PART 6

TRAFFIC & TRANSPORT

PART 6 – TRAFFIC AND TRANSPORT

Traffic and transport considerations are a major contributor to the design of place and city. Transport to, from and within the City of Parramatta (the City) are key to ensuring the economic potential can be realised without detracting from the City's amenity. The City benefits from frequent rail services, bus services and major road corridors that allow people to access areas both within and outside of the City.

This Part of this DCP provides traffic and transport requirements, including sustainable transport measures, electric vehicle charging infrastructure, parking and vehicular access, loading and servicing requirements for all types of development across the City. The controls contained within this part of this DCP apply to all development types and need to be considered as part of any development application.

CONTENTS

6.1 SUSTAINABLE TRANSPORT

City of Parramatta Council has set a strategic goal of increasing sustainable transport in the local area and for the journey to work. Sustainable transport includes walking, cycling, the use of public transport and car sharing initiatives. Sustainable transport aims to reduce car trips and hence decrease congestion, save time and money, and reduce the environmental impact of transport. The City is well connected by train, bus, road and cycle networks. New developments can provide opportunities to support and encourage the use of sustainable transport by providing car share parking, developing travel plans, providing bicycle parking and end of trip facilities and other initiatives.

This Section of this DCP contains requirements for sustainable transport measures such as carshare, travel plans and electric vehicle charging infrastructure to ensure that we are encouraging and improving sustainable transport options across the City.

6.1.1 CARSHARE

Car sharing is a self-service car rental scheme for short periods of time, typically on an hourly basis. Car sharing is particularly useful in discouraging personal car ownership and use while still offering the benefits of a car for occasional essential car trips. Car sharing works best in locations where there is a good level of walking, cycling and public transport provision.

Objectives

O.01 Support the reduction of car trips and encourage the use of sustainable transport.

Controls

C.01 1 carshare parking space is to be provided for any residential development containing more than 50 residential units and is within the Parramatta City Centre, Epping, Westmead, Granville and Harris Park town centres where maximum parking rates are applied.

C.02 1 carshare parking space is to be provided for any business development with a floor space of 5,000m^2 or above and is within the Parramatta City Centre, Epping, Westmead, Granville, and Harris Park town centres where maximum parking rates are applied.

C.03 Carshare parking spaces must be publicly accessible at all times, adequately lit and sign posted and located off street.

C.04 1 carshare space can be provided in lieu of 3 car parking spaces.

C.05 Carshare spaces must comply with the development controls and standards in Section 6.2 – Parking and Vehicular Access of this DCP.

C.06 Written evidence must be provided with the development application demonstrating that offers of a car space to carshare providers have been made together with the outcome of the offers or a letter of commitment to the service.

6.1.2 TRAVEL PLANS

A Travel Plan is a package of measures designed to reduce car trips and encourage the use of sustainable transport. Where a Travel Plan is required as a condition of development, it must be submitted to the Consent Authority prior to the release of the Occupation Certificate. If the future occupant(s) is known then the Travel Plan must be prepared in co-operation with them. The condition of consent remains for the life of the development.

Objectives

O.01 Reduce car trips and encourage the use of sustainable transport.

Controls

C.01 Development proposals that meet the following criteria must prepare a Travel Plan:

- residential development containing more than 50 dwellings; or
- development with a gross floor space of 5,000m^2 and above or 50 or more employees.

C.02 A Travel Plan must include:

- Targets – This typically includes the reduction of single occupant car trips to the site for the journey to work and the reduction of business travel particularly single occupant car trips.
- Travel data – An initial estimate of the number of trips to the site by mode is required. Travel Plans require an annual travel survey to estimate the change in travel behaviour to and from the site and a review of the measures.
- Measures – a list of specific tools or actions to achieve the target.

C.03 A copy of the Travel Plan must be made available to Council on request.

6.1.3 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

The transition to electric vehicles and the phasing out of fossil fuel use are key strategies to reduce emissions and move to a low carbon future. The following controls aim to provide the essential infrastructure for vehicle charging that will future proof the buildings and ensure residents can easily transition to electric vehicles. Without essential infrastructure, the future installation of charging facilities by an apartment owner can be much more expensive and, in some cases, technically impossible.

