ITEM 2 PUBLIC EXHIBITION – WOLLONGONG DCP CHAPTER E3 CAR PARKING, ACCESS, SERVICING / LOADING FACILITIES AND TRAFFIC MANAGEMENT

Wollongong Development Control Plan 2009 - Chapter E3 Car Parking, Access, Servicing / Loading Facilities and Traffic Management was adopted on 15 December 2009 and updated on 2 April 2016, 21 November 2016 and 8 August 2022. A further review of this Chapter has occurred to reflect contemporary legislative and policy amendments. The current review is timely as it seeks to implement principles and actions outlined in key strategic work undertaken by Council including the City Centre Urban Design Framework, Sustainable Planning Framework Review Project, draft City Centre Movement and Place Study and Tourism Accommodation Review.

It is recommended that the revised draft Chapter E3 Car Parking, Access, Servicing/Loading Facilities and Traffic Management be exhibited for a minimum 28-day period to allow community consultation.

RECOMMENDATION

The draft Wollongong Development Control Plan 2009 - Chapter E3 Car Parking, Access, Servicing / Loading Facilities and Traffic Management be exhibited for a minimum period of 28 days.

REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy
Authorised by: Linda Davis, Director Planning + Environment - Future City + Neighbourhoods

ATTACHMENTS

1 Summary of Proposed Amendments
2 Draft Revised Wollongong DCP 2009 - Chapter E3 Car Parking, Access, Servicing / Loading Facilities and Traffic Management
3 Parking and Access Checklist

BACKGROUND

In 2009 Council prepared and exhibited the Wollongong Development Control Plan (DCP) to accompany the Wollongong Local Environmental Plan 2009. On 15 December 2009, Council adopted the Wollongong DCP 2009, and it came into force on 3 March 2010. Periodic reviews of the DCP 2009 are undertaken to ensure plans continue to be useful and relevant.

Chapter E3 of the Wollongong DCP 2009 outlines the objectives, controls and design guidance for the management of traffic associated with development in the Wollongong Local Government Area. The Chapter also outlines Council's requirements for the design, construction and provision of parking, access and loading facilities for specific development.

Since the adoption of the Wollongong DCP 2009, Chapter E3 has been reviewed in 2016 and 2022. Since the last review there have been updates to the relevant legislation, State Government guidelines and Council Policy relevant to this Chapter of the DCP.

PROPOSAL

A review of Chapter E3 has resulted in proposed updates to reflect contemporary legislation, guidance documents and Council Policy. Internal consultation was conducted with relevant Council Divisions to understand how the DCP Chapter E3 is used and applied, with the aim of incorporating improvements.

The DCP Chapter was also benchmarked against similar Chapters adopted by other LGAs, including –

- City of Sydney
- Willoughby
- Parramatta
- Penrith
- Newcastle
- Lane Cove

A review of legislation and NSW Government guidelines relevant to Chapter E3 identified the need to update references to include -

- State Environmental Planning Policy (Transport and Infrastructure) 2021 [updated from SEPP (infrastructure) 2007].

- State Environmental Planning Policy (Housing) 2021 [new inclusion].
- National Construction Code 2022 [updated from Building Code of Australia].
- Guide to Transport Impact Assessment (Transport for NSW 2024) [updated from RTA Guide to Traffic Generating Developments 2022].
- Minimum requirements for building site groundwater investigations and reporting (Department of Planning and Environment 2022) [new inclusion].

Since the last Chapter E3 review, Council has progressed the following strategic policy work, necessitating an update of the DCP Chapter to include relevant objectives and development controls –

- Vision for Wollongong City Centre, *A City for People* – a people-orientated, sustainable and liveable city (2016).
- Wollongong City Centre Urban Design Framework (UDF) (2020), endorsed to guide the preparation of draft amendments to the Wollongong Local Environmental Plan 2009 and Wollongong Development Control Plan, to enable changes to development controls that will support the success of Wollongong City Centre into the future.
- Draft City Centre Movement and Place Plan, endorsed for exhibition on 24 June 2024. The Plan outlines the necessary changes to our movement network to deliver the outcomes of A City for People and the UDF.
- Sustainable Wollongong 2030 A Climate Healthy City Strategy.
- Urban Heat Strategy (2023).
- Draft Development Control Plan Chapter A2 – Ecological Sustainable Development.
- Draft Tourism Accommodation Review.

Attachment 1 provides a summary of the changes recommended for Wollongong DCP 2009 - Chapter E3 Car Parking, Access, Servicing/Loading Facilities and Traffic Management.

A key proposed amendment is the inclusion in Chapter E3 of an incentive for commercial development, as recommended in the Wollongong City Centre Urban Design Framework (Strategy 1.3 Pursue incentives for commercial development). It is proposed that car parking rates for office premises and business premises in the E2 Commercial Centre zone be reduced from a minimum of one space per 60m^2 to one space per 120m^2 of floor space. This proposed change will provide an incentive for commercial development in the City Centre by reducing the construction cost of parking. It will also help to encourage the use of public transport to the City. As part of the finalisation of the draft Wollongong City Centre – Movement and Place Plan, following its exhibition, the traffic, parking rates, pedestrian and cycle movement are being further reviewed which may require additional amendments to the Chapter E3.

Other proposed amendment to Schedule 1 Car Parking provisions for this Chapter, aligning with the recently released Transport for NSW (TfNSW) Guide to Transport Impact Assessment (2024), include -

- Reducing the car parking requirement from two spaces to one space for Dual Occupancies within the R1 General Residential zone, that surrounds the City Centre. This aligns with Chapter D13 and Council policy to encourage a mode shift to public and active transport.
- State Environmental Planning Policy (Housing) 2021 contains updated non-discretionary development standards for the provision of accommodation for seniors and people with a disability (hostels, residential care facilities and independent living units). It is proposed that the DCP car parking requirements be updated to read “Provided as per rates given within the State Environmental Planning Policy (Housing) 2021” to align with the State’s policy.
- Guidance on multimodal transport network impacts, site access design, travel demand management, trip generation methods and parking. It is proposed that the DCP car parking requirements for the development of Pubs and Registered Clubs be updated to refer to this Guide, which requires the applicant to demonstrate that parking can satisfy peak maximum demand while drawing comparisons to similar developments to provide a more context driven analysis.

- Removing the current car parking requirements for Neighbourhood shops of "1 per 25m² of GFA". The rationale for this proposed change is that Neighbourhood shops are generally located in residential areas and are restricted to a size of 100m². At 100m² they would be required to provide four car spaces, plus manoeuvring, which would equal the area of the shop. These facilities are intended to provide walkable access and see a quick turnover of parking.
- Including increased bicycle parking facilities for Medical Centres/Health Consulting rooms within Shop top housing developments, as per the guidance document TfNSW Guide to Transport Impact Assessment (2024). The new requirement would be: "Employee/resident parking spaces: one per eight practitioners" and "Visitor parking spaces: one per four practitioners".
- Consistent with the draft Tourism Accommodation Review Strategy, removing the duplicate car parking requirement for Hotel or Motel accommodation within the E2 Commercial Centre and MU1 Mixed Use zones in Wollongong City Centre (as defined in the Wollongong LEP 2009): "*1 car parking space per 40m^2 GFA, where the hotel or motel accommodation is not strata subdivided*" and "*If a restaurant is included in the hotel / motel which is available to the general public, then an additional 15 car parking spaces per 100m^2 GFA of the restaurant shall be included*". The motel accommodation room rate of a car parking space per 4 staff members and 1 car space per room and 0.5 spaces per room for hotels would be retained. The removal of one of the parking rates will remove confusion on the applicable parking rate. An applicant may carry out their own surveys of similar developments and propose a lower car parking provision if suitably justified, as per the Hotel and Motel accommodation section within the TfNSW *Guide to Transport Impact Assessment.*

Also proposed is the introduction of a new section with objectives and development controls to capture development applications for a change of use within Employment zones, including E1 Local Centre, E3 Productivity Support, E4 General Industrial, and MU1 Mixed Use, where car parking demand for permitted uses in these zones varies. A Parking and Access Checklist has been prepared to inform a merit-based approach in these circumstances, which can be accessed via Councils Website (Attachment 3).

The key sustainability inclusions to the Chapter in response to Council's recently endorsed Sustainable Wollongong 2030 and the Urban Heat Strategy (2023) centre on the -

- promotion of a reduction in the number of vehicles using the core of the City Centre and prioritise the City Centre for pedestrians; and
- encouragement of a mode shift across the LGA to public and active transport.

New objectives and development controls are proposed in relation to the provision of bicycle and micromobility parking and end of trip facilities; ensuring car parking areas for new developments are designed and constructed to enable electric vehicle charging points to be installed, either as the development occurs or at a later time; and promoting best practice design and construction of basement car parking to protect existing natural groundwater flows and ensure no negative impact to adjoining property, service provision or downstream waterways and properties.

A revised draft DCP Chapter E3 has been prepared (Attachment 2) which includes -

- An updated format in line with a new DCP Chapter template, which will be used for all subsequent DCP updates.
- Updated references to legislation, government guidelines, relevant government agencies, new zoning names.
- Updated Chapter objectives and new development controls to comply and more closely align with the recent NSW Department of Planning publication – Minimum requirements for building site groundwater investigations and reporting (DPE 2022).
- Clarification and update of parking rate controls / waivers and updated Chapter objectives and development controls to align with the new Transport for NSW (TfNSW) Guide to Transport Impact Assessment (GTIA 2024) and the recommendations arising from the Wollongong City Centre Urban Design Framework.
- Introduction of a new section, incorporating objectives and development controls where a change of land use is being sought within Employment zones. A Parking and Access Checklist has been developed to assist in a merit-based approach.

- Introduction of new environmental sustainability objectives and development controls in line with recently adopted Council Policy, including Sustainable Wollongong 2030 A Climate Healthy City Strategy and the Urban Heat Strategy (2023).

It is recommended that Council resolve to exhibit the revised draft Chapter E3 Car Parking, Access Servicing/Loading Facilities and Traffic Management (Attachment 2) for a minimum period of 28 days.

CONSULTATION AND COMMUNICATION

Internal consultation was conducted with relevant Council Divisions to understand how the Wollongong DCP 2009 Chapter E3 is used and applied, with the aim of incorporating improvements. The Council teams consulted included Development Assessment and Certification, Transport and Infrastructure Planning, and Design and Technical Services.

Feedback from the community and external stakeholders has also been considered through the public exhibition of related strategic documents including the Climate Friendly Framework – Discussion Paper and draft Tourism Accommodation Strategy.

This report proposes public exhibition of the amended Wollongong DCP 2009 draft Chapter E3 for a minimum period of 28 days. All submissions will be reviewed, and any post exhibition revised amendments will be reported to a future Council meeting for further consideration.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong Our Future 2032 Community Strategic Plan and the following goals and strategies –

Community Strategic Plan	Delivery Program 2022-2026
Strategy	**Service**
Goal 1 - We value and protect our environment 1.5 Maintain the unique character of the Wollongong Local Government Area, whilst balancing development, population growth and housing needs	Land Use Planning
Goal 5 - We have a healthy community in a liveable city 5.2 Urban areas are created and maintained to provide a healthy and safe living environment for our community.	Land Use Planning

CONCLUSION

A review of Wollongong Development Control Plan 2009 Chapter E3 Car Parking, Access, Servicing / Loading Facilities and Traffic Management has been conducted and identified the need for amendments in line with current legislation, State Government guidelines and Council Policy. The revised draft DCP Chapter E3 includes new objectives and development controls to comply and more closely align with the recent NSW Department of Planning publication – *Minimum requirements for building site groundwater investigations and reporting (2022)* and the new Transport for NSW (TfNSW) *Guide to Transport Impact Assessment (GTIA 2024)*, and recently endorsed Council Strategic documents.

This report recommends that the revised draft Wollongong Development Control Plan 2009 Chapter E3 Car Parking, Access, Servicing / Loading Facilities and Traffic Management (Attachment 2) be endorsed for exhibition for a minimum period of 28 days.

