



Part E – General Controls – Design Controls

# Chapter E3: Car Parking, Access, Servicing/ Loading Facilities and Traffic Management

## Contents

<b>1</b>	<b>INTRODUCTION</b>	<b>3</b>	7.8	Basement Car Parking	12
<b>2</b>	<b>OBJECTIVES</b>	<b>3</b>	7.9	Mechanical Parking Systems	13
<b>3</b>	<b>DEFINITIONS</b>	<b>4</b>	7.10	Allocation of Car Parking within a Strata titled Development	14
<b>4</b>	<b>STATUTORY FRAMEWORK</b>	<b>4</b>	7.11	Public Car Parks	14
4.1	Integrated Development – Section 91 of the Environmental Planning and Assessment Act 1979 & Roads Act 1993 (section 138)	4	7.12	Electronic Parking Vacancy Signs	15
4.2	State Environmental Planning Policy (Infrastructure) 2007	4	7.13	Car Parking & Access Construction Requirements	15
<b>5</b>	<b>ADOPTION OF OTHER STANDARDS AND GUIDELINES</b>	<b>4</b>	7.14	Directional Signage for Car Parking Areas	15
<b>6</b>	<b>TRAFFIC IMPACT ASSESSMENT AND PUBLIC TRANSPORT STUDIES</b>	<b>5</b>	7.15	Green Travel Plans	16
6.1	Car Parking and Traffic Impact Assessment Study	5	<b>8</b>	<b>VEHICULAR ACCESS</b>	<b>16</b>
6.2	Preliminary Construction Traffic Management Plan	6	8.1	General	16
6.3	Public Transport Study	7	<b>9</b>	<b>LOADING / UNLOADING FACILITIES AND SERVICE VEHICLE MANOEUVRING</b>	<b>17</b>
<b>7</b>	<b>PARKING DEMAND AND SERVICING REQUIREMENTS</b>	<b>8</b>	9.1	Loading / Unloading and Manoeuvring Area Requirements	18
7.1	Car Parking, Motor Cycle, Bicycle Requirements and Delivery / Servicing Vehicle Requirements	8	9.2	Noise Impact Assessment associated with Loading / Unloading Facilities	19
7.2	Disabled Access and Parking	8	<b>10</b>	<b>PEDESTRIAN ACCESS</b>	<b>20</b>
7.3	Bicycle Parking / Storage Facilities and Shower and Change Facilities	9	<b>11</b>	<b>SAFETY &amp; SECURITY (CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN) MEASURES FOR CAR PARKING AREAS</b>	<b>20</b>
7.4	Waiver or Reduction of Parking Spaces	10	<b>12</b>	<b>LANDSCAPING REQUIREMENTS FOR AT-GRADE CAR PARKING AREAS</b>	<b>20</b>
7.5	Car Parking Credits for Existing Development	11	<b>13</b>	<b>STORMWATER DRAINAGE / WATER SENSITIVE URBAN DESIGN</b>	<b>21</b>
7.6	Monetary Contributions for Off Site Car Parking Provision	11			
7.7	Car Parking Layout and Design	11			

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## 1 INTRODUCTION

1. This chapter of the DCP provides general requirements for the assessment and management of traffic impacts associated with development. This chapter also outlines Council's general requirements for the design and provision of car parking, motorcycle parking, bicycle parking and storage facilities in addition to access and loading facility requirements for specific developments.
2. This chapter includes specific reference to recognised design standards such as Australian Standard AS2890 Parts 1 – 6 and AUSTRROADS, where appropriate.
3. This chapter should be read in conjunction with other parts of the DCP, especially Part B (Land use Based Controls), Part C (City Wide Land uses) and Part D (Site Specific / Locality Based Controls) in relation to any other specific traffic, access, parking and servicing requirements for a specific development in particular zone or locality. This chapter should also be read in conjunction with Part E, Waste Management, in respect to the provision of suitable waste and recycling storage facilities, access and manoeuvring arrangements for waste recycling truck management.
4. In the event of any inconsistency between the requirements of this chapter of the DCP and other Parts of this DCP, the other Parts of the DCP shall prevail to the extent of the inconsistency.