Objectives

O.01 Ensure new development in Parramatta provides the necessary infrastructure to support the charging of electric vehicles.

O.02 Minimise the impact of electric vehicle charging on peak electrical demand requirements.

Controls

C.01 All residential accommodation (excluding dwelling houses, secondary dwellings and dual occupancy) car parking must:

a) Provide an EV Ready Connection to at least one car space for each dwelling/apartment.

b) Provide EV Distribution Board(s) of sufficient size to allow connection of all EV Ready Connections and Shared EV connections.

c) Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50m from the parking bay to connect.

d) All car share spaces and spaces allocated to visitors must have a Shared EV connection.

e) Identify on the plans submitted with the Development Application the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that have an EV Ready Connection, with confirmation of adequacy from an electrical engineer. Spatial allowances are to be made for cables trays and EV Distribution Board(s) when designing in other services.

C.02 All commercial building car parking must:

a) Provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the carpark to provide equitable access across floors and floor plates.

b) All car share spaces and spaces allocated to visitors must have a Shared EV connection.

c) Identify on the plans submitted with the Development Application the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that have an EV Ready Connection, with confirmation of adequacy from an electrical engineer. Spatial allowances are to be made for cables trays and EV Distribution Board(s) when designing in other services.

C.03 All garages in single and dual occupancy dwellings are to be provided with a Private EV connection, which must be illustrated on plans submitted with the Development Application.

Glossary

The following Electric Vehicle (EV) technical terms are used:

EV Ready Connection is the provision of a dedicated spare 32A circuit provided in an EV Distribution Board to enable easy future installation of cabling from an EV charger to the EV Distribution Board and a circuit breaker to feed the circuit.

Private EV Connection is the provision of a minimum 15A circuit and power point to enable easy future EV connection in the garage connected to the main switch board.

Shared EV Connection is the provision of a minimum Level 2 40A fast charger and Power Supply to a car parking space connected to an EV Distribution Board.

EV Distribution Board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods, to ensure impacts of maximum demand are minimised, and that increases to electrical feed sizes are not required. To deliver this, the distribution board will be complete with an EV Load Management System and an active suitably sized connection to the main switchboard. The distribution board must provide adequate space for the future installation (post construction) of compact meters in or adjacent to the distribution board, to enable the body corporate to measure individual EV usage in the future.

EV Load Management System is to be capable of:

- Reading real time current and energy from the electric vehicle chargers under management.
- Determining, based on known installation parameters and real time data, the appropriate behaviour of each EV charger to minimise building peak power demand whilst ensuring electric vehicles connected are full recharged.
- Scale to include additional chargers as they are added to the site over time.

6.2 PARKING AND VEHICULAR ACCESS

Parking facilities include underground, surface, above ground parking and car parking stations. The benefit of a reduction in above ground parking includes a reduction in visual impact from the public domain. Surface-level parking is most appropriate in residential and industrial areas. Above ground parking can be considered in areas which are prone to flooding and/or heritage and archaeological sites.

This Section of this DCP contains general parking requirements and specific parking rates for various types of development. This includes design of driveways, parking spaces and associated finishes i.e., kerbs and ramps to improve accessibility and reduce impacts on or off the site. Where there is an inconsistency between the provisions below and an area with a specified parking rate required by another section of this DCP, that Section will prevail.

Objectives

O.01 Ensure that the location and design of driveways, parking spaces and other areas used for the movement of motor vehicles are efficient, safe, convenient and are integrated into the design of the development to minimise their visual impact.

O.02 Ensure that adequate off-street parking is provided to serve the needs of development to minimise adverse impacts on surrounding streets.

O.03 Ensure that off-street parking facilities do not interfere with traffic flow and safety in adjacent streets or endanger pedestrian traffic on or off the site.

O.04 Ensure traffic generation of proposed development is compatible with the surrounding road network.

O.05 Minimise potential conflicts between vehicular movements and pedestrians.