Table of Draft Changes to Chapter E3: Car Parking, Access, Servicing / Loading Facilities and Traffic Management of Wollongong Development Control Plan 2009

Section in existing DCP Chapter	Proposed Change	Comment
Chapter generally	Updated with current legislation, new government guidelines, updated zone names and Council Policy.	
	Detailed description of Integrated Development and Infrastructure SEPP deleted.	
	Overall tightening of requirements/development controls and new requirements/controls added.	
	Restructured to be more logical and consistent with other WDCP 2009 chapters recently reviewed and updated and a revised DCP Chapter template.	
Contents	Updated to reflect the new structure.	Contents restructured to be more logical and consistent with other WDCP 2009 chapters recently reviewed and updated, and a revised DCP Chapter template.
	The new structure contains the following additional or changed section and subsection headings: 1.1.1 Purpose of this Chapter 1.1.2 Where this DCP Chapter applies 1.1.3 Application of this Chapter 2 Relevant Legislation, Standards and Guidelines 3 Parking Demand and Servicing Requirements 3.1 Parking Rates 3.2 Disabled Access and Parking 3.3 Bicycle and Micromobility Parking / Facilities 3.4 Variations to Parking Rates 3.5 Car Parking Layout and Design 3.6 At Grade Car Parking Areas 3.7 Basement Car Parking 3.8 Mechanical Parking Systems	Summaries of legislation considered inappropriate in a DCP Chapter. Updated relevant legislation listed and references to obsolete legislation deleted.

Section in existing DCP Chapter	Proposed Change	Comment
	3.9 Emergency Vehicles 3.10 Public Car Parks 3.11 Car Park Construction Requirements 3.12 Travel Plans 4 Access 4.1 Vehicular Access 4.2 Pedestrian Access 5 Loading / Unloading Facilities and Service Vehicle Manoeuvring 5.1 Loading / Unloading and Manoeuvring Area Requirements 5.2 Noise Impact Assessment associated with Loading / Unloading Facilities 6 Safety and Security (Crime Prevention Through Environmental Design) Measures for Car Parking Areas 7 Stormwater Drainage / Water Sensitive Urban Design 8 Development Application Information Requirements 9 Definitions Schedule 1: Car Parking, Bicycle, Motorcycle and Delivery Vehicle Parking Requirements Schedule 2: Car Parking Requirements for People with a Disability	
	The new structure has incorporated previous section 2 Objectives under a new section 1.1.3 Application of this Chapter (for overall aims of this Chapter) and has also introduced new objectives and controls for each specific area of assessment. Previous section 5 Adoption of other standards and guidelines has been incorporated into a new section, along with a listing of updated legislation under the heading 2 Relevant Legislation, Standards and Guidelines.	

Section in existing DCP Chapter	Proposed Change	Comment
	Previous section 6 Traffic Impact Assessment and Public Transport Studies have been deleted, and a new section introduced eight (8) Development Application Information Requirements. Previous sections 8 Vehicular Access and 10 Pedestrian Access have been combined in a new section 4 Access. Previous section 12 Landscaping Requirements for At Grade Car Parking Areas has been incorporated into a new section 3.6 At Grade Car Parking Areas.	
	The new structure has deleted the following previous section and subsection headings: 4 Statutory Framework 6 Traffic Impact Assessment and Public Transport Studies 12 Landscaping Requirements for At Grade Car Parking Areas	
1 Introduction	New sub section "1.1.1 Purpose of this Chapter" included and general guidance requirements for the construction of car parking facilities included.	The introduction of the DPE guideline "Minimum requirements for building site groundwater investigations and reporting" (2022) has been reflected in the objectives and controls of this DCP chapter.
	Noted that this DCP Chapter is informed by a number of Council policies and strategies.	Consistent with the revised DCP Chapter template.
	New sub section "1.1.2 Where this DCP Chapter applies" added.	Consistent with the revised DCP Chapter template.
	New sub section "1.1.3 Application of this DCP Chapter" added. The overall aims of this DCP Chapter have been revised and updated to reflect Council policy and DPE guidelines.	Consistent with the revised DCP Chapter template. Previous section "2 Objectives" reviewed – overall Chapter aims have been included in the new sub section 1.1.3, incorporating an encouragement of a mode shift across the LGA to public and active transport, in line with Council endorsed sustainability policy. An overall aim of the Chapter has been included to ensure

Section in existing DCP Chapter	Proposed Change	Comment
		the design and construction of parking, access and servicing areas is in accordance with best practice standards. Select objectives from the previous section "2 Objectives" have been moved under specific topic headings later in the Chapter, and linked to key development controls.
2 Objectives	Previous objectives (a), (b), (g), (i) and (j) incorporated into new objectives (d) "Ensure the design and construction of parking, access and servicing areas is in accordance with best practice standards" and (e) "Ensure adequate and safe vehicle access to sites without compromising pedestrian access, safety and streetscape qualities". Previous objectives (d) and (e) incorporated into new objectives (a) "Promote a reduction in the number of vehicles using the core of the City Centre and prioritise the City Centre for pedestrians, in accordance with Council policy" and (b) "Encourage a mode shift across the LGA to public and active transport". Previous objectives (f) and (h) moved to later sections under specific topic headings.	Wording of objectives improved or simplified. Overall Chapter aims have been included in the new sub section 1.1.3. Select objectives from the previous section "2 Objectives" have been moved under specific topic headings later in the Chapter, and linked to key development controls.
3 Definitions	Moved to back of chapter. Definitions listed in alphabetical order.	New location of definitions consistent with other updated DCP chapters.
	New definitions added.	New definitions added in accordance with the introduction of the DPE guideline "Minimum requirements for building site groundwater investigations and reporting" (2022) and new proposed sustainability development controls.
4 Statutory Framework	Summaries of legislation deleted.	Summaries of legislation considered unnecessary in a DCP chapter. New section "2 Relevant Legislation, Standards and Guidelines" lists relevant and updated legislation, Australian Standards and relevant government guidelines.

Section in existing DCP Chapter	Proposed Change	Comment
5 Adoption of Other Standards and Guidelines	References to Standards, guidelines and publications updated, and incorporated into new section "2 Relevant Legislation, Standards and Guidelines".	Updated legislation includes: • State Environmental Planning Policy (infrastructure) 2007 has been updated to SEPP (Transport and Infrastructure) 2021 • SEPP (Housing) 2021 Updated guidelines/publications include: • Guide to Transport Impact Assessment (TfNSW 2024) • National Construction Code (NCC 2022) • Minimum requirements for building site groundwater investigations and reporting (DPE 2022)
6 Traffic Impact Assessment and Public Transport Studies	Section deleted and a new section "8 Development Application Information Requirements" added. This section lists a number of studies that may be required in support of a development application, with the need for this information determined by Council at the pre-lodgement phase, and the level of Traffic Assessment to be determined by "Ausroads Guide to Traffic Management".	The need for additional studies, and the scope of these studies, will be determined by Council at any pre-lodgement phase of a development application. The Ausroads Guide to Traffic Management (updated periodically) is recognised as the best practice guide in relation to the need for transport impact assessments and the most appropriate methodology to employ.
7 Parking Demand and Servicing Requirements	"7.1 Car Parking, Motor Cycle, Bicycle Requirements and Delivery/Servicing Vehicle Requirements" heading replaced with new heading "3.1 Parking Rates". Sub section 3.1.1 contains updated objectives specific to this heading. Sub section 3.1.2 contains development controls 1 to 4 from the previous section 7.1. Control 5 deleted (listed under new section "8 Development Application Information Requirements").	Objectives included for each specific topic heading and linked to key development controls. The current development control 5 in section 7.1 outlines the methodology for a car parking study. The need for additional studies, and the scope of these studies, will be determined by Council at any pre-lodgement phase of a development application.
	"7.2 Disabled Access and Parking" re-numbered as "3.2 Disabled Access and Parking". Sub section 3.2.1 contains updated objectives specific to this heading. Sub section 3.2.2 Development Controls references the need to comply with relevant Australian Standards, the National Construction Code (2022), relevant legislation and Council's DCP Chapter E1 Access for People with a Disability. The detailed description of the Australian Standards requirements currently cited in the DCP	The following updated publication is referred to in the new sub section 3.2.2: • National Construction Code (NCC 2022) The need to comply with the most recent Australian Standards is included as a control, in recognition that the Standards are updated from time to time.

Section in existing DCP Chapter	Proposed Change	Comment
	have been removed. A new control has been included to ensure any adaptable car parking spaces required as part of a residential development are a minimum 3.8m in width.	A width of 3.8m satisfies the requirements of AS4299.
	"7.3 Bicycle Parking/Storage Facilities and Shower and Change Facilities" renumbered and renamed as "3.3 Bicycle and Micromobility Parking / Facilities". Sub section 3.3.1 contains updated objectives specific to this heading. Table 1 Bicycle End-of-Trip Facilities updated.	The DCP chapter has been expanded to include parking and related provisions for micromobility modes of transport (eg electric scooters and e-bikes, electric skateboards…). Table 1 Bicycle End-of-Trip Facilities updated for clarity/ease of use. Proposed changes align with Wollongong City Centre – Movement and Place Plan and Integrated Transport Strategy (both endorsed for exhibition 24 June 2024), and Wollongong Cycling Strategy 2030 to encourage and accommodate mode share.
	"7.4 Waiver or Reduction of Parking Spaces" renumbered and renamed as "3.4 Variations to Parking Rates". Sub section 3.4.1 Objectives updated. Sub section 3.4.2 updated to include a requirement to submit a "Car Parking and Access Checklist - Development with Variable Car Parking Demand " to assist with merit based assessment of change of use development. applications. Sub section 3.4.2 updated to include reference to proposed development of a heritage item, within a potential or identified archaeological site or within a Heritage Conservation Area.	Sub sections 3.4.1 and 3.4.2 updated to clarify that Council has discretion to waive or reduce the minimum number of car spaces required for proposed **non-residential** uses. Development control added to recognise that for change of use applications within Employment Zones, including E1 Local Centre, E3 Productivity Support, E4 General Industrial, and MU1 Mixed Use, car parking demand varies and there may not be the opportunity to increase parking supply at the development. The inclusion of a "Car Parking and Access Checklist -- Development with Variable Car Parking Demand" (linked to Councils Website) will assist in a merit based assessment. Development control added to recognise that constraints may limit the number of car parking spaces that can be reasonably provided in a heritage context (due to potential impacts on the identified significance of the site).
	"7.5 Car Parking Credits for Existing Development" section deleted.	The controls under this section are deemed to be captured in the new section "3.4 Variations to Parking Rates".
	"7.6 Monetary Contributions for Off Site Car Parking Provision" section deleted.	The controls under this section are deemed to be captured in the new section "3.4 Variations to Parking Rates".

Section in existing DCP Chapter	Proposed Change	Comment
	"7. 7 Car Parking Layout and Design" renumbered as "3.5 Car Parking Layout and Design". Sub section 3.5.1 contains updated objectives specific to this heading. Development Control 10 wording updated. New Development Controls 11 (Heritage related) and 12 (EV ready related) added.	The current development control 10 in section 7.7 has been updated to emphasise the need to clearly separate pedestrian and vehicular movement, and provide specific guidance. New control 11 added to ensure the provision of car parking/access does not detract from the identified significance or setting where a development is proposed in a Heritage building or Heritage Conservation Area. New control 12 added to ensure that electric vehicle charging infrastructure is incorporated into the design and construction of car parking areas for new residential and non-residential developments, so that they are EV ready. Alignment with Council Policy to support a transition to zero emissions vehicle transport.
	"7.8 Basement Car Parking" renumbered as "3.7 Basement Car Parking". Sub section 3.7.1 contains updated objectives specific to this heading. Development Control 2 deleted.	The current development control 2 in section 7.8 has been deleted – part of the control has been incorporated into a new objective b) under 3.7.1, and the requirement for further studies has been included later in the Chapter under the new section 8 Development Application Information Requirements. New objectives and development controls have been added to reflect the new guideline "Minimum requirements for building site groundwater investigations and reporting (DPE 2022)".
	"7.9 Mechanical Parking Systems" renumbered as "3.8 Mechanical Parking Systems". Sub section 3.8.1 contains updated objectives specific to this heading.	Objectives included for each specific topic heading and linked to key development controls.
	"7.10 Allocation of Car Parking within a Strata Titled Development" section deleted.	Conditions of consent rather than development controls.
	"7.11 Public Car Parks" renumbered as "3.10 Public Car Parks". Sub section 3.10.1 contains updated objectives specific to this heading.	Objectives included for each specific topic heading and linked to key development controls.
	"7.12 Electronic Parking Vacancy Signs" incorporated into new section "4.1 Vehicular Access".	Consolidation of objectives and development controls under one new heading "4.1 Vehicular Access".

