well being, active health, fair access to parking, environmental sustainability, local environments, transport affordability, congestion and business activity.

In particular, it seeks to prioritise the efficient movement of people and goods by walking, cycling, and public transport with lower levels of priority given to private vehicular transport.

#### 10.1.1 General objectives

The objectives of this Section of the DCP are to ensure that:

- O1 the objectives, strategies, planning priorities and actions of the [Greater Sydney Region Plan – A Metropolis of Three Cities](#) and the *North District Plan* are implemented;
- O2 the objectives, strategies, planning priorities and actions of the *North Sydney Local Strategic Planning Statement* are implemented;
- O3 the vision and priorities of the *North Sydney Transport Strategy* are achieved;
- O4 existing levels of traffic generation are contained and reduced;
- O5 public transport, including walking and cycling, is the main form of travel mode;
- O6 parking is adequate and managed in a way that maintains pedestrian safety and the quality of the public domain whilst minimising traffic generation;
- O7 parking is limited to minimise impacts on surrounding areas;
- O8 parking is accessible to all user groups;
- O9 minimal impacts occur on the provision of on-street parking;
- O10 ensure consideration is given to the provision of bicycle parking and facilities; and
- O11 a development's transport demand is effectively managed through its lifetime.

#### 10.1.2 When does this section of the DCP apply?

This Section of the DCP applies to all development applications.

#### 10.1.3 Relationships to other sections

Where relevant, this section of the DCP should be read in conjunction the following Sections of the DCP:

- (a) Part A: Section 3 – Submitting an Application;
- (b) Part B: Section 1 – Residential Development;
- (c) Part B: Section 2 – Commercial and Mixed Use Development; and
- (d) Part B: Section 3 – Non-residential development in residential zones;



- (e) Part B: Section 5 – Child Care Facilities;
- (f) Part B: Section 4 – Boarding houses; and
- (g) Part B: Section 6 – Sex services and restricted premises.

**10.1.4 Relationship to other documents**

Where relevant, this section of the DCP should be read in conjunction with the following planning policies and documents:

- (a) *North Sydney Local Strategic Planning Statement;*
- (b) *North Sydney Transport Strategy;*
- (c) [SEPP \(Infrastructure\) 2007;](#)  
The Infrastructure SEPP lists the types of developments which are required to obtain the RMS’s concurrence prior to the issuing of development consent
- (d) The Road and Maritime Service’s [Guide For Traffic Generating Developments;](#)
- (e) *Planning Guidelines for Walking and Cycling (2004)* prepared by NSW Department of Infrastructure, Planning and Natural Resources and the NSW Roads and Traffic Authority.
- (f) **Performance Guide**  
The Guide will direct you to the references, which have been adopted by Council for designing traffic facilities associated with the development of private property.
- (g) *North Sydney Council Resident Parking Permit Policy.*

**10.2 PARKING PROVISION**

**10.2.1 Quantity Requirements**

**Objectives**

- O1 To facilitate an increase in the use of public and alternative transport modes including walking and cycling.
- O2 To minimise the reliance on private car usage.
- O3 To ensure that an appropriate level of on-site car parking is provided to cater for the users of the development, with regard to a site’s proximity and access to other sustainable transport modes.

**Provisions**

**Residential Development**

- P1 Provide on-site car parking, not exceeding the maximum rates stated in Table B-10.1.

TABLE B-10.1 – Residential Parking Rates				
Development Type	Zone	Location	Maximum Parking Rate	
<ul style="list-style-type: none"> <li>• dual occupancies</li> <li>• dwelling houses</li> <li>• semi-detached dwellings</li> </ul>	All	All	1-2 bedrooms	1 space / dw*
			3 or more bedrooms	2 spaces /dw