O.06 Encourage the integration of on-site parking and related structures with the landscaping of the site and the design of buildings.

O.07 Limit traffic generation associated with private vehicle use to reduce traffic impacts on surrounding streets.

O.08 Ensure that parking areas are readily accessible and usable and adequately provide for circulation and manoeuvring of vehicles.

O.09 Have equitable provision of parking for motorcyclists.

Controls

General parking requirements

C.01 The minimum dimensions of parking spaces for dwellings should be in accordance with Australian Standard AS2890.1 - Parking Facilities – Off-Street Car Parking:

- Unenclosed parking space (such as a hard-stand space): minimum of 2.4 metres (width) x 5.4 metres (length).

- Single enclosed garage: minimum of 3.0 metres (width) x 5.4 metres (length).

C.02 Disabled parking space must be in accordance with AS 2890.6 Parking Facilities Off Street Parking for People with Disabilities.

C.03 Clearance above the general parking surface must be in accordance with AS2890 - Parking Facilities.

C.04 Driveways are to be sufficiently setback from the side boundary in order to accommodate splays within property boundary line at access points in accordance with AS2890.1.

C.05 Car stackers and car lifts are only permitted within the Parramatta, Epping, Westmead, Granville and Harris Park town centres. Car stackers and car lifts are not permitted in boarding houses and childcare centres

C.06 In restricted manoeuvring areas where standard turning templates cannot be used, a swept path analysis using the largest design vehicle in accordance with Austroads shall be provided.

C.07 A maximum of one kerb crossing, width must be in accordance with the requirements of the Australian Standard AS2890.1 - Parking Facilities – Off-Street Car Parking, is permissible per two dwellings, or alternately two crossings every 18 metres.

C.08 Driveways shall be located and designed to avoid restricted sight distances and on-street queuing.

C.09 Vehicular access to arterial roads shall not be permitted where alternative access is available or can be acquired.

C.10 Ensure the location of entry gates allow the largest vehicle to enter the site without blocking the footway when the gate is closed.

C.11 All pedestrian paths and ramps shall have a minimum width of 1000mm, have a non-slip finish, not be steep (ramp grades between 1:20 - 1:14 preferred), comply with AS 1428.1 and AS 1428.2).

C.12 Below ground structures shall comply with a side setback of 1.2 metres to provide for deep soil planting and an adequate area for construction. Where possible, basement walls shall be located under building walls.

C.13 Access driveway (vehicle crossing) shall have a minimum width in accordance with the requirements of the Australian Standard AS2890.1 - Parking Facilities – Off-Street Car Parking and be located a minimum 1.2 metres clear from power poles and drainage pits.

C.14 Driveways (vehicle crossings) shall be located 6m away from a tangent point (of the kerb and gutter line).

C.15 Vehicle access points and parking areas are to be:

- easily accessible and recognisable to motorists,
- undisruptive to pedestrian flow and safety,
- located to minimise traffic hazards and the potential for vehicles to queue on public roads, and
- located to minimise the loss of on-street car parking, and to minimise the number of access points.

C.16 Parking and service/delivery areas and vehicular access points are to be located to minimise conflict between pedestrians and vehicles and to minimise impact on residential amenity.

C.17 Development on arterial roads is to seek access via a secondary street where possible.

C.18 Where properties have access to a rear lane or secondary street frontage (including desired lanes) parking and servicing access should be provided from the secondary street/lane.

C.19 Car parking spaces, ramps and driveways are to be designed to ensure ease of access, egress and manoeuvring on-site. The standards of Australian Standard AS2890 - Parking Facilities are to be complied with.

C.20 The area between property boundaries and driveways, access ways and parking spaces is to be of sufficient width to enable adequate sight distance to pedestrians in accordance with the requirements of the Australian Standard AS2890.1 - Parking Facilities – Off-Street Car Parking.

C.21 Reasonable provision is to be made for the parking needs of people with disabilities.