Section in existing DCP Chapter	Proposed Change	Comment
	"7.13 Car Parking & Access Construction Requirements" renumbered and renamed as "3.11 Car Park Construction Requirements". Sub Section 3.11.1 contains updated objectives specific to this heading.	Objectives included for each specific topic heading and linked to key development controls.
	"7.14 Directional Signage for Car Parking Areas" incorporated into new section "4.1 Vehicular Access".	Consolidation of objectives and development controls under one new heading "4.1 Vehicular Access".
	"7.15 Green Travel Plans" renumbered and renamed as "3.12 Travel Plans". Sub Section 3.12.1 contains updated objectives specific to this heading. Sub section 3.12.2 contains updated development controls.	Requirement for the preparation of a Travel Plan added for larger proposed developments, to promote the reduction of car trips and encourage the use of sustainable transport. Addition of development control to encourage the submission of Travel Plans for other development, with the potential for a reduction in car parking requirements.
8 Vehicular Access	"8 Vehicular Access" renumbered and renamed as "4 Access" incorporating new sub sections "4.1 Vehicular Access" and "4.2 Pedestrian Access".	Objectives included for each specific topic heading and linked to key development controls. "7.12 Electronic Parking Vacancy Signs" incorporated into new section "4.1 Vehicular Access". "7.14 Directional Signage for Car Parking Areas" incorporated into new section "4.1 Vehicular Access". "10 Pedestrian Access" incorporated into new section "4.2 Pedestrian Access".
9 Loading / Unloading Facilities and Service Vehicle Manoeuvring	"9 Loading / Unloading Facilities and Service Vehicle Manoeuvring" renumbered as "5 Loading / Unloading Facilities and Service Vehicle Manoeuvring". Sub Section 5.1 contains updated objectives specific to this heading. Land use term updated. Reference to relevant policy updated.	Objectives included for each specific topic heading and linked to key development controls. Reference to "Bulky Goods Premises" updated to new land use term "Specialised Retail Premises". Updated Policy includes: • Road Noise Policy (EPA 2011) • NSW Noise Policy for Industry (EPA 2017)
10 Pedestrian Access	"10 Pedestrian Access" incorporated into new section "4.2 Pedestrian Access".	Objectives included for each specific topic heading and linked to key development controls.
11 Safety & Security (Crime Prevention Through	"11 Safety & Security (Crime Prevention Through Environmental Design) Measures For Car Parking Areas" renumbered as "6 Safety & Security (Crime Prevention Through Environmental	Objectives included for each specific topic heading and linked to key development controls.

Section in existing DCP Chapter	Proposed Change	Comment
Environmental Design) Measures for Car Parking Areas	Design) Measures For Car Parking Areas". Sub Section 6.1 contains updated objectives specific to this heading.	
12 Landscaping Requirements for At-Grade Car Parking Areas	"12 Landscaping Requirements for At-Grade Car Parking Areas" renumbered and renamed as "3.6 At Grade Car Parking Areas". Sub Section 3.6.1 contains updated objectives specific to this heading. New development controls have been added.	Objectives included for each specific topic heading and linked to key development controls. The current development controls 1 and 2 in section 12 have been deleted and incorporated into the new objectives for this section. New development controls have been added to ensure the provision of adequate shade, soil depth and appropriate tree species. Development controls relating to car parking moved from Chapter B5 Industrial Development to this chapter of the WDCP.
13 Stormwater Drainage / Water Sensitive Urban Design	"13 Stormwater Drainage / Water Sensitive Urban Design" renumbered as "7 Stormwater Drainage / Water Sensitive Urban Design". Sub Section 7.1 contains updated objectives specific to this heading.	Objectives included for each specific topic heading and linked to key development controls.
Schedule 1 – Car Parking, Bicycle, Motorcycle and Delivery Vehicle Parking Requirements	Schedule generally: Contents updated, removal of obsolete land uses, inclusion of new land uses.	Alignment with TfNSW Guide to Transport Impact Assessment and Council Policies.
	Capitalised City Centre within Car Parking Requirements Column of Dwelling house row.	Consistent formatting within this DCP and other DCPs.
	Addition of "Wollongong City Centre: 1 car parking space per dwelling" within Car Parking Requirements column of Dual occupancy (reduced from 2 spaces to one space).	This applies to land in the City Centre boundary zoned R1 General Residential. Aligns with Chapter D13 (dwelling houses only need 1 space in the city centre zone) and Council policy to encourage a mode shift to public and active transport.
	Car parking requirement for seniors and people with a disability (Hostels, Residential Care Facilities and Independent Living Units) updated to "Provided as per rates given within the State Environmental Planning Policy (Housing) 2021"	Alignment with State Environmental Planning Policy (Housing) 2021, which contains updated non-discretionary development standards for the provision of accommodation for seniors and people with a disability (hostels, residential care facilities and independent living units).

Section in existing DCP Chapter	Proposed Change	Comment
	"Backpackers accommodation" row deleted.	TfNSW Guide to Transport Impact Assessment provides adequate direction on parking requirements.
	Office premises / Business premises / Retail premises rows amalgamated. Proposed reduction in required car parking rates for office premises and business premises in the E2 Commercial Centre zone from a minimum of one space per 60m^2 to one space per 120 m^2 of floor space.	Rows consolidated to simplify parking requirements. Land zones updated to be in alignment with new zoning names. Aligns with Wollongong City Centre Urban Design Framework (Strategy 1.3 Pursue incentives for commercial development). This proposed change will provide an incentive for commercial development in the City Centre by reducing the construction cost of parking. It will also help to encourage the use of public transport to the City and the park and ride Gong Shuttle.
	Reference to "Bulky Goods Premises" changed to "Specialised Retail Premises".	Updated to align with new land use term.
	Addition of "NOTE: Drive through facility. An exclusive area for queuing of cars for a drive-through facility should be considered to avoid unreasonably disrupting car parking operations or extending onto the street. A range of five to 12 car lengths from pick-up point may be considered dependant on turnover and four car lengths from ordering point may be considered as a guide" within Car Parking Requirements column of Take-away food premises.	Alignment with TfNSW Guide to Transport Impact Assessment.
	Car parking requirements for the development of Pubs and Registered Clubs updated as follows: "Refer to Guide to Transport Impact Assessment to show that parking satisfies peak maximum demand with an analysis of non-car mode share. Comparisons should be drawn with regard to similar developments".	Alignment with TfNSW Guide to Transport Impact Assessment, which provides guidance on multimodal transport network impacts, site access design, travel demand management, trip generation methods and parking. This Guide provides adequate direction on parking requirements.
	Addition of new land use "Artisan Food and Drink", and car parking requirements.	Recognition that less common land uses like artisan food and drink may not have suitable car parking or opportunity to increase parking supply at the development site. Requirement for applicants to submit a staff and patron demand/car parking and modal shift assessment to demonstrate no impacts on adjacent businesses (merit-based approach). Alignment with TfNSW Guide to Transport Impact Assessment.

Section in existing DCP Chapter	Proposed Change	Comment
	Removal of current car parking requirement for Neighbourhood shops of "1 car parking space per 25m² of GFA", and addition of "These facilities are intended to provide walkable access. No parking requirements for vehicular parking".	Neighbourhood shops generally occur in residential areas (R2 Low Density Residential zones) and are restricted to a size of 100m². At 100m² they would require four (4) car spaces, plus manoeuvring, which would equal the area of the shop. These facilities are intended to provide walkable access and see a quick turnover of parking.
	Increased bicycle parking facilities for medical Centres/Health Consulting rooms within Shop top housing Developments: "Employee/resident parking spaces: 1 per 8 practitioners" and "Visitor parking spaces: 1 per 4 practitioners".	Alignment with TfNSW Guide to Transport Impact Assessment.
	Removing current car parking requirement for Hotel or Motel accommodation within the E2 Commercial Centre and MU1 Mixed Use zones in Wollongong City Centre: "1 car parking space per 40m² GFA, where the hotel or motel accommodation is not strata subdivided" and "If a restaurant is included in the hotel which is available to the general public, then an additional 15 car parking spaces per 100m² GFA of the restaurant shall be included".	Consistent with the draft Tourism Review Strategy. It is considered more appropriate to have one rate within the City Centre, noting that the applicant may carry out their own surveys of similar developments and provide a lower car parking provision if suitably justified, as per the TfNSW Guide to Transport Impact Assessment.
	Removal of Video Stores row.	Obsolete Land use term.
Schedule 2 – Car Parking Requirements for People with a Disability	Updated with current guidance documents.	National Construction Code (NCC 2022) has replaced the Building Code of Australia.

Part E General (City Wide) Controls
Chapter E3 Car Parking, Access, Servicing / Loading Facilities and Traffic Management

Contents

Figures

DOCUMENT CONTROL

Rev No.	Adoption Date	In Force Date	Revision Details
0	15 December 2009	3 October 2010	Commenced
1	26 March 2012	2 April 2012	Updated
2	21 November 2016	14 December 2016	Updates resulting from sustainability review/
3	8 August 2022	22 August 2022	Schedule 1 updated to align with State Legislation
4	Table text	[Comments]	Table text

1. INTRODUCTION

1.1 This DCP Chapter

1.1.1 Purpose of this Chapter

The Wollongong Development Control Plan (DCP) 2009 – Chapter E3 Car Parking, Access, Servicing / Facilities and Traffic Management outlines the objectives, controls and design guidance for the management of traffic impacts associated with development in the Wollongong Local Government Area. The Chapter also outlines Council's requirements for the design, construction and provision of parking, access and loading facilities for specific developments. This Chapter supports the objectives contained in the Wollongong Local Environmental Plan (LEP) 2009.

This Chapter is informed by the following Council policies and strategies:

- The Vision for the City Centre – A City for People: Public Spaces Public Life (2016)
- Wollongong City Centre Urban Design Framework (UDF) (2020)
- Sustainable Wollongong 2030 A Climate Healthy City Strategy
- Climate Change Mitigation Plan 2023-30
- Urban Heat Strategy (2023)
- Wollongong Cycling Strategy 2030

This Chapter includes specific reference to recognised best practice design standards and guidelines, where appropriate.

1.1.2 Where this DCP Chapter applies

This DCP Chapter applies to any development requiring development consent under Part 4 or approval under Part 5 of the Environmental Planning and Assessment Act 1979 in the Wollongong Local Government Area (LGA). This Chapter should be read in conjunction with other parts of the DCP, especially Part B (Land Use Planning Controls), Part C (Specific Land Use Controls), Part D (Locality Based DCPs / Precinct Plans) and Part E (General City Wide Controls).

1.1.3 Application of this DCP Chapter

The determining authority will take the provisions of this chapter into consideration in determining all applications within the Wollongong LGA. Development applications must demonstrate conformity with the aims, objectives and controls of this and other relevant chapters of the WDCP.

The aims of this DCP Chapter are to:

a) Promote a reduction in the number of vehicles using the core of the City Centre and prioritise the City Centre for pedestrians.

b) Encourage a mode shift across the LGA to public and active transport

c) Provide for appropriate parking and services for all development, whilst promoting more sustainable transport use

d) Ensure the design and construction of parking, access and servicing areas is in accordance with best practice standards

e) Ensure adequate and safe vehicle access to sites without compromising pedestrian access, safety and streetscape qualities

f) Support the transition to low emissions vehicle transport.

2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

The following are relevant to this Chapter:

- Environmental Planning and Assessment Act 1979
- Roads Act 1993
- SEPP (Transport and Infrastructure) 2021
- SEPP (Housing) 2021
- Commonwealth Disability Discrimination Act 1992
- Water Management Act 2000
- NSW Aquifer Interference Policy
- Australian Standard AS 2890: Parking facilities set
- Australian Standard AS 1428: Design for access and mobility set
- Australian Standard AS 4299: Adaptable housing
- Guide to Transport Impact Assessment (TfNSW 2024)
- AUSTROADS Guide to Traffic Management
- National Construction Code (NCC 2022)
- Minimum requirements for building site groundwater investigations and reporting (DPE 2022)

Note: where the above-mentioned standards and guidelines are superseded by updated versions, the version current at the date of lodgment of the Development Application shall apply to the proposed development

3. PARKING DEMAND AND SERVICING REQUIREMENTS

3.1 Parking Rates

3.1.1 Objectives

a) Ensure an appropriate level and mix of parking provision, having regard to the likely demand

b) Recognise variable accessibility to public transport in parking rates for different parts of the LGA

3.1.2 Development Controls

1. Parking for cars, motorcycles and bicycles is to be provided for specific land uses/ developments in accordance with the minimum rates in Schedule 1 (noting that DCP Chapter D13 contains site specific car parking requirements for the Wollongong City Centre).