## 2 OBJECTIVES

1. The key objectives of this part of the DCP are to:
  - (a) Ensure that transport networks are able to support the proposed development in a manner that maintains safe levels of service.
  - (b) Provide adequate and safe vehicular access to sites without compromising streetscape qualities.
  - (c) Incorporate provisions that manage the demand for parking rather than seeking to accommodate peak demand.
  - (d) Recognise variable accessibility to public transport in parking rates for different parts of the city.
  - (e) Support an increase in bicycle and motorcycle usage by requiring provision of bicycle and motorcycle parking, storage and end-of-trip facilities for certain developments.
  - (f) Ensure that the design of access and parking areas meets relevant Australian Standards.
  - (g) Ensure that developments are designed to be accessible for pedestrians, cyclists and motorists.
  - (h) Provide adequate access, loading facilities and on-site manoeuvring for service and waste collection vehicles.
  - (i) Ensure that parking facilities are integrated into the design of developments and minimise visual impacts.
  - (j) Ensure safe access for pedestrians and people with a disability.

### 3 DEFINITIONS

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

**GFA** is "Gross floor area" and is defined in the LEP.

### 4 STATUTORY FRAMEWORK

#### 4.1 Integrated Development – Section 91 of the Environmental Planning and Assessment Act 1979 & Roads Act 1993 (section 138)

1. Under Section 91 of the Environmental Planning and Assessment Act 1979, an Integrated Development Application is required to be lodged where the concurrence of the NSW Roads and Traffic Authority is required under section 138 of the Roads Act 1993.
2. Under section 138 of the *Roads Act 1993* consent is required from the RTA (ie classified roads) and usually Council in other instances for the following:
  - (a) Erect a structure or carry out a work in, on or over a public road
  - (b) Dig up or disturb the surface of a public road
  - (c) Remove or interfere with a structure, work or tree on a public road
  - (d) Pump water into a public road from any land adjoining the road
  - (e) Connect a road (whether public or private) to a classified road
3. In regards to development affecting Classified Roads, concurrence will be required from the RTA prior to Development Consent being issued by Council.
4. However, an Integrated Development Application is not required to be lodged where Council is the consent authority and the approval authority under section 138 of the Roads Act. In such cases a Development Application for the proposed development is only required.

#### 4.2 State Environmental Planning Policy (Infrastructure) 2007

1. Under State Environmental Planning Policy (Infrastructure) 2007, Council is required to formally forward a Development Application to the NSW Roads and Traffic Authority (RTA) for certain developments listed in Columns 2 & 3 of Schedule 3 of the policy and to consider any representations made by the RTA.

### 5 ADOPTION OF OTHER STANDARDS AND GUIDELINES

1. For the purposes of this chapter of the DCP, the provisions of the most current version of the following Australian Standards are adopted (except where amended by specific development controls):
  - (a) AS 2890.1 Part 1: "Parking Facilities: Off-street Car Parking";
  - (b) AS 2890.2 Part 2: "Parking Facilities: Off-street Commercial Vehicle Facilities";

- (c) AS 2890.3 Part 3: “Bicycle Parking Facilities”;
  - (d) AS 2890.5 Part 5: “On-street parking”; and
  - (e) AS 2890.6 Part 6: “Off Street Parking for People with Disabilities”.
2. The following documents may also be used as best practice guidelines where specific development controls are not contained in this DCP or the relevant Australian Standard.
- (i) RTA: *“Guide to Traffic Generating Developments” December 2002, Issue 2.2;*
  - (ii) AUSTROADS: *“Guide to Traffic Management; and*
  - (iii) *Building Code of Australia.*

**Note:** Where the above mentioned standards and guidelines are superseded by updated versions, the version current at the date of lodgement of the Development Application shall apply to the development.