C.22 Basement car parking is to be:

- adequately ventilated,
- designed for safe and convenient pedestrian movement and to include separate pedestrian access points to the building that are clearly defined and easily negotiated, and
- predominantly located within the building footprint located predominantly below existing ground level. Where slope conditions mean that this is unachievable, the basement projection of the floor level of the storey immediately above is less than 1m above ground level (existing).

C.23 Visitor parking is to be marked or signposted to enable easy recognition.

C.24 The design and layout of car parking areas must provide for suitable and safe pedestrian movements, including separate pedestrian access to buildings which are clearly defined and easily negotiated.

C.25 Car parking is not to be used as storage space.

C.26 Development must provide safe vehicle access and adequate sight distances. Development on arterial roads or development that is not a dwelling house or dual occupancy must make provision for vehicles to leave the site in a forward direction.

C.27 Driveways are to be sited and designed to minimise loss of on-street parking.

C.28 The number of accessible car parking spaces to be provided as prescribed in Table D3.5 of the Building Code of Australia.

Dwelling Houses and Dual Occupancies

C.29 Driveways on existing lots should incorporate a dedicated turning area, designed to allow the 85% Design Car Turning Path, where:

- there is poor sight distance from the driveway to pedestrian or vehicular traffic, the accessway fronts an arterial road or highly pedestrianised area, or
- where vehicles would otherwise have to reverse more than 50 metres.

C.30 Tandem parking for a maximum of 2 car parking spaces may be provided only for use by the same dwelling.

Multi-Dwelling Housing

C.31 All car parking is to be located:

- at the rear of the site and accessed from a rear lane,
- behind the front row of buildings, or
- or in a basement.

C.32 Where dwellings require two (2) garage spaces, only one (1) space can be enclosed, the second space is to be treated with a covered hard stand space.

C.33 Vehicular ingress and egress to the site is to be in a forward direction at all times for development which include a driveway shared by more than 2 dwellings.

Residential Flat Building (except manor houses)

C.34 Car parking spaces are to be located in a basement.

Mixed-Use Development

C.35 Vehicular access is not to be provided along the boundary adjacent to residential uses.

C.36 Loading/manoeuvring areas are to be located within buildings or screened from adjacent residential uses.

C.37 Residential and non-residential car parking spaces are to be physically separated.

C.38 Car parking spaces are to be located in a basement.

C.39 Where some or all of the component uses of a mixed-use scheme do not operate concurrently, or where main car parking usage period do not coincide, Council may consider a reduction in the car parking requirement where there is scope for sharing of spaces between non-residential uses. Such an approach will need to be supported by a traffic and transport impact assessment and details of how the shared parking will be managed.

Industrial

C.40 Vehicular access is not to be provided along the boundary adjacent to residential uses.

C.41 A traffic management plan is to be prepared detailing all transport options for the development, including type of transport used, size of trucks and frequency.

C.42 Adequate and suitable on-site receiving areas and parking for trucks and large vehicles are to be provided, and any queuing or off-site parking of such vehicles is to be kept to a minimum.

C.43 Kerbs, gutters, footpaths, walkways and driveways are to be constructed to resist damage by large vehicles or frequent use.

Business and Retail Premises

C.44 Business and retail premises may include any on-street unrestricted or time restricted parking on the frontage of the site in the parking calculations if supported by a traffic and transport impact assessment. This excludes loading requirements for vehicle sales or hire premises.

C.45 Off-street parking shall be provided behind or at the side of buildings and away from street frontages. No more than 20% of the total parking requirement shall be permitted in the front alignment.

C.46 Marked pedestrian pathways with clear lines of sight and safe lighting shall be provided.

Provisions on Splay Corners

C.47 Development on corner sites may be required to accommodate a splay corner to facilitate improved traffic conditions. This matter should be identified at the initial design stage in consultation with Council's development assessment officers.

Car Parking Rates

C.48 The required number of car parking spaces are provided in Table 6.2.1 and Table 6.2.2 below.

C.49 Where there is an inconsistency between the parking rates below and an area with a specified parking rate required by another Section of this DCP, that Section will prevail.