2. Where development proposals contain uses that fall into a number of different land use categories the parking requirements will be calculated by adding up the quantum of car parking, motorcycle and bicycle spaces required for each land use component. Where a formula in the table results in fractions, numbers are to be rounded up to the nearest whole number. If a number of uses are present on the same development site the rounding off is to take place after the requirements for all uses have been summed together.

3. Requirements relating to staff parking refer to the maximum number of staff concurrently present on the site at any time.

4. Where car parking and / or other requirements are not defined by this DCP chapter for a

particular land use or in the TfNSW Guide to Transport Impact Assessment, a detailed Car Parking and Traffic Impact Assessment Study will be required to be prepared for the proposed development (see Section 8).

5. Reduced parking rates for residential development in accordance with Wollongong DCP 2009 Chapter E3 Schedule 1 for development within 450m walking distance of a rail station may be adopted, subject to a traffic and parking assessment submitted with the development application.

6. All car parking requirements associated with industrial development shall be provided 100% on site.

3.2 Disabled Access and Parking

3.2.1 Objectives

a) Ensure disabled persons' parking spaces are provided and located according to best practice guidelines.

b) Provide car parking spaces that are accessible to future users.

c) Ensure a continuous accessible path of travel from accessible parking spaces and passenger drop off points to entrances of buildings.

3.2.2 Development Controls

1. Disabled access and parking facilities are to be provided in accordance with Australian Standards AS2890, AS1428 & AS4299, the National Construction Code (2022), the Commonwealth Disability Discrimination Act 1992 and Council's DCP Chapter E1 Access for People with a Disability.

2. The car parking rates for accessible car parking spaces are contained in Schedule 2.

3. Where adaptable car parking spaces are required as part of a residential development, any adaptable car parking spaces must be a minimum of 3.8 metres in width.

3.3 Bicycle and Micromobility Parking / Facilities

3.3.1 Objectives

a) Ensure bicycle/micromobility parking spaces and end of trip facilities are provided and located according to best practice guidelines.

b) Encourage trips by cycling and micromobility use, through the provision of conveniently located bike parking and end of trip shower and change, and storage facilities.

3.3.2 Development Controls

1. Parking for bicycles/micromobility modes of transport is to be provided for specific land uses/ developments in accordance with the minimum rates in Schedule 1.

2. Bicycle/micromobility parking is to be designed in accordance with AS 2890 or AUSTROADS Guide to Traffic Management.

3. Provision for access and parking of vehicles is not to compromise the equity and amenity of bicycle/micromobility access and parking.

4. Shower, change facilities and personal lockers shall be provided in accordance with Table 1 below.

5. Bicycle/micromobility parking devices should be designed to enable the wheels and frame to be locked to the device without damaging the bicycle. The parking device should be easily accessible to / from a public road. The bicycle parking device should not encroach into any pedestrian thoroughfare but should be positioned in full public view, wherever practicable.

6. The bicycle parking area should be designed to be protected from damage arising from the manoeuvring of motor vehicles and the opening of vehicle doors.

7. The bicycle parking area is to be well lit by appropriate existing or new lighting as per AS 1680.2 Table E1 or higher, if required for monitoring of the car park and access points by closed circuit television (CCTV).

8. The bicycle parking area should also be protected from the weather, as far as practicable.

9. The bicycle parking area should provide access to electrical power for the purpose of charging electric bikes and other emobility devices.

Bicycle End-of-trip Facilities - Table 1

Required Bicycle Parking Spaces (refer to Schedule 1)	**Shower & Change Cubicle**	**Personal Lockers**
< 5 bicycle spaces	n/a	n/a
5 - 20 bicycle spaces	1 female shower and change room; and 1 male shower and change room	1 per bicycle space
> 20 bicycle spaces	2 female shower and change rooms; and 2 male shower and change rooms; plus 2 additional shower and change rooms for every additional 10 bicycle spaces, or part thereof	1 per bicycle space
Note: Shower and change facilities may be provided in the form of shower/change rooms in a unisex area or shower/ change rooms in separate female and male rooms.		

3.4 Variations to Parking Rates

3.4.1 Objectives

a) Allow variations to on-site provisions for parking for proposed Non-Residential uses or change of use/redevelopment proposals.

3.4.2 Development Controls

1. Applicants must comprehensively justify any departure from the parking rates set out in Schedule 1 in any Statement of Environmental Effects or Traffic Impact Study accompanying the development application.

2. A reduction in the number of car parking spaces required of a Non-Residential development will be assessed on the merits of an application.

3. For development applications involving a change of use or redevelopment which do not cause any net increase in the demand for car parking, Council may determine that the provision of any additional car parking is not required. In the majority of cases, a Car Parking Impact Assessment Study will be required to demonstrate that the proposal will not necessitate any demand for additional parking and hence, to justify this car parking variation request.

4. Where a departure from the parking rates is sought in association with a change of use development application within Employment Zones, including E1 Local Centre, E3 Productivity Support, E4 General Industrial, and MU1 Mixed Use (excluding Wollongong City Centre), applicants will be required to complete a "Car Parking and Access Checklist" available on Council's website, to assist in a merit-based assessment.

5. Car parking credits for existing land uses/development will only be supported where written evidence is provided which proves that the existing development is operating lawfully in accordance with development consent.

6. For development applications involving a change of use within the E2 Commercial Centre and MU1 Mixed Use zones in the Wollongong City Centre, the provision of additional car parking is not required.

7. For proposed development of a Heritage item, within a potential or identified archaeological site or within a Heritage Conservation Area, consideration may be given for any constraints that may limit the number of car parking spaces reasonably able to be provided on the site (due to potential impacts on the identified significance of the site).

Note: The following car parking reductions can be applied in relation to public parking availability and public transport accessibility –

City Centre E2 Commercial Centre and MU1 Mixed Use Zones (excluding residential, office premises, retail and business premises uses):

30% reduction due to increased access to public parking and public transport.

City Wide (Non-Residential uses only):

10% reduction* if bus stop is within 400m of site (measured along an existing footpath)

20% reduction* if railway station is within 800m of site (measured along an existing footpath)

10% reduction* if public car park with greater than 50 car spaces is within 400m of site (measured along an existing footpath)

*Reductions are cumulative with a maximum final reduction of 30%. However, an applicant can apply for a further 10% reduction on top of the 30% reduction if a Travel Plan is provided as outlined in Section 3.12

Note: This waiver does not apply to residential, only non-residential.

3.5 Car Parking Layout and Design

3.5.1 Objectives

a) Ensure car parking areas are well-sited and designed as an integrated component of the total development, and do not dominate the streetscape or detract from the overall appearance or continuity of the streetscape

b) Ensure the layout of car parking areas is in accordance with best practice guidelines

c) Ensure parking areas and structures are designed to be easily and safely negotiated by vehicles and pedestrians

d) Ensure car parking in new developments provide the essential infrastructure to allow the charging of electric vehicles and micromobility modes of transport (EV charging ready).

3.5.2 Development Controls

1. The parking dimensions, internal circulation, aisle widths, kerb splay corners, head clearance heights, ramp widths and grades of the car parking areas are to comply with Australian Standard AS 2890. No sprinklers or other services shall encroach within the clear head clearance height requirement.

2. The layout of all car parking areas shall be in accordance with Australian Standard AS 2890 and the following additional requirements:

   i) vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.

   ii) stacked parking may be permitted in the following circumstances:

      a. the applicant must demonstrate that there is a need for stacked parking and that the provision of stacked parking will not adversely affect the safe, efficient and effective use of the site.

      b. no more than two cars are parked in a stacked arrangement, so that no more than one vehicle has to move to allow egress of another.

      c. provision shall be made on site for shifting cars without the movement of vehicles onto public streets.

      d. Residential: only permitted where both spaces are utilised by the same dwelling and such spaces do not interfere with common manoeuvring areas; and

      e. Business or Industrial: only permitted for staff spaces, provided the spaces are used by the occupants of one tenancy.

3. Small car spaces will only be permitted where the total quantum of required standard sized car parking spaces has already been provided. Small car parking spaces must be designed in accordance with AS 2890.

4. Car parking areas should be designed to ensure that through traffic is excluded or appropriately managed.

5. Pedestrian entrances / exits are to be separated from vehicular entry / exit points.

6. Developments with high pedestrian movements throughout the car parking area(s) such as major retail shopping centres, commercial offices and major entertainment / recreational facilities must incorporate clear and convenient pedestrian routes. The pedestrian routes within the car parking areas must take into account pedestrian desire lines and minimise potential vehicular / pedestrian conflict points. Pedestrian routes must be well lit and sited to maximise pedestrian visibility.

7. Car parking areas should incorporate traffic calming and pedestrian crossing facilities such as speed humps, raised thresholds, marked pedestrian crossing points and clear directional signage to pedestrian access points within the development. These must be provided within the car park in order to reduce speed and enhance pedestrian safety and accessibility in accordance with AS 2890.

8. Gradients of ramps and access driveways shall be provided in accordance with Australian Standard AS 2890.

9. Wheel stops must be designed and installed in accordance with AS 2890.

10. Pedestrian and vehicular movement is to be clearly separated by use of design devices such as change in paving, kerb, bollards and line marking. Dedicated pedestrian paths are to be included in multi lane parking areas. Pedestrian paths must be a minimum 1.2m wide and have a non-slip finish.

11. The location of car parking spaces and access ways into the development should not detract from the identified significance or setting where a development is proposed in a heritage building or a heritage conservation area.

12. The following forms of Residential development - multi dwelling housing (>10 dwellings), residential flat buildings and shop-top housing, must:

    i) Provide an EV Ready Connection for 100 percent of resident parking spaces (ie with appropriate electrical cabling to the parking space to support an electric vehicle charger).

    ii) 100 percent of any parking bays assigned to car share use will provide electric vehicle charging (7kW or greater) from day 1 of operation.

    iii) A minimum 20 percent, or two (whichever is greater), of visitor spaces are to provide electric vehicle charging (7kW or greater) from day 1 of operation.

    iv) Provide EV Distribution Board(s) and associated sub-mains and EV charger circuit breakers at the time of building, and of sufficient size to allow connection of all EV Ready Connections and Shared EV connections to meet minimum specified requirements for “EV Ready” developments. The EV Chargers are to be supplied from dedicated Distribution Boards installed on each car park level (NOT supplied from individual unit switchboards).

    v) All parking spaces must be serviced by a cable tray:

        a. located within 10 metres (as measured from the ceiling at any edge of the parking space)

        b. sized to accommodate the same number of cables as parking spaces the cable tray services

        c. that terminates at the closest electric vehicle Distribution Board; and

        d. that enables installation of charging stations in individual bays without works that require the consent of the building owner.

    vi) Cable trays and conduits along with the individual EV charger power and load management data cabling from EV charger distribution boards to individual parking spots are to be installed at the time of building

    vii) All new residential dwellings are to be provided with a minimum of one 32 Amp dedicated circuit and socket adjacent car parking facilities

    viii) All common property electric vehicle chargers are to be individually metered and equipped with an Open Charge Point Protocol compatible payment system unless the cost of electricity use is borne by the strata.

    ix) 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.

13. All **new retail, commercial or mixed-use development with a cost of works of $10 million or more** must include electric vehicle charging points at the following rate:

    i) Provide 1 Shared EV connection for every 30 commercial car spaces (minimum 2 charging points being provided) distributed throughout the carpark to provide equitable access across floors and floor plates. For large retail development, the EV charging spaces should be publically accessible.

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

iii) All common property electric vehicle chargers are to be individually metered and equipped with an Open Charge Point Protocol compatible payment system unless the cost of electricity use is borne by the strata.

iv) 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 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.