## 6 TRAFFIC IMPACT ASSESSMENT AND PUBLIC TRANSPORT STUDIES

### 6.1 Car Parking and Traffic Impact Assessment Study

1. A Car Parking / Traffic Impact Assessment Study shall be submitted in support of the following Development Applications:
  - (a) All Development Applications required to be referred to the NSW Roads and Traffic Authority under Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007; and
  - (b) Other Development Applications where in the opinion of Council may cause a potential significant adverse traffic generation or traffic management impact upon the surrounding road network.
2. The Car Parking / Traffic Impact Assessment Study must be prepared by a suitably qualified and experienced traffic engineering consultant.
3. The Car Parking / Traffic Impact Assessment Study shall be prepared in accordance with table 2.1 of the RTA Guide to Traffic Generating Developments 2002 (contact Council or the RTA for a copy of the guide).
4. Certain traffic generating developments will require intersection and / or network modelling to analyse the potential traffic impacts of the proposed development upon the surrounding road network and key intersections in the locality.
5. Accordingly, intersection modelling (eg SIDRA) will be required for any proposed traffic generating development as prescribed in Columns 1, 2 & 3 in Schedule 3 of SEPP (Infrastructure) 2007.
6. Network modelling may be required for traffic generating development as prescribed in Columns 1 & 2 in Schedule 3 of SEPP (Infrastructure) 2007. The need for such modelling will be determined by Council at the pre-lodgement stage.

7. The findings of the modelling analysis are to be addressed in the Car Parking / Traffic Impact Assessment Study with appropriate recommendations as to whether road upgrading, signalisation and / or other traffic management works are necessary to enable the proposed development.
8. Electronic modelling files generated as part of the modelling analysis are to be submitted to Council and the RTA in conjunction with the Car Parking / Traffic Impact Assessment Study.

## 6.2 Preliminary Construction Traffic Management Plan

1. A preliminary Construction Traffic Management Plan may be required where it is likely that the construction phase of a development may pose a significant impact upon traffic movement, on-street car parking availability and / or pedestrian safety.
2. The preliminary Construction Traffic Management plan is required to address the following matters / aspects:
  - (a) Assessment of the existing traffic conditions within the road network and key intersections in the locality;
  - (b) Assessment of the existing public domain and pedestrian areas in proximity to the proposed development;
  - (c) Assessment of the anticipated traffic generation associated with the construction of the proposed development;
  - (d) Proposed heavy vehicle routes for raw material delivery vehicles, demolition / construction heavy vehicles and other service vehicles;
  - (e) Assessment of the proposed construction impact of the proposed development upon the surrounding road network, on-street car parking and / or pedestrian areas;
  - (f) Proposed traffic control measures required for each phase of the demolition and construction program for the development;
  - (g) Proposed hours of the development during both the demolition and construction phases of the development;
  - (h) Proposed temporary parking or storage arrangements for heavy vehicles awaiting their turn to service the site, especially demolition and raw material heavy vehicles;
  - (i) Proposed car parking arrangements for construction workers, including demand management measures;
  - (j) Sight line distances and other safety issues;
  - (k) Proposed location, frequency and duration of any road closures required (i.e. during the demolition and / or construction phases of the development), in order to ensure vehicular, pedestrian and construction worker safety; and
  - (l) Other relevant matters (ie depending upon the circumstances of the site and the nature of the proposed development).
3. In certain cases, Council may elect to forward the preliminary Construction Traffic Management Plan to the NSW Roads and Traffic Authority for appropriate comment.

4. Should Council ultimately grant consent to the development, Council may also require the preparation of a Final Construction Traffic Management Plan, prior to the release of the Construction Certificate.

### 6.3 Public Transport Study

1. Large-scale residential subdivision residential apartment buildings, mixed use developments, retail shopping centres, business / commercial office developments, community facilities, educational establishments and entertainment facilities etc should be sited in proximity to public transport nodes such as regular bus routes and railway stations, in order to maximise user access to public transport.
2. A Public Transport Study will be required for the following developments:
  - (a) New or major extensions to educational establishments such as Universities and Colleges which provide facilities for 2,000 or more students and which are located outside the boundaries of the Wollongong City Centre.
  - (b) Business Parks or new large industrial developments involving a total gross floor area of 20,000m<sup>2</sup> or greater and which are outside the boundaries of the Wollongong City Centre.
  - (c) Other development (as determined by Council, at the pre-lodgement stage).
3. The Public Transport Study should be prepared by a suitably qualified and experienced traffic engineering consultant.
4. The Public Transport Study is required to address a range of issues, including (but not necessarily limited to) the following:
  - (a) Locality plan showing the proposed development site in relation to nearest practical public transport route, bus stops and / or railway station;
  - (b) Assessment of the condition of any existing pedestrian footway between nearest bus stop or railway station and the development site;
  - (c) Where the development site is more than 400 metres from the nearest bus stop, written evidence is required which proves that appropriate negotiations have taken place with the public transport operator and the NSW Ministry of Transport to obtain a bus route and bus stop, in close proximity to the development;
  - (d) Full details as to the proposed location and seating arrangements for the bus stop;
  - (e) Recommendations as to the provision of a shuttle bus service, to operate between the specific land use and the closest railway station, in order to improve public transport accessibility; and
  - (f) Recommendations as to the provision of new pedestrian facilities such as pedestrian footways, pedestrian refuges and / or necessary upgrading of any existing footway, in order to encourage pedestrian access to public transport.