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TABLE B-10.1 – Residential Parking Rates				
Development Type	Zone	Location	Maximum Parking Rate	
<ul style="list-style-type: none"> <li>attached dwellings</li> <li>multi-dwelling housing</li> </ul>	All	All	Studio, 1-2 bedrooms	1 space / dw
			3 or more bedrooms	1.5 spaces / dw
			Visitor	0.25 space / dw (min of 1 space)
<ul style="list-style-type: none"> <li>residential flat buildings</li> <li>shop top housing</li> </ul>	B4 – Mixed Use	All- except in St Leonards Precincts 2 & 3**	Studio, 1 bedroom	0.5 space / dw
			2 or more bedrooms	1 space / dw
			Motorcycle parking	1 space / 10 car spaces
		St Leonards Precincts 2 & 3**	Studio, 1 bedroom	0.25 space / dw
			2 or more bedrooms	0.5 space / dw
			Motorcycle parking	1 space / 10 car spaces
	All zones other than B4 – Mixed Use	All	Studio, 1-2 bedrooms	1 space / dw
			3 or more bedrooms	1.5 spaces / dw
			Visitor	0.25 space / dw (min of 1 space)
<ul style="list-style-type: none"> <li>boarding houses</li> </ul>	All	All	1 / 12 beds	
<ul style="list-style-type: none"> <li>seniors housing</li> </ul>	All	All	1 / 5 dw	

\* dw = Dwelling

\*\* For the purposes of applying parking rates, St Leonards Precincts 2&3 relates to all sites within the area bounded by Chandos Street, Oxley Street, Albany Street, the Pacific Highway and the northern railway line

- P2 For residential flat buildings, shop-top housing and attached dwellings, on-site car parking provision below maximum rates specified in Table B-10.1 is encouraged where the proposed development has good access to public transport.
- P3 For residential developments containing 4 or more dwellings, a car wash bay is to be provided within the visitor parking area. The car wash bay may comprise a visitor car space. The wash bay is to be adequately drained and connected to the sewer line.
- P4 The use of car spaces is restricted to the occupier(s) of a development.
- P5 Designate visitor car parking spaces as common property.
- P6 Developments containing adaptable housing must allocate at least one accessible parking space to each adaptable dwelling.

**Non-Residential Development**

- P7 Provide on-site car parking not exceeding the maximum rates specified in Table B-10.2.



Development Type	Zone	Location	Maximum Parking Rate
All uses	B3 – Commercial Core	North Sydney Centre	1 space / 400m <sup>2</sup> GFA*
All uses not listed in Table B-10.3 - Specific Uses	B1 – Neighbourhood Centre	All	1 space / 100m <sup>2</sup> non-residential GFA
	B3 – Commercial Core	All locations except North Sydney Centre	1 space / 400m <sup>2</sup> non-residential GFA
	B4 – Mixed Use	North Sydney Centre Milsons Point St Leonards	1 space / 400m <sup>2</sup> non-residential GFA
		Crows Nest Neutral Bay Cremorne	1 space / 60m <sup>2</sup> non-residential GFA
	IN2 – Light Industrial	All	1 space / 100m <sup>2</sup> non-residential GFA

\* GFA = gross floor area

P8 For specific non-residential uses, provide on-site car parking not exceeding the maximum rates specified in Table B-10.3.

Development Type	Maximum Parking Rate
Boat repair facilities	<ul style="list-style-type: none"> <li>1 space / 200m<sup>2</sup></li> <li>Appropriate loading facilities</li> </ul>
Child care centres	<ul style="list-style-type: none"> <li>Staff: 1 space / 2 employees with a max. of 3 spaces</li> <li>Parents: &lt; 24 places - 2 spaces; ≥ 24 places - 3 spaces</li> </ul>
Educational establishments	<ul style="list-style-type: none"> <li>1 space / 6 staff</li> </ul>
Entertainment facilities	<ul style="list-style-type: none"> <li>1 space / 100m<sup>2</sup></li> </ul>
Food and drink premises (excluding Pubs)	<ul style="list-style-type: none"> <li>1 space / 50m<sup>2</sup></li> </ul>
Funeral chapels Funeral homes	<ul style="list-style-type: none"> <li>1 space/ 5 seats</li> </ul>
Hospitals	<ul style="list-style-type: none"> <li>1 space / 6 beds</li> <li>+ 1 space / 4 staff</li> </ul>
Hotel and motel accommodation Pubs Registered clubs (excluding residential)	<ul style="list-style-type: none"> <li>1 space / 100m<sup>2</sup> (licensed floor area),</li> <li>1 space / 5 bedrooms</li> </ul>
Light industries	<ul style="list-style-type: none"> <li>1 space / 200m<sup>2</sup></li> <li>Appropriate loading facilities</li> </ul>