NOTE: the National Construction Code 2022 includes new requirements for renewable energy equipment, electric vehicle charging and battery systems. Section J9D4 contains details for design and provision of distribution boards to support electric vehicle charging in car parks.

3.6 At Grade Car Parking Areas

3.6.1 Objectives

a) Ensure car parking areas are well-sited and designed as an integrated component of the total development and do not dominate the streetscape or detract from the overall appearance or continuity of the streetscape

b) Integrate landscaping into at grade car parking areas to provide visual relief and screen car parking from the public domain and adjoining properties

c) Ensure shade is provided to car parking areas

d) Ensure an appropriate selection of tree/shrub species

e) Reduce Urban Heat Island effect associated with car parking areas

3.6.2 Development Controls

1. Where at grade car parking is to be provided in centres, locate parking to the rear of the site to allow buildings to define the street edge and contribute to the streetscape.

2. Any above-ground parking is to be sleeved behind a landscaped podium so it is not visible from the public domain.

3. Landscaping should be used throughout the car parking areas at regular intervals and around the perimeter of the car parking areas.

4. A minimum 3 metre deep front landscaped setback is required for car parking areas fronting a public road (excluding industrial developments where a 5 – 10 metre landscaped buffer screen may be required, depending upon the scale and height of the development).

5. A minimum 2 metre wide side landscaped buffer screen is required for all car parking areas.

6. A dense rear landscaped buffer screen setback may be required, particularly where the zoning or land use of the rear abutting properties is different to the subject site.

7. Car parking areas are to provide shade to a minimum 50% of parked vehicles.

8. Trees are to be planted at a rate of 1 tree per 10 car spaces. Tree species shall be selected to provide at least a 4-6m canopy spread at maturity. Trees shall be a minimum 100 litre size.

9. The provision of 1.5 metre wide landscaped islands is required (after every 5th parking space) for every 10 car parking spaces within each aisle of the car park, incorporating shade trees.

10. The planting of trees and larger shrubs should occur in the centre of the landscape planter

beds with small shrubs and groundcovers positioned at the edge of the planter boxes.

11. Planter beds must have sufficient deep soil area for trees and shrubs to grow.

12. Trees and shrubs in car parks should be long lived species that do not drop branches, gum or fruit, and species which do not interfere with underground stormwater drainage pipes.

13. Any existing trees with a satisfactory Safe Useable Life Expectancy (SULE) rating should be retained within the car parking area, wherever practicable.

14. A fully automatic irrigation system is required in all car park planter beds. Tree root barriers should be installed around the edge of the planter beds to reduce future maintenance.

15. Wheel stops or 150mm concrete kerbs or edge treatments must be used to prevent vehicles encroaching upon the landscaped areas. The use of bollards may also be appropriate in certain circumstances.

3.7 Basement Car Parking

3.7.1 Objectives

a) Integrate the siting, scale and design of basement or sub- basement car parking into the site and building design

b) Ensure best practice design and construction of basement car parking, to ensure no ground settlement or movement, changes to groundwater level and/or adverse vibration impacts during construction which may negatively impact adjoining property or service infrastructure

c) Protect existing natural groundwater flows, downstream waterways and downstream properties from seepage

3.7.2 Development Controls

1. The design of basement car parking and access should comply with AS2890 and should support the use of natural ventilation where possible.

2. The design of basement car parking should be integrated with the overall design of the development, and limiting the extent to which the podium extends beyond the building footprint will minimise the impact of the basement parking areas on the streetscape.

3. A minimum 2.2 metre headroom height shall be provided throughout any basement car parking and traffic circulation area.

4. Ventilation structures/openings/exhausts for basement parking and air-conditioning units must be orientated away from windows of habitable rooms and private open space areas on the subject site as well as adjoining sites. Ventilation grills must be integrated into the design of the façade of the building to minimise their visual impact.

5. The visual impact of all basement walls must be minimised through the use of various design techniques including well-proportioned ground level articulation and relief, mixed finishes, and materials, terracing and/or dense landscaping.

6. Basements must be protected from inundation from 100-year ARI flood levels (or greater). Flood proofing of the vehicular access, fire escape any ventilation openings must be demonstrated.

7. A site hydrogeology report, produced by a suitably qualified Hydro-geologist, is required prior to any design or construction work to determine the soil structure and level and flow regime of groundwater beneath the site. A minimum of 3 locations on the site should be investigated to allow triangulation of results to determine flow direction and hydraulic gradient. The scope of

investigations and planning required is outlined in "Minimum requirements for building site groundwater investigations and reporting (DPE 2022)"

8. The results of the hydrogeology report will determine if detailed investigations are required to develop a Groundwater Management Plan. The following must be reported as a minimum:

   i) Depth to water table

   ii) Recharge characteristics of water table

   iii) Presence of contaminated soils

   iv) Presence of contaminated surface water

   v) Presence of contaminated groundwater

   vi) Salinity level of groundwater

   vii) Potential for underground structure to interact with the groundwater flow regime

   viii) Proximity to nearby structures and how they may be affected by the proposed works.

9. Aquifer interference activities must be licensed to account for all water taken, have an approval, and must be designed and managed to ensure impacts are acceptable. Prior to any excavation starting, one of more of the following approvals will be needed:

   i) A water access licence

   ii) Water supply works approval

   iii) Aquifer interference activity approval.

   Note: Excavation for building basements that receive groundwater inflows, or seepage, is a type of "*aquifer interference activity*".

10. Best practice basement construction for a car park is considered to include engineered drainage around and beneath a fully-tanked dry basement to restore natural groundwater flow conditions once construction of the building has been completed. A **fully-tanked dry basement design with no AG drain collection or disposal and an allowance made for any hydrostatic pressures** is considered waterproof and is designed to withstand the hydrostatic pressure of a saturated soil. This type of system requires no groundwater collection and is the default method of construction required by Council. The tanked basement design must demonstrate minimal harm and the completed structure is not to cause obstruction to predevelopment groundwater flow.

    If a tanked basement design is impossible, reasons are to be provided and an alternative design must demonstrate compliance with "Minimum requirements for building site groundwater investigations and reporting (DPE 2022)".

11. Even with a watertight boundary it is recommended that underground car park levels be equipped with positive draining systems linked to pumps and sumps to allow surface run-off and wash-down water to be removed (and also in case the watertight perimeter is compromised in some way – e.g. service connections and ducts that can lead to water ingress).

12. Council will not accept a Pump and Sump System where groundwater is pumped into the stormwater – this system represents an unacceptable risk to Council in terms of potential negative environmental impacts.

13. Council will not accept any groundwater discharge (inlcuding AG drain) or basement seepage into the stormwater system. Overflow from a reuse system is also not permitted to be discharged to stormwater.

Note: Discharging groundwater to the stormwater drain reduces the capacity of the drain to handle rainfall events and can lead to excessive flooding. It also impacts ability to reuse stormwater as a harvesting asset.

14. A temporary Trade Waste Agreement is required for discharge to the **sewer network** as part of any de-watering processes. A Dewatering Management Plan and Dewatering Completion Report will be required to support a water supply works approval application.

15. Waste collection vehicles may enter building basements to collect waste and/or recyclables subject to the following requirements:

    i) Compliance with AS 2890.

    ii) The height to the structural members and upper floor ceiling should allow for collection vehicle travel height/operational height, consistent with the type of vehicle nominated as the waste collection vehicle.

    iii) Adequate provision of space clear of structural members or vehicle parking spaces to allow a typical three-point turn of collection vehicles or alternatively, provision should be made for a truck turn table within the basement car parking area; and

    iv) The basement floor should be of industrial-type strength pavement and designed for a maximum wheel loading of seven tonnes per axle to accommodate garbage and recycling collection vehicles.

16. Wheel stops are to be provided to all car parking spaces to minimise vehicle accidents / damage and to prevent vehicle encroachment into public domain areas or landscaping.

3.8 Mechanical Parking Systems

3.8.1 Objectives

a) Provide for the use of mechanical parking systems where provision of conventional car parking (ie at grade or basement) is not appropriate, and the proposed mechanical parking system is not a result of an overdevelopment of the site.

3.8.2 Development Controls

1. Any application for the use of mechanical parking systems must demonstrate to the satisfaction of Council that the provision of conventional car parking (ie either at-grade or basement car parking) is not appropriate given inherent site constraints, and that the proposed mechanical parking system is not a result of an overdevelopment of the site.

2. Mechanical stacked car parking systems will only be considered to meet the car parking needs of owners / tenants only. Mechanical stacked car parking will not be supported for shared use or for visitor parking.

3. Where it is proposed to incorporate a mechanical parking system within a development, the following information is required, as part of a Car Parking / Traffic Impact Assessment Study:

    i) The company make and model of the proposed mechanical car parking stacking system.

    ii) Demonstrated compliance with all relevant clauses of AS2890.

    iii) Demonstrated minimum internal headroom clearance of 1.90m in the entry level of the system.

    iv) Demonstrated minimum internal vertical clearance of 1.55m on all other levels within the parking system.

v) Details of security measures restricting the use of the system to owners / permanent residents of the building only (e.g. security keypads).

vi) Details of noise and vibration associated with the use of the system.

vii) Details of a waiting bay, demonstrating that vehicles can safely and conveniently wait at the entry level for other vehicles to manoeuvre to or from the parking system. Waiting bays must be designed so as to not obstruct traffic flow within the parking level and to prevent any on-site queuing. Waiting bays would typically have identical dimensions to parking spaces as per AS2890 and are additional to the parking requirement of the development.

viii) Assessment of the likely vehicle queuing impacts associated with system, with reference to the operating times of the system, peak vehicle movements and available queue lengths within the parking area.

ix) Swept path turning templates demonstrating the ability of vehicles to turn into and out of the system in a single movement.

x) Assessment of the adequacy of the facility to cater for a range of vehicles from small sports cars up to large 4WDs (ie the facility is capable of storing the 100th percentile vehicle).

xi) Proposed management procedures to be implemented in the running of the facility, including emergency response procedures.

NOTE:

- All visitor and customer parking spaces and those spaces associated with adaptable housing must be provided in at-grade positions (i.e. separate to any mechanical parking system), and
- The mechanical car parking stacker system and all associated infrastructure such as pits and ceiling indentations must be clearly shown on the architectural drawings of the car parking area, at the time of lodgement of the Development Application.

3.9 Emergency Vehicles

3.9.1 Objectives

a) Ensure best practice design and layout of car parking to facilitate access for emergency vehicles, such as fire service, ambulance and police vehicles.

3.9.2 Development Controls

1. The location of car parking must not impede access for emergency vehicles.

2. Emergency vehicles must have unimpeded access to water and gas systems.

NOTE: *refer to "Access for fire brigade vehicles and firefighters (2019).*

3.10 Public Car Parks

3.10.1 Objectives

a) Ensure public car parks are designed in accordance with best practice standards.

b) Minimise the potential adverse queuing problems onto public roads associated with boom gates, by ensuring adequate queuing lengths are available on site.

3.10.2 Development Controls

1. The establishment and operation of a public carpark requires formal consent and may also require concurrence with TfNSW if the carpark triggers the threshold levels contained in SEPP (Transport and Infrastructure) 2021.

2. The design and location of any boom gate, and the minimum queue length required within the site, must be in accordance with the requirements of AS2890.

3.11 Car Park Construction Requirements

3.11.1 Objectives

a) Ensure car parking construction is provided in accordance with best practice guidelines

3.11.2 Development Controls

1. All car parking areas and internal roads must be constructed of a hard-standing all-weather material (ie concrete or asphalt bitumen), which must be maintained to the satisfaction of Council, at all times.

2. The pavement construction shall be in accordance with the Subdivision Code and Council's Development Design and Construction Specifications requirements.

3. For large industrial or commercial office developments or major retail shopping centres, car parking areas should be designed to include water sensitive urban design treatment measures, in order to encourage infiltration of stormwater run-off rather than direct discharge of stormwater run-off into the piped drainage system.