## 7 PARKING DEMAND AND SERVICING REQUIREMENTS

### 7.1 Car Parking, Motor Cycle, Bicycle Requirements and Delivery / Servicing Vehicle Requirements

1. The car parking, motorcycle and bicycle requirements for specific land uses / developments are contained in Schedule 1 to this chapter of the DCP.
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 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. In the circumstances where the car parking and / or other requirements are not defined by this chapter in the DCP for a particular land use or in the RTA Guide to Traffic Generating Developments, a detailed Car Parking and Traffic Impact Assessment Study will be required to be prepared for the proposed development.
5. The car parking component of the study must include:
  - (a) A detailed car parking survey of similar development located in localities which demonstrate similar traffic and parking demand characteristics;
  - (b) Assessment of the current traffic flow conditions in the local road network and performance of key intersections in the locality;
  - (c) Assessment of existing on-street car parking and whether the locality is experiencing traffic and on-street parking congestion issues;
  - (d) Anticipated traffic generation rate for the development;
  - (e) Assessment as to likely impact of the development on traffic flows and traffic safety within the local road network and the demand for on-street parking in the future as a result of the proposed development; and
  - (f) Assessment of the on-site car parking requirements based on the detailed car parking survey of other similar developments and localities.

### 7.2 Disabled Access and Parking

1. Disabled access and parking facilities are to be provided in accordance with *AS2890.6 (2009), Building Code of Australia and the Commonwealth Disability Discrimination Act 1992*. The car parking rates for accessible car parking spaces are contained in Schedule 2 below (Table D3.5 of the BCA).
2. Each disabled person's parking space must be designed in accordance with the minimum dimensions as contained in the *AS2890.6 (2009)*. This shall be reflected on the relevant DA car parking layout plans. The disabled car parking spaces shall be clearly marked and signposted and located adjacent to the entrance exit with a minimum 2.5 metre head clearance in accordance with *AS2890.6 (2009)*.



3. The designated car parking spaces for people with a disability must be positioned directly adjacent to main lift lobby or access points servicing the development. In this regard, a continuous accessible path of travel must be provided to all levels within the subject building and all facilities in accordance with AS 1428.1 and the Access for People with a Disability chapter contained in Part E of this DCP.
4. The continuous accessible path of travel must be:
  - (a) From accessible parking spaces and passenger drop off points to entrances of buildings;
  - (b) To connect buildings, facilities and spaces that are on the same block or part of the same, complex, where topographically possible;
  - (c) To connect accessible entrances of a building to all accessible spaces and facilities within the building;
  - (d) To minimise distances travelled between accessible elements of buildings and facilities; and
  - (e) Provided between public domain areas to building entrances.
5. A continuous path of travel should be the most commonly used and direct path of travel. If for any reason this is not possible, clear signage indicating an alternative route must be provided.
6. The designated car parking spaces for people with a disability must be appropriately signposted and line marked. The details of such car parking spaces for people with a disability shall be reflected on the architectural plans submitted with the Development Application.
7. The main entry point to the building shall be in accordance with the current relevant Australian Standard 1428.1 - 2001 Design for Access and Mobility - Part 1 General Requirements for Access - Buildings. The proposed pedestrian ramps within the car parking areas shall incorporate gradients (with suitable landing intervals) in accordance with the current Australian Standard.