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<b>TABLE B-10.3 – Parking rates for specific non-residential uses</b>		
<b>Development Type</b>	<b>Maximum Parking Rate</b>	
Medical centres	North Sydney Centre Milsons Point St Leonards	<ul style="list-style-type: none"> <li>1 space / 400m<sup>2</sup></li> </ul>
	All other areas	<ul style="list-style-type: none"> <li>4 spaces / 100m<sup>2</sup></li> </ul>
	<ul style="list-style-type: none"> <li>Proposals for medical centres must include traffic report accurately predicting traffic generation based on similar sized medical centres</li> </ul>	
Places of public worship	<ul style="list-style-type: none"> <li>1 space / 100m<sup>2</sup></li> </ul>	
Recreational facilities	<ul style="list-style-type: none"> <li>1 space / 100m<sup>2</sup></li> </ul>	
Restricted premises Sex service premises	<ul style="list-style-type: none"> <li>1 space / 205m<sup>2</sup></li> </ul>	
Serviced apartments	<ul style="list-style-type: none"> <li>1 space / 5 apartments</li> </ul>	
Service stations Vehicular repair stations	<ul style="list-style-type: none"> <li>2 spaces / workshop bay</li> </ul>	
Supermarkets	North Sydney Centre Milsons Point St Leonards	<ul style="list-style-type: none"> <li>1 space / 400m<sup>2</sup> of GFA</li> </ul>
	All other areas	<ul style="list-style-type: none"> <li>4 spaces / 100m<sup>2</sup> of GFA</li> </ul>
Vehicular sales or hire establishment	<ul style="list-style-type: none"> <li>1 space / 100m<sup>2</sup></li> </ul>	

- P9 On-site car parking provision below maximum rates specified in Tables B-10.2 and B-10.3 is encouraged where the proposed development has good access to public transport.
- P10 Council must not grant consent for car parking spaces for entertainment facilities unless the location and availability of existing public car parking in the vicinity of the proposed entertainment facility has been considered. Any car parking allowed specifically for the entertainment facility may, with consent, also be available only for short-stay parking during the hours of 9.30am to 6pm, but for no other purpose.
- P11 In addition to P7 and P8 above, parking for motorcycles must be provided at the minimum rate of 1 space per 10 cars or part thereof.

**Note:** Submit a Traffic and Transport Study prepared by an appropriately qualified person, if required.

**10.2.2 Car Share Schemes**

Car share schemes support sustainable transport modes, such as walking, cycling and public transport by filling a “mobility gap” – that is providing access to a vehicle on an “as needs” basis, without the high cost of ownership or private parking space provision.

**Objectives**

- O1 To minimise the negative impacts of vehicular traffic associated with new development on the safety and efficiency of existing roads and the amenity of the North Sydney community.

**Provisions**

- P1 Council supports the provision of car share parking in residential, mixed use and commercial developments. Where a car share scheme is to be provided:

- (a) The number of car share parking spaces provided does not replace more than 25% of the maximum off-street parking requirement if those car share spaces had not been provided, excluding any residential visitor parking spaces; and
  - (b) Each car share space does not replace less than 3 or more than 4 of the maximum residential and/or non-residential parking space requirements.
- P2 Where car share spaces are to be provided on private land, they must be:
- (a) Publicly accessible 24 hours a day, 7 days a week;
  - (b) Located as close as practical to site's entry to the public road;
  - (c) Where more than one space is to be provided, located adjacent to one another;
  - (d) Clearly marked for use by car share scheme vehicles only; and
  - (e) Identified as common property on any registered title of land and not sold or leased to an individual.