4. Alternatively car parking areas may be sealed with an all-weather surface and high flows managed by detention storage and pollutants removed by suitably designed, installed and maintained devices (GPT, grass swales etc). Minimum trafficked area surface standards in this case are:

5. Low parking turnover (<50 movements) - flush seal (ie. two coat bitumen spray).

6. High parking turnover (>50 movements) - asphalt concrete.

7. All parking area surfaces will be certified by a suitably qualified Engineer prior to occupation or use.

8. All car parking and manoeuvring areas shall be permanently line marked as detailed in *AS 2890*.

3.12 Travel Plans

3.12.1 Objectives

a) Reduce car trips and encourage the use of sustainable transports.

3.12.2 Development Controls

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

- Educational establishments allowing an additional 100 students; or
- Residential development containing 50 or more dwellings; or
- Non-residential development which comprises a gross floor area (GFA) of 2,000m² or more and alterations and additions which increase the GFA to 2,000m or more

2. For any other developments a Travel Plan is encouraged. Subject to a written agreement and

conditions of consent to implement a Travel Plan, Council may reduce the required number of car parking spaces for development (an applicant can apply for up to a further 10% reduction above anything allowed CL 3.4 if a Travel Plan is provided)

Components/strategies of a Travel Plan will likely vary according to the nature of the development, but may include:

- identification and promotion of public transport options for staff/customers accessing the site e.g. via website, business cards, real time public transport arrival and departure boards in entry/exit lobbies of building
- preparation of a Transport Access Guide (TAG) for the site/venue
- encouragement of car share or a carpool system for employees
- encouragement of cycling and walking to the workplace through provision of secure bicycle parking, showers and lockers
- incentive schemes to encourage employees to commute using sustainable transport modes (such as provision of public transport vouchers/subsidised public transport tickets)
- provide staff with cycling allowances, loans and/or insurance
- park and ride facilities
- prominent display of a large map of cycling routes for staff/customers and residents (for example, in the foyer of a residential complex)
- Provision of services to reduce the need for travel (e.g. childcare, gym, convenience store, remote co-working space, video/teleconferencing facilities)

Please refer to the "Travel Demand Management' webpage by TfNSW for guidance on preparing a Travel Plan (***Travel Demand Management | nsw***)

The undertakings made in the submitted Travel Plan will be included as conditions of consent to the development.

4. ACCESS

4.1 Vehicular Access

4.1.1 Objectives

a) provide adequate and safe vehicular access to car parking areas in accordance with best practice guidelines

b) ensure that all car parking areas have satisfactory manoeuvring areas to enable vehicles to leave the site in a forward direction

c) Minimise traffic flow impacts/conflicts through the provision of appropriate parking vacancy and directional signage.

4.1.2 Development Controls

1. Access to off-street parking areas must comply with Council's Standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a section 138 *Roads Act 1993* approval.

2. Sight distances to be used for assessment and determination of a suitable driveway location shall be obtained from AS 2890 for car use and any access to be used by a commercial vehicle.

3. Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with

AS 2890.

4. Generally, direct access to arterial or sub-arterial roads will not be permitted, except where no legal alternative access is available.

5. Where a development site has dual frontage to a classified road and a secondary road, all driveway crossings (ie entry and exit points) are to be provided via the secondary road unless it can be demonstrated that this arrangement will have an unacceptable impact on road safety and traffic efficiency. This must be justified with suitable studies or modelling.

6. In cases where an access to a classified road is permitted, a deceleration lane may be required, in order to maintain traffic flow movements along the classified road and to minimise potential rear end vehicular accidents which may otherwise occur where vehicles turn into the site from a trafficable lane.

7. The area required for any deceleration lane must be provided within the development site itself with this portion of the land being dedicated as public road at no cost to TfNSW or Council. Any necessary relocation of public infrastructure required due to a deceleration lane must be detailed in the architectural / section plans lodged with the Development Application with the costs of any such relocation, being fully borne by the developer.

8. For large retail shopping centres and major entertainment / recreation facility developments with separate or multi-level car parking areas, Council may require the provision of electronic parking vacancy signage at each entry to the car parking area or each carpark level, in order to minimise potential additional traffic flow movement impacts within the development and upon the surrounding road network arising from patrons having to access different car parking areas in the development, in endeavour to find a vacant car parking space.

9. All car parking areas shall be provided with appropriate entry and exit advisory signage to direct vehicles into / from the carpark and to minimise potential vehicular conflicts. The details of the proposed entry / exit signage shall be reflected on the architectural plans submitted with the Development Application.

10. Where a one-way traffic circulation flow is proposed, all internal roads within car parking area shall be appropriately line marked with directional (arrow) signage to clearly indicate the direction of traffic circulation and to minimise potential vehicular conflicts. This requirement shall be reflected on the architectural plans (ie car parking layout plans) to be submitted with the Development Application.

11. All advisory signage and pavement marking is to be provided in accordance with AS 2890.

4.2 Pedestrian Access

4.2.1 Objectives

a) Ensure pedestrian access facilities are designed to be safe and in accordance with best practice guidelines.

4.2.2 Development Controls

1. New driveway crossings are required to be constructed at grade to facilitate and support access for pedestrians and disabled persons to and within the site.

2. Footpaths are to be provided for pedestrians to move from adjacent streets and footpaths onto the site and to destinations within the site. Particular attention is to be given to the movement of pedestrians to and from public transport stops, bicycle parking areas and disabled parking areas. Depending on the expected volumes of pedestrian traffic, weather protection for key pedestrian movement corridors should be integrated into the building design.

3. Provision for access by vehicles and vehicle parking is not to compromise the equity and

amenity of pedestrian access.

4. Pedestrian facilities are to be designed in accordance with AUSTROADS Guide to Traffic Management.

5. LOADING / UNLOADING FACILITIES AND SERVICE VEHICLES MANOEUVRING

5.1 Objectives

a) Ensure site design allocates adequate space for the loading, unloading, parking and manoeuvring of delivery and service vehicles within the subject property, in accordance with best practice guidelines.

b) Ensure adequate areas are set aside on site to allow for the safe and efficient manoeuvring of delivery and service vehicles, and that access for these vehicles minimises any potential vehicular and/or pedestrian conflicts.

5.2 Development Controls

1. Site design must allocate adequate space for the loading, unloading, parking and manoeuvring of delivery and service vehicles within the subject property. Design of these areas shall comply with AS 2890.

2. Loading /unloading facilities shall be provided for the following land uses:

   i) Retail shopping centres / specialty retail shops,

   ii) Commercial Offices / Business Development,

   iii) Specialised retail premises,

   iv) Factory,

   v) Warehouse distribution centre,

   vi) Light industrial retail outlets,

   vii) Landscape supplies establishment,

   viii) Retail or Wholesale Nursery,

   ix) Residential flat building/Multi-dwelling housing/Shop top housing,

   x) Seniors housing (including housing for people with a disability),

   xi) Take away food premises,

   xii) Food and drink premises,

   xiii) Kiosk,

   xiv) Function,

   xv) Function centre,

   xvi) Medical centre /health consulting room,

   xvii) Pub / Registered Club,

   xviii) Funeral home / Funeral chapel

xix) Other development requiring loading or unloading facilities.

3. Schedule 1 identifies the various types of service vehicles to be catered for within the various development types. Special vehicles such as buses, garbage trucks and ambulances may have particular access, manoeuvring and operating conditions. The designer or applicant should refer to *AS 2890.2 Off-street parking (Part 2: Commercial vehicle facilities)* and Guide to Transport Impact Assessment (TfNSW 2024).

4. Table 2 provides the minimum parking / service bay and manoeuvring requirements for delivery and service trucks

Minimum Parking / Service Bay and Manoeuvring Design Requirements for Service and Delivery Trucks - Table 2

Truck Type	Design Dimensions	Design Turning Template
Small Rigid Vehicle	Minimum length – 6.4m Minimum height clearance – 3.5m	As per *AS 2890.2*
Medium Rigid Vehicle	Minimum length – 8.8m Minimum height clearance – 4.5m	As per *AS 2890.2*
Large Rigid Vehicle	Minimum length – 12.5m Minimum height clearance – 4.5m	As per *AS 2890.2*
Articulated Vehicle (Semi- Trailer)	Minimum length – 19.0m Minimum height clearance – 4.5m	As per *AS 2890.2*

5.3 Loading / Unloading and Manoeuvring Area Requirements (Development Controls)

1) All small rigid trucks through to large rigid trucks and articulated heavy vehicles (semi-trailers) must be able to manoeuvre entirely on-site and enter and leave the site in a forward direction. All truck turning or manoeuvring areas must be separate from areas of normal pedestrian or vehicular traffic.

2) All loading and unloading activities shall take place wholly within the loading bay, at all times. No loading or unloading activity shall take place within any car parking area, landscaping area, pedestrian footway or any public road reserve.

3) The designated loading / unloading area shall be kept free for that purpose, at all times.

4) Loading / unloading facilities shall be located so they are not visible from any adjoining residential area and do not transmit excessive noise onto any adjoining residential area.

5) All loading dock facilities must guarantee satisfactory on-site manoeuvring areas for trucks in accordance with the Australian Standard AS 2890.2 Design Vehicular and Turning templates. Council will assess the adequacy of proposed manoeuvring areas provided for on-site truck manoeuvring with reference to the standard vehicle turning templates as per the Australian Standard AS 2890.2 Design Vehicular and Turning templates.

6) All developments must be designed to ensure that the standard truck for each development as per Table 2 is able to complete a semi-circular turn on the site, in order to guarantee that all truck movements into / from the site are in a forward direction.

7) Truck turning circles shall not encroach upon any building, car parking space or landscaped area.

8) Access arrangements should be designed in accordance with the Guide to Transport Impact Assessment (TfNSW 2024) and Australian Standard AS 2890. However, it is desirable that

separate access arrangements be made available for standard passenger vehicles and trucks upon the development site, in order to minimise potential vehicular conflicts.

9) All internal two-way access roads shall have a minimum width of 7 metres. Lesser widths may be provided if the internal road system is designed to a single one-way circulation arrangement within the site including any loading dock facilities. Directional signage shall be shown on all internal roadways (where required) to facilitate the orderly movement of trucks and other vehicles within the site.

10) As per the provisions of the National Construction Code, emergency vehicular access must be provided from a public road. In this respect, the internal access road must have an unobstructed 6 metre width with no part of the building being more than 18 metres away from the access road. The minimum 6 metre wide access road shall be reserved for vehicular and pedestrian access only and not built upon or used for any other purpose.

11) Loading docks should also be positioned wherever possible, away from the street frontage. Where such facilities can only be provided to the street frontage, appropriate landscaping will be required in front of the loading facility to adequately screen the development.

12) All loading / unloading and manoeuvring areas should be located as far as practicable away from any abutting residential or other sensitive development. Where these activities are likely to result in loss of amenity in nearby residential areas, visual and acoustic screening approved by Council may be required to minimise the potential loss of amenity to adjoining residential or other sensitive development.

13) Queuing associated with the loading dock must not impact the operation of adjacent car parking areas, pedestrian paths, internal circulation roadways or public roads.

5.4 Noise Impact Assessment Associated with Loading / Unloading Facilities (Development Controls)

1) The submission of a noise impact assessment report may be required with a Development Application where loading dock facilities are proposed to be positioned in proximity to any adjoining noise sensitive land uses such as residential dwellings, Senior Living developments and educational establishments etc. This requirement will be at the discretion of Council.

2) The NSW Road Noise Policy (EPA 2011) is to be used for the assessment of potential traffic noise impacts from the site.

3) The noise impact assessment report will be required to address the existing LA_{90} background & LA_{eq} abient noise levels at the boundary to the nearest residential land uses during the daytime, evening and night-time periods. The noise impact assessment report must also address the predicted L_{A1} (maximum noise level) and L_{A10} average maximum noise level of the development, particularly in respect to the loading and unloading activities conducted within the loading dock facility of the development. The noise impact assessment report should also apply the NSW Noise Policy for Industry (EPA 2017) in determining the noise impact upon sensitive residential land uses. The policy prescribes a sleep disturbance criterion of $L_{A1(1\ minute)} < L_{A90(15\ minutes)} + 15DB(A)$.

4) Any noise impact assessment report shall also provide recommendations on acoustic attenuation measures required to be provided to improve the acoustic performance of the loading dock facility and / or other operational restrictions (i.e. restricted delivery times for delivery trucks), bearing in mind the nature and frequency of proposed truck deliveries to / from the site and the predicted noise impacts arising from loading / unloading activities.