C.50 All numbers are to be rounded up separately (e.g. residential, visitor, commercial, etc.) when calculating the parking requirements in Table 6.2.1 and Table 6.2.2.

C.51 If a particular land use is not addressed in Table 6.2.1, where appropriate one of the following shall be conducted:

- car parking rates calculated based on the Transport for NSW Guide to Traffic Generating Development, or
- a traffic and transport impact assessment considering a similar land use in a similar location.

C.52 If a particular land use is not addressed in Table 6.2.2, the provisions in Table 6.2.1 apply.

C.53 Unless otherwise specified, provision for motorcycle parking should be provided at a rate of 1 space per 50 car parking spaces, or part thereof.

C.54 Any variations to parking rates would need to be justified and informed by a traffic and transport impact assessment.

Table 6.2.1 – Minimum car parking rates

Development type	Minimum number of parking spaces required
Dwelling houses and dual occupancies	Minimum 1 space per dwelling, 2 spaces per dwelling with 3 or more bedrooms.
Secondary dwellings	No additional parking is required for a secondary dwelling.
Residential flat buildings, Multi dwelling housing or the residential component of Mixed Use development (not within 800 metres walking distance of a train station or light rail stop, or not within 400 metres walking distance of a transitway bus stop).	**Studios:** 0.6 spaces per dwelling **1 bed:** 1 space per dwelling **2 bed:** 1.25 spaces per dwelling **3 bed:** 1.5 spaces per dwelling **4 bed:** 2 spaces per dwelling Plus 0.25 space per dwelling for visitor parking. A car wash bay which may also be a visitor space.
Residential flat buildings, Multi dwelling housing or the residential component of Mixed Use development (within 800 metres walking distance of a train station or light rail stop, or within 400 metres walking distance of a transitway bus stop).	0.6 spaces per 1 bedroom unit 0.9 spaces per 2 bedroom unit 1.4 spaces per 3 bedroom unit Plus 0.2 space per dwelling for visitor parking. A car wash bay which may also be a visitor space.
Business premises and Office premises (not within 800 metres walking distance of a train station, or 400 metres walking distance of a light rail or transitway bus stop).	1 space per 50 m^2 of GFA.
Business premises and office premises (within 800 metres walking distance of a train stations, or within 400 metres walking distance of a light rail or transitway bus stop).	1 space per 65m^2 of GFA.
Industrial	**Factories:** 1.3 spaces per 100m^2 GFA **Warehouses:** 1 space per 300m^2 GFA **Ancillary office:** 1 space per 40m^2 GFA
Retail premises	1 space per 30m^2 of GFA

Development type	Minimum number of parking spaces required
Restaurants	Required parking to be confirmed through a traffic and transport impact assessment. The assessment must demonstrate the development will not result in any adverse impacts on on-street parking in surrounding residential areas. As a general guide for restaurants, new development shall provide 1 space per 30m^2 of GFA (for the first 100m^2 of floor space), plus 15 spaces per 100m^2 or 1 space per 3 seats (whichever is the greater) for additional GFA over the first 100m^2.
Educational Establishments	Required parking to be confirmed through a traffic and transport impact assessment. The assessment must demonstrate the development will not result in any adverse impacts on on-street parking in surrounding residential areas.
Child care centres	1 space for every 4 children in attendances. A traffic and transport impact assessment is required to be submitted demonstrating that the proposed development will not result in any adverse impacts on on-street parking in surrounding residential areas.
Places of public worship	To be provided at a rate suggested by a traffic and transport impact assessment. The assessment must demonstrate that the proposed development will not result in any adverse impacts on on-street parking in surrounding residential areas. As a general guide for places of public worship, new development shall provide 1 car parking space per 5m^2 of usable floorspace for the first 100m^2 and 1 car parking space per 3m^2 of usable floorspace thereafter. (Usable floorspace not being corridor space, stairways, storage areas, toilets and other floor space that will not increase the capacity of the development).
Boarding houses	Parking rates must be provided as per the *State Environmental Planning Policy (Housing) 2021*.
Hotels	Required parking to be confirmed through a traffic and transport impact assessment. The assessment must demonstrate the development will not result in any adverse impacts on on-street parking in surrounding residential areas.