### 10.3 DESIGN AND LAYOUT

#### 10.3.1 General

##### Objectives

- O1 To ensure that the parking area is adequately designed to enable the manoeuvring and accommodation of the types of vehicles likely to use the site.
- O2 To ensure that parking areas are adequately designed for mobility impaired persons.
- O3 To ensure that the servicing of the site is adequately accommodated for on site.

##### Provisions

- P1 The size and design of all parking spaces, loading facilities and any associated manoeuvring areas must be in accordance with AS2890.
- P2 1-2% of all non-residential parking spaces are to be designated for use by the disabled.
- P3 Car parking spaces for people with disabilities or their associates are provided adjacent or close to the principal public entrance in accordance with AS 1428.2.
- P4 Motorcycle parking must have a minimum dimension of 1.2m x 3m.
- P5 Council does not support the use of use of turntables for vehicular manoeuvring unless there is no feasible alternative.
- P6 Where security doors/gates are proposed, an intercom system is to be provided to facilitate visitor/service access to underground parking areas.
- P7 Where resident parking and non-resident parking is to be provided within the same development, vehicular access to the private residential areas of the parking area is to be restricted through appropriate security measures.

#### 10.3.2 Stacking of parking spaces

##### Objective

- O1 To minimise the impact on existing vegetation and landscape features and to prevent adverse safety impacts for drivers and pedestrians.
- O2 To minimise inconvenience to all users of the parking spaces.
- O3 To minimise impacts on the surrounding road system.



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**Provisions**

- P1 Council does not support the stacking of parking spaces in the non-residential component of developments. However, Council may permit the stacking of spaces, but only where:
  - (a) the number of stacked spaces does not exceed 25% of the total number of non-residential spaces; or
  - (b) where the parking spaces are in the same ownership or strata lot.
- P2 Council does not support the use of mechanical car stacker systems for the provision of car parking. However, Council may consent to the use of a mechanical car stacker, but only where it can be demonstrated:
  - (a) That the use of the mechanical stacker will enable a reduced level of excavation to preserve existing significant tree(s) and or natural landscape features on the site;
  - (b) That the site’s shape is physically constrained, such that conventional parking arrangements would not enable compliance with the parking provision requirements of this DCP;
  - (c) Where a single car stacker system accommodates more than 10 vehicles within a multi-dwelling housing development, a residential flat building, a mixed use or commercial premises, that a car waiting space is provided entirely on the site and adjacent to the mechanical stacker to enable a vehicle to wait while the stacker is in use. The waiting area must be located such that it does not interfere with the ability for a vehicle to enter and leave the stacker, while a car is occupying the waiting area.

*Note: A car stacker system referred to in P2(c) refers to a system which uses a lift and/or horizontal moving platforms.*

**10.4 LOADING AND SERVICING FACILITIES**

**Objectives**

- O1 To ensure that adequate off street loading, delivery and servicing facilities are provided.
- O2 To minimise the impacts of loading, deliveries and servicing operations on the safety and efficiency of the surrounding road system.

**Provisions**

- P1 Off-street loading and unloading facilities should be provided for all commercial and industrial premises as required by Council. The requirement for, number and size of loading bays will be determined by Council having regard to the:
  - (a) Intended use of the premises;
  - (b) Frequency of deliveries / collections;
  - (c) Size and bulk of goods to be delivered / collected;
  - (d) Size of vehicles to be used;
  - (e) Practicality of accommodating delivery and service vehicles on site; and
  - (f) Likely impacts on traffic safety and efficiency on adjoining roads.
- P2 Developments containing more than 30 dwellings but less than 60 must provide at least 1 service delivery space, capable of accommodating at least 1 Medium Rigid Vehicle.
- P3 Developments containing more than 60 dwellings must provide at least 1 service delivery space, capable of accommodating at least:
  - (a) 1 Heavy Rigid Vehicle; or



(b) 2 Medium Rigid Vehicles.