6. SAFETY AND SECURITY (CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN) MEASURES FOR CAR PARKING AREAS

6.1 Objectives

a) Ensure car parking areas are designed using CPTED principles and best practice guidelines.

6.2 Development Controls

1. The soffit of the roof slab, all walls and all columns of any basement car parking area in addition to the interior of all lift foyer areas, fire exits and other staircases must be painted in a white finish, in order to improve the visibility throughout the car park and to minimise potential 'dark spots'.

2. The exit fire stairs should also be wide and open, in order to improve visual surveillance into these areas from the car parking and traffic circulation areas within the facility.

3. The car parking area should also be designed to prevent blind corners and to maximise visibility and sightlines for both persons in vehicles and pedestrians.

4. All car parking spaces should be visible to approaching vehicles and not 'hidden'.

5. All pedestrian areas should follow pedestrian desire lines and be well lit.

6. The lighting of car parking areas must be in accordance with AS 1680 and lighting levels must be in accordance with AS 1680.2 Table E1 or higher if required for monitoring of the car park and access points by closed circuit television (CCTV).

7. All emergency lighting and exit lights are to be provided with "vandal – resistant" fittings suitable for use in an unsupervised car park.

7. STORMWATER DRAINAGE / WATER SENSITIVE URBAN DESIGN

7.1 Objectives

a) Mitigate detrimental effects on the downstream stormwater environment by minimising peak flow rates and pollutants discharged from the site.

7.2 Development Controls

1. Refer to the Stormwater Management chapter contained in Part E of this DCP for stormwater drainage and on-site stormwater detention requirements for off-street car parking and access areas.

2. For certain developments, the Water Sensitive Urban Design treatment measures may also be required for car parking and access areas in accordance with the requirements of the Water Sensitive Urban Design chapter in Part E of the DCP.

3. A Stormwater Management Plan is to be submitted with any Development Application detailing water sensitive urban design and utilization of landscaped features to disperse, filter and infiltrate car park runoff.

8. DEVELOPMENT APPLICATION INFORMATION REQUIREMENTS

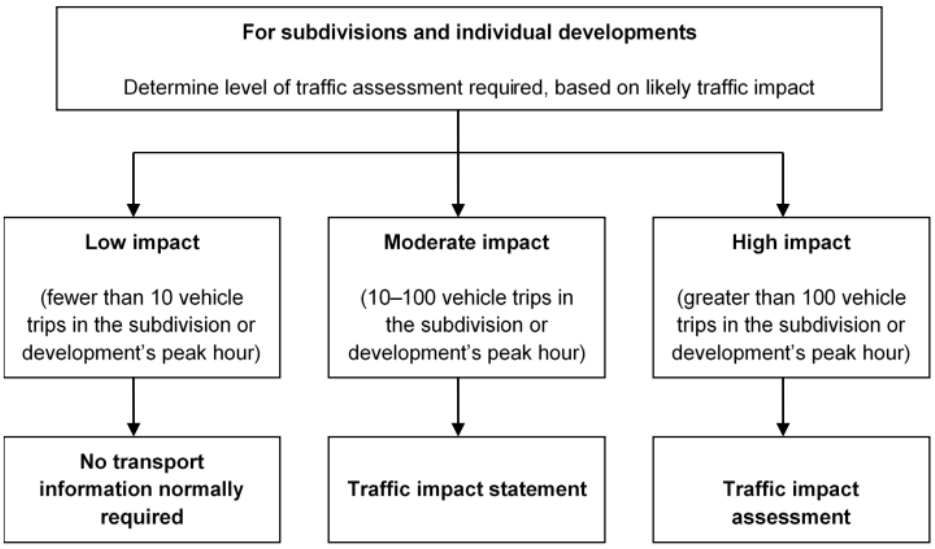
The following information may be required to be submitted by the applicant in support of a development application – these studies/plans must be prepared by a suitably qualified and experienced consultants. The need for this information will be determined by Council at the pre-lodgement phase and the level of Traffic Assessment is to be determined by Austroads Guide to Traffic Management Part 12: Figure 5.1:

- Car Parking and Traffic Impact Assessment Study
- Intersection and/or network modelling of potential traffic impacts of the proposed development (including submission of electronic modelling files to Council)
- Preliminary/Final Construction Traffic Management Plan
- Public Transport Study

- Travel Plan
- Noise Impact Assessment
- Geotechnical Report
- Hydro-geological Report
- Landscape Concept Plan

Note: Guide to Transport Impact Assessment (TfNSW 2024) contains methodology guidance.

Figure 5.1: Level of traffic assessment required for developments



Source: Modified from Western Australian Planning Commission (2006).

Figure 1 – Austroads Guide to Traffic Management Part 12: Figure 5.1

9. DEFINITIONS

Active Transport - Transport that requires individual physical effort to provide mobility. For personal travel, this includes walking, use of a wheelchair or mobility aid, cycling using a bicycle (without power assistance) and power-assisted micromobility. Active forms of transport for freight delivery include both pedal-powered and electric power-assisted cargo bikes

Aquifer – means a geological structure formation or an artificial land fill permeated or capable of being permeated permanently or intermittently with water.

Aquifer Interference Activity – an activity that penetrates an aquifer, interferes with water in an aquifer, obstructs the flow of water within an aquifer, or takes or disposes water from an aquifer.

AUSTROADS means AUSTROADS: *"Guide to Traffic Management".*

De-watering – the removal of groundwater or surface water from a construction site – in construction the water is pumped from wells or sumps to temporarily lower the groundwater levels to allow excavation in dry and stable conditions below natural groundwater level.

GFA is “Gross floor area” and is defined in the LEP.

Groundwater - refers to any water occurring in or obtained from an aquifer and includes any matter dissolved or suspended in any such water. Its presence at a particular depth may be temporary or permanent. During construction, any water that resides below the natural ground surface is classified as groundwater.

Micromobility Device - Small, lightweight, power-assisted vehicles operating at low speeds, to carry one person plus a child or other passenger, or a small load, for example, e-bikes and e-scooters

Minimal Harm – see Minimum requirements for building site groundwater investigations and reporting (DPE 2022)

Seepage – water that seeps from the ground around the building basement.

Structurally integral protection – chemically-enhanced water-resistant concrete used in combination with a waterproof membrane

Tanking – a continuous waterproof barrier is applied to the inside or outside of the basement structure, or an external membrane can be painted or sprayed onto the external surface which can be covered by a drainage board to provide protection from backfill.

Travel Plan – a strategy designed to encourage the use of environmentally friendly transportation methods, aiming to reduce reliance on private cars and promote alternatives like walking, cycling, public transport and carpooling.

10. SCHEDULE 1 – CAR PARKING, BICYCLE, MOTORCYCLE AND DELIVERY VEHICLE PARKING REQUIREMENTS

Note: Variations to controls is Schedule 1 may be considered if supporting information is submitted in accordance with Cl 3.4 of this Chapter.

Land Use	Car Parking Requirements	Bicycling Parking Requirements	Motorcycle Parking Requirements	Delivery/Service Truck Requirements
Boarding house	Provided as per rates given within the State Environmental Planning Policy (Housing) 2021			NA
Dwelling house	City wide: 1 space per dwelling with a gross floor area of less than 125m2; or 2 spaces per dwelling with a gross floor area of 125m2 or greater Wollongong City Centre: 1 car parking space per dwelling	NA	NA	NA
Dual occupancy	City wide: 1 car parking space per dwelling (<125m2) or 2 car parking spaces per dwelling (125m2 or greater) Wollongong City Centre (R1 General Residential Zone): 1 car parking space per dwelling	NA	NA	NA
Residential flat building / multi-dwelling housing / Shop top housing / Attached Dwelling	City wide: 1 car parking space per dwelling (<70m2) or 1.5 car parking spaces per dwelling (70-110m2) or 2 car parking spaces per dwelling (>110m2), plus 0.2 car parking spaces per dwelling for visitors Wollongong City Centre or within 400m of railway station (measured along existing footpath): 0.5 car parking space per dwelling (<70m2) or 1 car parking space per dwelling (70-110m2) or 1.25 car parking spaces per dwelling (>110m2) , plus 0.2 car parking spaces per dwelling for visitors	1 bicycle space per 3 dwellings (residents) and 1 bicycle space per 12 dwellings (visitors)	1 motorcycle space per 15 dwellings	Large Rigid Vehicle (Waste Contractor) >10 dwellings – side loading waste collection vehicle (refer to Chapter E7: Waste Management)
Housing for seniors and people with a disability (Hostels, Residential Care Facilities and	Provided as per rates given within the State Environmental Planning Policy (Housing) 2021	NA	NA	Large Rigid Vehicle

Land Use	Car Parking Requirements	Bicycling Parking Requirements	Motorcycle Parking Requirements	Delivery/Service Truck Requirements
Independent Living Units)				
Hospitals	City wide: I car parking space per medical practitioner plus 1 car parking space per 2 employee plus 1 car parking space per 2 beds.	1 bicycle space per 5 car spaces	1 motorcycle space per 25 car spaces	Large Rigid Vehicle
Bed and breakfast accommodation	City wide: As per dwelling house plus 1 car parking space per guest bedroom	NA	1 motorcycle space per 10 guest bedrooms	NA
Tourist and visitor accommodation	City wide: 1 car parking space per 2 staff members plus 1 car parking space per apartment / unit	NA	1 motorcycle space per 10 apartments / units	Small Rigid Vehicle
Office premises / Business premises / Retail premises	City wide (excluding the E2 Commercial Centre and MU1 Mixed Use zones in Wollongong City Centre): 1 car parking space per 25m2 of GFA – Retail premises 1 car parking space per 40m2 of GFA - Office premises / Business premises Zone MU1 Mixed Use in Wollongong City centre (as per Wollongong LEP 2009): 1 car parking space per 60m2 of GFA - Office premises / Business premises / Retail premises Zone E2 Commercial Centre in Wollongong City Centre (as per Wollongong LEP 2009): 1 car parking space per 60m2 of GFA – Retail premises 1 car parking space per 120m2 of GFA - Office premises / Business premises ***Note 1***: Where there is an inconsistency between the parking rates specified for uses within the "Business premises" and "Retail premises" groups, the	1 bicycle space per 200m2 GFA for staff plus 1 bicycle space per 750m2 GFA for visitors - Office premises / Business premises 1 bicycle space per 750m2 GFA for staff plus 1 bicycle space per 1000m2 GFA for shoppers – Retail premises.	1 motorcycle space per 25 car parking spaces	1 motorcycle space per 25 car parking spaces >1,000m² GFA 0 Large Rigid Vehicle, Articulated Vehicle (Semi-Trailer) *

Land Use	Car Parking Requirements	Bicycling Parking Requirements	Motorcycle Parking Requirements	Delivery/Service Truck Requirements
	specific parking rates shall prevail except in Zones E2 Commercial Centre and MU1 Mixed Use in Wollongong city centre. For example, the specific parking rate for Medical Centre is 4/consulting room plus 1/3 employees. This rate would prevail over the general Business Premises rate of 1/40m2, except if the development is located in Zones E2 or MU1 in Wollongong City Centre.			
Specialised Retail Premises	City wide: 1 car parking space per 30m2 GFA (<500m2) or 2 car parking spaces per 100m2 (500-3000m2) or 2 car parking spaces per 150m2 (>3000m2)	1 bicycle space per 200m2 GFA	1 motorcycle space per 25 car spaces	Large Rigid Vehicle – Articulated Vehicle (Semi-Trailer) *
Vehicle sales or hire premises	City wide: 0.75 car parking spaces per 100m2 GFA plus 3 car parking spaces per work bay where servicing is undertaken	1 bicycle space per 200m2 GFA	1 motorcycle space per 25 car parking spaces	Articulated Vehicle (Semi-Trailer)
Car tyre fitting centres	City wide: 3 car parking spaces per work bay	1 bicycle space	1 motorcycle space per 3 work bays	Large Rigid Vehicle
Food and drink premises	City wide: 1 car parking space per 25m2 GFA (excluding specific premise types described below)	1 motorcycle space per 25 car parking spaces	1 motorcycle space per 25 car parking spaces	Small Rigid Vehicle
• Restaurant	City wide: 1 car parking space per 4 staff, plus 1 car parking space per 6m2 or 1 car parking space per 4 seats whichever is the greater Note: For change of use applications in Town Centres (as defined in Chapter B4 Development in Business Zones), the provision of additional parking will not be required	1 bicycle space per 200m^2 GFA	1 motorcycle space per 25 car parking spaces	Small Rigid Vehicle
• Take-away food premise	City wide: 1 car parking space per 25m2 GFA **Note**: Drive through facility. An exclusive area for queuing of cars for a drive-through facility	1 bicycle space per 200m2 GFA	1 motorcycle space per 25 car parking spaces	<500m² GFA - Small Rigid Vehicle >500m² or drive through facility – Large Rigid Vehicle