Development type	Minimum number of parking spaces required
Housing for seniors and people with a disability (Hostels, Residential Care Facilities and Independent Living Units)	Parking rates must be provided as per the *State Environmental Planning Policy (Housing) 2021*.
Gyms	Parking rates must be provided as per the Transport for NSW Guide to Traffic Generating Development. Lower parking rates can be considered if it is supported by a parking report with consideration of the surrounding land uses.
Recreational facilities	Parking rates must be provided as per the relevant parking rates specified in Transport for NSW Guide to Traffic Generating Development. For the uses not specified in Transport for NSW Guide to Traffic Generating Development, parking is to be provided at a rate suggested by a traffic and transport impact assessment. Lower parking rates can be considered if it is supported by a parking report with consideration of the surrounding land uses.
Clubs	Required parking to be confirmed through a traffic and transport impact assessment. The assessment must demonstrate the development will not result in any adverse impacts on on-street parking in surrounding residential areas.
Medical Centres	Parking rates must be provided as per the relevant parking rates specified in *Transport for NSW Guide to Traffic Generating Development*, For the uses not specified in *Transport for NSW Guide to Traffic Generating Development*, parking is to be provided at a rate suggested by a traffic and transport impact assessment.

Table 6.2.2 – Car parking rates for the Granville and Harris Park Town Centres

Type of building	Minimum number of parking spaces required
Business premises and Retail premises	Minimum of 1 space per 60m^2 of GFA and a maximum of 1 space per 30m^2 of GFA. Where there is a combination of land uses, a maximum of 40% of resident visitor parking can be used in the calculations for retail parking provided that these areas are shared.
Office premises	Minimum of 1 space per 70m^2 of GFA and maximum of 1 space per 50m^2 of GFA.

Note: The controls in Table 6.2.2 apply to the Granville Town Centre as mapped in Part 8 of this DCP. The controls in Table 6.2.2 apply to the Harris Park Town Centre where zoned E1 Local Centre on Kendall, Ada, Wigram, Marion and Crown Streets and Station Street East, Harris Park.

6.3 BICYCLE PARKING

With bicycle use increasing in popularity throughout the City, planning start and end of trip facilities/parking provisions to cater for the cyclists using its many cycle routes will also increase in demand. With these facilities provided, aims to promote the use of cycling and catering to the needs of visitors and residents throughout the City.

This Section of this DCP contains provisions to ensure that adequate bicycle parking is provided and end-of-trip facilities meet the needs of cyclists across the City.

Objectives

O.01 Promote greater bicycle use in the LGA.

O.02 Provide convenient and accessible on-site bicycle parking and appropriate end-of-trip facilities to meet the needs of cyclists.

Controls

C.01 The required number of bicycle parking spaces are provided in Table 6.3.1 below.

These tables do not apply to the Parramatta City Centre, which has access and parking provisions in Section 9.9 – Vehicular Access, Parking and Servicing of this DCP.

C.02 All numbers are to be rounded up when calculating the parking requirements in Table 6.3.1.

C.03 If a particular land use is not addressed in Table 6.3.1, bicycle parking is to be provided in accordance with one of the following, whichever is the greater:

- in accordance with Austroads (2008) Guide to Traffic Management – Part 11: Parking (AGTM11-08), or
- at a rate of 0.2 spaces per car parking space that would normally be required.

Table 6.3.1 – Minimum Bicycle Parking Rates

Development type	Minimum number of bicycle parking spaces required
Residential flat buildings and the residential component of Mixed-Use development	1 space per dwelling, plus 1 space per 10 dwellings for visitors.
Commercial premises with a gross floor area of 600m^2 or more (including offices, business premises, restaurants, cafes and shops)	1 space per 250m^2 of gross floor area for employees, plus 1 space per 500m^2 of GFA for visitors.
Industrial development, with a gross floor area of 1,000m^2 or more	1 space per 1,000m^2 of gross floor area for employees.
Primary school	1 space per 10 staff, plus 1 space per 10 students over Year 4
Secondary school	1 space per 10 staff, plus 1 space per 10 students

Development type	Minimum number of bicycle parking spaces required
Tertiary institutions	1 space per 10 staff, plus 1 space per 10 students expected on campus at any one time

C.04 Bicycle parking is to be provided in the form of Class B lockers for resident/employees and Class C rails for visitor parking, as specified in Australian Standard AS2890.3 – Bicycle Parking Facilities.