**Note:** For the purposes of P2 and P3 above, Medium Rigid Vehicles and Heavy Rigid Vehicles are deemed to be same as that described in Section 2 of Australian Standard AS 2890.2 - Parking facilities - Part 2: Off-street commercial vehicle facilities.

- P4 Provide loading spaces and courier parking spaces near vehicle entry points to a site and lifts.
- P5 Height clearances, including access routes to the required loading spaces must comply with Australian Standard AS 2890.2.

## 10.5 BICYCLE PARKING AND ASSOCIATED FACILITIES

### Objective

- O1 To encourage the use of bicycles as an environmentally beneficial form of transport and an alternative to the use of private motor vehicles.

### Provisions

#### Number

- P1 All new development is to provide on-site, secure bicycle parking spaces and storage for residential accommodation in accordance with the minimum rates specified in Table B-10.4 with the following exceptions:
  - (a) where an apartment in a residential building has a basement storage area on title that is large enough to accommodate a bike and being no smaller than a Security Level A bike locker, then additional bike parking for that apartment is not required; and
  - (b) where a proposed use is not included below, bicycle parking and storage rates will be considered on merit taking into consideration rates for similar uses in Table B-10.4 as well as those contained in the *NSW Planning Guidelines for Walking and Cycling* (2004).

TABLE B-10.4: Minimum Bicycle Parking Rates		
Development Type	Rate	
	Occupants	Visitor / Customer
<b>Residential</b>		
Residential accommodation	1 / 1 dwelling	1 / 10 dwellings
<b>Tourist and Visitor Accommodation</b>		
Serviced apartments, Hotels and motels	1 / 4 staff	1 / 20 rooms
Backpackers accommodation	1 / 4 staff	1 / 10 beds
<b>Commercial Premises</b>		
Office premises, Business premises	1 / 150m <sup>2</sup> GFA	1 / 400m <sup>2</sup> GFA
Bulky goods premises	1 / 600m <sup>2</sup> GFA	1 / 1000m <sup>2</sup> GFA
Shop, Restaurant or cafe	1 / 250m <sup>2</sup> GFA	2 + 1 / 100m <sup>2</sup> over 100m <sup>2</sup> GFA
Shopping centre	1 / 200m <sup>2</sup> GFA	1 / 300m <sup>2</sup> sales GFA
Pub	1 / 100m <sup>2</sup> GFA	1 / 100m <sup>2</sup> GFA
Entertainment facility	-	Greater of 1 / 15 seats or 1 / 40m <sup>2</sup> GFA

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TABLE B-10.4: Minimum Bicycle Parking Rates		
Development Type	Rate	
	Occupants	Visitor / Customer
Place of public worship	-	Greater of 1 / 15 seats or 1 / 40m <sup>2</sup> GFA
<b>Industry</b>		
Industry, Warehouse or Distribution centre	1 / 10 staff	-
<b>Community</b>		
Child care centre	1 / 10 staff	2 / centre
Medical centre, Health consulting rooms	1 / 5 practitioners	1 / 200m <sup>2</sup> GFA
Tertiary educational institution	1 / 10 staff	1 / 10 students
Swimming pool	1 / 10 staff	2 / 20m <sup>2</sup> of pool area
Library	1 / 10 staff	2 + 1 / 200m <sup>2</sup> GFA
Art gallery or museum	1 / 1000m <sup>2</sup> GFA	1 / 200m <sup>2</sup> GFA
<b>Other</b>		
	On merit. Council will give consideration to the rates contained within the <i>Planning guidelines for walking and cycling 2004</i> .	

- P2 Bicycle parking facilities are to be additional to other parking requirements.
- P3 The minimum number of bicycle parking spaces is to be rounded up to the nearest whole number if it is not a whole number.

**Type**

- P4 Secure bicycle parking facilities are to be provided in accordance with the following:
- Security Level A or B facilities for occupants of residential dwellings (Security Level A is preferred);
  - Security Level B facilities for staff/employees of any land use; and
  - Security Level C facilities for visitors of any land use.