Land Use	Car Parking Requirements	Bicycling Parking Requirements	Motorcycle Parking Requirements	Delivery/Service Truck Requirements
	should be considered to avoid unreasonably disrupting car parking operations or extending onto the street. A range of five to 12 car lengths from pick-up point may be considered dependent on turnover and four car lengths from ordering point may be considered as a guide, as per TfNSW's Guide to Transport Impact Assessment			(Semi- Trailer) *
• Pub	Refer to TfNSW's Guide to Transport Impact Assessment to show that parking satisfies peak maximum demand with an analysis of non-car mode share. Comparisons should be drawn with regard to similar developments	1 bicycle space per 25m2 GFA	1 motorcycle space per 25 car parking spaces	<500m² GFA - Small Rigid Vehicle >500m² or drive through facility – Large Rigid Vehicle (Semi- Trailer) *
• Artisan Food and Drink	A "Car Parking and Access Checklist" available on Council's website needs to be carried out to demonstrate that there will be no impacts on adjacent businesses as outlined in Section 3.4.			Large Rigid Vehicle
Neighbourhood shop	City wide: These facilities are intended to provide walkable access. No parking requirements for vehicular parking.	1 bicycle space per 25m2 GFA	NA	Small Rigid Vehicle
Kiosk	City wide: 1 car parking space per 25m2 GFA	1 bicycle space per 25m2 GFA	1 motorcycle space per 25 car parking spaces	Small Rigid Vehicle
Function centre	City wide: 1 car parking space per 2 staff plus 1 car parking space per 5m2	1 bicycle space per 10 stalls	1 motorcycle space per 25 car parking spaces	Small Rigid Vehicle
Medical centre / Health consulting room	City wide: 4 car parking spaces per consulting room plus 1 car parking space per 3 employees	Employee/resident parking spaces: 1 per 8 practitioners Visitor parking spaces: 1 per 4 practitioners	1 motorcycle space per 25 car parking spaces	Small Rigid Vehicle
Hotel or motel accommodation	City wide: 1 car parking space per 2 staff members plus 1 car parking space per unit / apartment. If a restaurant / function room is included in the hotel / motel which is available to the general public, then an additional 15 car parking spaces per 100m2 GFA of the	NA	1 motorcycle space per 25 car parking spaces	>15 units/ apartments – Large Rigid Vehicle

Land Use	Car Parking Requirements	Bicycling Parking Requirements	Motorcycle Parking Requirements	Delivery/Service Truck Requirements
	restaurant / function room shall be included Wollongong City Centre: 1 car parking space per 4 staff plus 1 car parking space per motel unit or 0.5 car parking space per hotel unit / apartment			
Registered Club	Refer to TfNSW's Guide to Transport Impact Assessment to show parking satisfies peak maximum demand	1 bicycle space per 25m2 GFA	1 motorcycle space per 25 car parking spaces	<500m² GFA – Small Rigid Vehicle >500m² GFA Large Rigid Vehicle, Articulated Vehicle (Semi-Trailer) *
Funeral home / Funeral chapel	City wide: 1 car parking space per 4 seats plus 1 car parking space per funeral service area	NA	1 motorcycle space per 25 car parking spaces	Small Rigid Vehicle
Restricted premises	City wide: 1 car parking space per 40m2	1 bicycle space per 200m2 GFA	1 motorcycle space per 25 car parking spaces	Small Rigid Vehicle
Service station / convenience store / fast food restaurant	City wide: 1 car parking space per 2 staff plus 3 car parking space per work bay plus 1 car parking space per 25m2 of retail convenience store plus 10 car parking spaces for any ancillary fast food restaurant component	2 bicycle spaces	1 motorcycle space per 10 car parking spaces	Articulated Vehicle (Semi-Trailer)
Timber and building supplies	City wide: 1 car parking space per 45m2 GFA	1 bicycle space per 200m2 GFA of factory building	1 motorcycle space per 25 car parking spaces	Large Rigid Vehicle – Articulated Vehicle (Semi- Trailer) *
Veterinary hospital	City wide: 3 car parking spaces per consulting room plus a loading / unloading area to cater for horse trailers etc (If the veterinary hospital involves care for larger animals)	NA	NA	Small Rigid Vehicle plus trailer parking / manoeuvring
Industry	City wide: 1 car parking space per 75m2 GFA; or 1 car parking space per 150m2 GFA for buildings greater than	1 bicycle space per 200m2 GFA	1 motorcycle space 25 car parking spaces	Large Rigid Vehicle – Articulated Vehicle (Semi- Trailer) *

Land Use	Car Parking Requirements	Bicycling Parking Requirements	Motorcycle Parking Requirements	Delivery/Service Truck Requirements
	5,000m2 where the facility is purpose built for a particular business and where it can demonstrate that staff car parking is satisfactorily catered for			
Light Industrial Retail Outlets	City wide: 1 car parking space per 25m2 GFA of gross floor area	1 bicycle space per 200m2 GFA	1 motorcycle space per 25 car spaces or part thereof	<500m² GFA – Small Rigid Vehicle >500m² GFA - Large Rigid Vehicle
Landscape and garden supplies	City wide: 1 car parking space per 30m2 GFA of any building used for retailing plus 1 car parking space per 45m2 for outdoor areas used for retail display purposes plus 1 car parking space per 200m2 for areas used exclusively for propagation or storage, whether indoor or outdoor.	NA	1 motorcycle space per 25 car parking spaces	Large Rigid Vehicle – Articulated Vehicle (Semi- Trailer) *
Retail Plant Nursery	City wide: 10 car parking spaces plus 1 additional car parking space per 100m2 of building GFA or land area used for the retailing of plants	NA	1 motorcycle space per 25 car parking spaces	Large Rigid Vehicle – Articulated Vehicle (Semi- Trailer) *
Vehicle body repair shop / Vehicle repair station	City wide: 1 car parking space per 2 employees plus 3 car parking spaces per work bay	1 bicycle space per 200m2 GFA	1 motorcycle space per 25 car parking spaces	Large Rigid Vehicle
Manufactured home estate	City wide: Car Parking as per Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005	NA	NA	Large Rigid Vehicle
Caravan park	City wide: 1 car parking space per site **Note**: In accordance with Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005	NA	NA	Large Rigid Vehicle (Waste collection trucks and Coaches)

Land Use	Car Parking Requirements	Bicycling Parking Requirements	Motorcycle Parking Requirements	Delivery/Service Truck Requirements
Educational establishment	1 car parking space per staff member plus 1 car parking space per 10 Year 12 students	1 bicycle space per 10 students above grade 4	1 motorcycle space per 25 car parking spaces	Large Rigid Vehicle
Child Care Centres	1 space for each member of staff present at any one time plus 1 visitor space per 6 children plus 1 space as per Off Street Parking for People with Disabilities plus 2 large spaces (3.2m x 5.5m) for parents requiring the use of strollers	1 bicycle space per 200m2 GFA	1 motorcycle space per 25 car parking spaces	Small Rigid Vehicle - Medium Rigid Vehicle
Place of Public Worship	1 space per 20m² GFA, or 1 space per 10 seats, whichever is the greater	1 bicycle space per 10 car parking spaces	1 motorcycle space per 25 car parking spaces	Small Rigid Truck

NOTE*: The determination as to the standard truck size for a particular development will be dependent upon the nature and scale of the development and will be determined by Council at the pre-lodgement meeting stage.

11. SCHEDULE 2 – CAR PARKING REQUIREMENTS FOR PEOPLE WITH A DISABILITY

Building Code of Australia Classification	Car Parking Requirements (Table D4/D6 of the NCC)
Class 1b and 3 buildings For a boarding-house, guest house, hostel, lodging house, backpackers' accommodation or the residential part of a hotel or motel For a residential part of a school, accommodation for the aged, disabled or children, residential part of a health-care building which accommodates members of staff or the residential part of a detention centre	Calculated by multiplying the total number of car parking spaces by the percentage of: - (i) accessible sole-occupancy units to the total number of sole-occupancy units; or (ii) accessible bedrooms to the total number of bedrooms. The calculated number shall be taken to the next whole figure. 1 accessible space for every 100 carparking spaces or part thereof.
Class 5,7,8 and 9c buildings	1 accessible space for every 100 carparking spaces or part thereof.
Class 6 buildings (i) Up to 1000 carparking spaces, and (ii) For each additional 100 carparking spaces or part thereof in excess of 1000 car parking spaces	1 accessible space for every 50 carparking spaces or part thereof, and 1 accessible space
Class 9a buildings For a hospital (non-outpatient area) For a hospital (outpatient area) (i) Up to 1000 carparking spaces; and (ii) For each additional 100 carparking spaces or part thereof in excess of 1000 carparking spaces.	1 accessible space for every 100 carparking spaces or part thereof. 1 accessible space for every 50 carparking spaces or part thereof, and 1 accessible space.

Building Code of Australia Classification	Car Parking Requirements (Table D4/D6 of the NCC)
For a nursing home For a clinic or day surgery not forming part of a hospital	1 accessible space for every 100 carparking spaces or part thereof. 1 accessible space for every 50 carparking spaces or part thereof.
Class 9b buildings For a school For other assembly buildings (i) With up to 1000 carparking spaces; and (ii) for each additional 100 carparking spaces or part thereof in excess of 1000 carparking spaces	1 accessible space for every 100 carparking spaces or part thereof. 1 accessible space for every 50 carparking spaces or part thereof, and. 1 accessible parking space

wollongong city of innovation	**Car Parking and Access Checklist - Development with Variable Car Parking Demand** **(Change of Use Applications within Employment Zones)**			
SUPPLY	**Yes**	**No**	**N/A**	**Comments**
Is there allocated or shared on-site car parking? How many car spaces?				
Is there opportunity for shared / street parking to become available outside typical industry / business hours?	☐	☐	☐	
Are there bicycle parking facilities or opportunities on site?	☐	☐	☐	
Is there access to informal car parking?	☐	☐	☐	
Is there available on-street parking (timed – within 250m catchment)?	☐	☐	☐	
Is there proximity to public car parking? Please specify distance to nearest.	☐	☐	☐	
What is the potential for cross-utilisation of car parking spaces? i.e. Operating hours of other businesses (applicant may be seeking to operate outside of normal retail trading hours), which may determine when their parking spaces are available for other uses.	☐	☐	☐	
Is the site in close proximity to a town centre? Please specify distance	☐	☐	☐	

SUPPLY	Yes	No	N/A	Comments
Is the site in close proximity to a train station, bus stop?	☐	☐	☐	
Is the site in close proximity to a bike path?	☐	☐	☐	
Is the site in close proximity to the current e-scooter routes - see E-scooters and E-bikes | City of Wollongong?	☐	☐	☐	
Is there a proposed Travel Plan?	☐	☐	☐	

DEMAND	Yes	No	N/A	Comments
What is the maximum patron capacity and seats?	☐	☐	☐	
What are the staff numbers & arrangement?	☐	☐	☐	
Is there a booking system (if relevant)?	☐	☐	☐	
Please list the adjacent uses within the industrial or commercial area or complex.	☐	☐	☐	
What are the anticipated driving activities? (Is there parking on site, pick up / drop off, group transport etc.)	☐	☐	☐	
Are there formalised (ie sign posted) pick -up and drop-off areas?	☐	☐	☐	
What are the hours of operation and what times are anticipated to be busiest?	☐	☐	☐	
Will there be any car parking and access	☐	☐	☐	

DEMAND	Yes	No	N/A	Comments
provisions advertised and promoted?				
Are there any potential outdoor dining areas (exempt development provision)?	☐	☐	☐	
Will events be held at the venue? e.g. bands in the evening/at weekends Please provide details.	☐	☐	☐	