C.05 All bicycle parking should be located in a safe and secure location that is under cover and convenient for users. Resident/staff parking is to be provided within one level of the ground floor to ensure it is convenient and accessible to users.

C.06 End of trip facilities must be provided at the following rates to adequately service the number of bicycle parking spaces required in non-residential premises:

- 1 shower and change facilities per 10 staff/employees, and
- 1 locker per employee/staff bicycle parking spot provided.

C.07 Visitor parking must be located as close as possible to the main entrance of the building at ground level.

C.08 Bicycle parking facilities should not impede pedestrian or vehicular circulation.

C.09 Bicycle parking should be located in highly visible, illuminated areas to minimise theft and vandalism.

C.10 Bicycle parking facilities are required for all new and redeveloping business + industrial zones.

C.11 If bicycle parking requirement is greater than 30, suitable end of trip facilitates must be provided.

C.12 Bicycle parking facilities are to include 10A e-bike charging outlets to 10% of spaces with no space being more than 20 metres away from a charging outlet. Chargers are to be provided by the owner.

6.4 LOADING AND SERVICING

Loading and servicing is critical for the operation of any commercial premises and industrial use. It is important that there is adequate provision of loading and servicing for such premises to operate efficiently and effectively without disrupting surrounding businesses or residents. Development applications must demonstrate that any commercial or industrial use can be operated, maintained, supplied, and serviced without the disruption of the surrounding amenity.

This Section of this DCP ensures the adequate provision of loading and servicing requirements are implemented and maintained for any development which requires them.

Objectives

O.01 Ensure that all development proposals are adequately provided with appropriate loading/unloading and servicing facilities.

O.02 Ensure that adequate loading/unloading and servicing facilities are provided to serve the needs of development to minimise adverse impacts on surrounding streets.

O.03 Provide suitable access for heavy vehicles for the purposes of loading/unloading and servicing.

Controls

C.01 Loading bay provision is to be in accordance with the Transport for NSW Guide to Traffic Generating Development but should include car and motorcycle space for couriers. Lower loading bay provision can be considered if it is supported by a traffic and transport impact assessment demonstrating that the proposed development will not result in any on-street loading/unloading activities. If a Loading Dock Management Plan is required, it is recommended that the Transport for NSW Last Mile Toolkit be considered in the preparation of the Loading Dock Management Plan.

C.02 Loading docks are to be designed in accordance with the Australian Standard AS2890.2 - Parking Facilities – Off-Street Commercial Vehicle Facilities to allow heavy vehicles to enter and leave the site in a forward direction.

C.03 All loading docks are to be provided on-site.

C.04 The use of loading docks must not conflict with the safe efficient circulation of pedestrians and other vehicles on-site.

C.05 In larger developments, loading docks should operate independently of other parking areas.

C.06 A swept path analysis demonstrating the largest design vehicle safely and efficiently manoeuvring to and from the loading dock is to be provided in accordance with Austroads.

C.07 Loading bays are not to be used for the storage of goods that may impede the use of the bay for loading/unloading and servicing activities.

Further Information

Advisory Notes on Access to Premises (Human Rights and Equal Opportunity Commission 1998).

AS 2890 - Off Street parking, Commercial Vehicle Facilities, Bicycle Parking Facilities, On-street parking

Building Code of Australia.

Disability Discrimination Act 1992

Roads and Maritime Services, Guide to Traffic Generating Development

Standards Australia website, www.standards.org.au

Transport Standards (Human Rights and Equal Opportunity Commission 2002)

WSROC 1998 Access for People with Mobility Disabilities Manual of Best Practice