**Note:** The security level of facilities are described in detail within AS 2890.3.

**Design**

- P5 Design bicycle parking and storage facilities in accordance with the relevant Australian Standards that apply at the time.

**Location**

- P6 Locate private bicycle storage facilities within basement parking levels of the building where provided.
- P7 If private storage facilities are located in a basement, they are to be located:
- on the uppermost level of the basement; and
  - as close to the primary entry point as possible; and
  - subject to security camera surveillance where such security systems exist.



**Access**

- P8 A safe path of travel from Security Class A and B facilities to entry/exit points is to be clearly marked.
- P9 Access to Security Class A and B facilities areas are to be:
  - (a) a minimum of 1.8m wide to allow passage of a pedestrians and bikes to pass each other (access ways can be shared with vehicles within buildings and at entries to buildings);
  - (b) accessible via a ramp;
  - (c) clearly identified by signage; and
  - (d) accessible via appropriate security/intercom systems.
- P10 Locate Security Level 3 facilities in an accessible at-grade location near a major public entrance to the development, preferably undercover, is able to be passively surveyed from the public domain and/or the proposed or adjoining developments, is well lit to enable adequate night time use and is to be signposted.

**Changing / shower facilities**

- P11 For non-residential uses, the following facilities for bike parking are to be provided at the following rates:
  - (a) 1 personal locker for each bike parking space;
  - (b) 1 shower and change cubicle for up to 10 bike parking spaces;
  - (c) 2 shower and change cubicles for 11 to 20 or more bike parking spaces are provided;
  - (d) 2 additional shower and change cubicles for each additional 20 bike parking spaces or part thereof;
  - (e) Showers and change facilities may be provided in the form of shower and change cubicles in a unisex area or in both female and male change rooms; and
  - (f) Locker, change room and shower facilities are to be located close to the bicycle parking area, entry/exit points, and within an area of security camera surveillance where there are such building security systems.

**10.6 TRAVEL PLANS**

Travel Plans identify typical travel demand and mode share for a proposed development based on empirical analysis of similar developments, then identify what actions will be delivered to increase walking, cycling, public transport and ride sharing mode share, thereby reducing the negative impacts of the traffic generated by the development on the North Sydney community. Travel Plans encourages people to consider alternate means to accessing a site rather than by private motor vehicle and may also be known as:

- (a) Workplace Travel Plan (e.g. for commercial premises and industry and the like);
- (b) Education Travel Plans (e.g. educational establishments);
- (c) Residential Travel Plans (e.g. residential accommodation); and
- (d) Visitor and Leisure Travel Plans plus others (e.g. Tourist and visitor accommodation and recreational facilities)

**Objectives**

- O1 To encourage employees, residents and visitors to make greater use of public transport, cycling, walking and car sharing for commuting, visiting and work related journeys.

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**Provisions**

- P1 A Travel Plan must be submitted with all development applications that involve:
- (a) New, or redevelopment of, educational establishments which result in the total number of students exceeding 100 persons.
  - (b) New, or redevelopment of, non-residential developments which result in the total floor space of the development exceeding 2,000m<sup>2</sup> (approximately 100 employees in an office development).
  - (c) The provision of 50 or more dwellings.
- P2 Components of a Travel Plan should include:
- (a) empirical analysis of typical travel demand and mode share outcomes for walking, cycling, public transport and private vehicular use for similar developments (base case scenario);
  - (b) a vision and objectives for the Travel Plan that are consistent with the community's vision for transport as detailed in the North Sydney Transport Strategy;
  - (c) specific, measurable, ambitious and realistic targets, including time-frames for achieving them;
  - (d) an action plan, with links to identified targets, that demonstrates how these actions will deliver the Travel Plan vision, reduce travel demand and/or increase walking, cycling, public transport and ride sharing for trips to and from the site. This could include:
    - (i) Identification and promotion of public transport options to access the site (for example, on a website and /or business cards);
    - (ii) Preparation of a Transport Access Guide (TAG) for the site.
 

**Note:** *Transport Access Guides (TAGs) provide information to staff and clients on how to reach places via public transport, walking or cycling.*
    - (iii) Implementation of a car pool system for employees;
    - (iv) Introduce staff car sharing scheme for fleet vehicles;
    - (v) Use taxis or public transport for work related journeys;
    - (vi) Provide priority parking for staff who car pool with more than 2 passengers;
    - (vii) Encouragement of cycling and walking to the site through generous provision of bicycle parking, showers and lockers;
    - (viii) Incentive schemes to encourage employees to commute using sustainable transport modes (such as the provisions of public transport vouchers/subsidised public transport tickets);
    - (ix) Allocation of designated parking spaces for a car sharing scheme;
    - (x) Prominent display of a large map of cycling routes (i.e. in the foyer of a residential, educational or business complex);
    - (xi) Provide staff with cycling allowances, loans and insurance together with bicycle storage and showering and changing facilities; and
    - (xii) Provision of a bus to pick up and drop off staff to the nearest railway station.
 

**Note:** *The strategies listed in P2 above do not comprise an exhaustive list and Council will consider alternative strategies that reduce the reliance on the use of private motor vehicles.*
  - (e) undertakings to regularly evaluate and review the Travel Plan, including a submission to Council, to ensure that proposed travel demand management and



walking, cycling, public transport, ride share and private vehicle mode share outcomes for the development are achieved.

- P3 The maximum parking requirements for on-site car parking may be reduced on the basis of a written agreement between Council and the owner/occupiers for the implementation of a Travel Plan.
- P4 The undertakings made in a Travel Plan submitted with a development application may be included as conditions to any development consent.

## **10.7 TRAFFIC & PARKING IMPACT ASSESSMENT**

### **10.7.1 Objectives**

- O1 To ensure that a proposed development's impact on the surrounding arterial and local road network, identification of transport infrastructure requirements and cost implications are adequately considered prior to issuing of development consent.

### **10.7.2 Provisions**

- P1 A Traffic & Parking Impact Assessment must be submitted with all development applications that are also required to be referred to the Roads and Maritime Services under cl.104 and Schedule 3 of the [Infrastructure SEPP](#), and for all applications which are classified as designated development pursuant to s.4.10 of the [EP&A Act 1979](#).
- P2 Council may require a Traffic & Parking Impact Assessment to be submitted with a development application for one or more of the following types of new developments, regardless of whether they are captured by cl.104 and Schedule 3 to the [Infrastructure SEPP](#):
  - (a) Child care centres
  - (b) Drive-in take-away food outlets
  - (c) Education facilities
  - (d) Entertainment facilities
  - (e) Health care facilities
  - (f) Hotel and motel accommodation
  - (g) Industrial premises
  - (h) Public car parks
  - (i) Places of public worship
  - (j) Pubs
  - (k) Recreation and tourist facilities
  - (l) Registered clubs
  - (m) Retail premises comprising supermarkets and/or shopping centres
  - (n) Service stations
  - (o) Other developments. Generally, if there is a significant expansion or modification to an existing development type, as outlined in the list above, then a Traffic & Parking Impact Assessment must be submitted with the development application. Seek Council Officer advice for further information.
- P3 The following issues are to be considered when preparing a Traffic & Parking Impact Assessment for Council to adequately assess the traffic impacts of a proposed development:
  - (a) Existing traffic generation
  - (b) Proposed traffic generation



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- (c) Capacity of road network
- (d) Environmental capacity of the road network
- (e) Traffic safety
- (f) Traffic amelioration
- (g) Off-street parking
- (h) On-street parking
- (i) On-street metered parking
- (j) Vehicle access
- (k) Public & active transport
- (l) Street lighting
- (m) Construction Management Plan
- (n) Work zones
- (o) Partial road closure (temporary)
- (p) Full road closure (temporary)
- (q) Cyclists and cycle paths

**Note.** Refer to the Performance Guide for more details.



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