### 7.3 Bicycle Parking / Storage Facilities and Shower and Change Facilities

1. Developments are to be designed to provide suitable bicycle parking facilities. The provision of bicycle parking for a particular land use / development shall be in accordance with Schedule 1.
2. For commercial office / business premises and retail centres, suitable bicycle parking facilities should be provided for both tenants / workers as well as bicycle couriers.
3. Provision for access by vehicles and vehicle parking is not to compromise the equity and amenity of bicycle access and parking.
4. Bicycle parking is to be designed and constructed in accordance with AS 2890.3, *Parking Facilities Part 3: Bicycle Parking Facilities* OR Austroads: *"Guide to Traffic Management, Part 14: Bicycles (1995)"*.
5. Bicycle parking facilities are to be provided in accordance with AS 2890.3, Table 1.1 for all user classes exempting class 4.
6. Shower, change facilities and personal lockers shall be provided in accordance with Table 1 below.

7. Bicycle 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.
8. 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.
9. 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).
10. The bicycle parking area should also be protected from the weather, as far as practicable.

**Table 1: Bicycle End-of-trip Facilities**

Required Bicycle Parking Spaces (refer to Schedule 1)	Shower & Change Cubicle	Personal Lockers
< 5 bicycle spaces	n/a	n/a
5 - 11 bicycle spaces	1	1 per bicycle space
11 – 20 bicycle spaces	2	1 per bicycle space
> 20 bicycle spaces	2 + 1 additional shower and change cubicle 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 cubicles in a unisex area or showers in both female and male change rooms.

## 7.4 Waiver or Reduction of Parking Spaces

1. Council has the discretion to waive or reduce the minimum number of car spaces required for a particular site if the reduced provision can be justified in the accompanying Car Parking and Traffic Impact Assessment study, in terms of:
  - (a) The amount of public car spaces in the locality;
  - (b) Proximity to public transport nodes;
  - (c) Opportunity for cross utilisation with another use; and
  - (d) An empirical assessment of car parking.

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

City Centre B3 Commercial Core and B4 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:

- 10% reduction\* if bus stop within 400m of site (measured along an existing footpath)
- 20% reduction\* if railway station within 800m of site (measured along an existing footpath)
- 10% reduction\* if public car park with greater than 50 car spaces within 400m of site (measured along an existing footpath)

\*Reductions are cumulative with a maximum final reduction of 30%

## 7.5 Car Parking Credits for Existing Development

1. 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.
2. 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.
3. The necessity of a Car Parking Impact Assessment study will be determined by Council at the formal pre-lodgement meeting for the proposed development.

\*For development applications involving a change of use within the B3 Commercial Core and B4 Mixed Use zones in the Wollongong City Centre, the provision of additional car parking is not required.

## 7.6 Monetary Contributions for Off Site Car Parking Provision

1. The provision of car parking on site in accordance with Schedule 1 (subject to Clause 7.4) may be found to be impractical or undesirable due to a number of factors. Some or all of the required parking may be provided as public parking through a monetary contribution to Council, in addition to Section 94A levies, via a Voluntary Planning Agreement (VPA).
2. Council may refuse to enter into such a VPA if there are no Council owned public parking facilities to be constructed near the development.

## 7.7 Car Parking Layout and Design

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 be in conformity with the current relevant Australian Standard AS2890.1 (2004). 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 strictly accordance with Australian Standard AS 2890 and the following additional requirements:
  - (a) Parking areas must be designed so any vehicle which uses the area will be able to enter and leave the site in a forward direction without the need to make more than a three point turn.
  - (b) Stacked parking may be permitted in the following circumstances:

- (i) 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;
  - (ii) 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;
  - (iii) Provision shall be made on site for shifting cars without the movement of vehicles onto public streets;
  - (iv) Residential: only permitted where both spaces are utilised by the same dwelling and such spaces do not interfere with common manoeuvring areas; and
  - (v) 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 2890.1, Clause 2.4 – Design of Parking Modules.
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 AS2890.1.
8. Gradients of ramps and access driveways shall be provided in accordance with Australian Standard AS2890.1 (2004) - Off Street Car Parking.
9. Wheel stops must be designed and installed in accordance with AS2890.1.
10. The provision of suitable barriers, line-marking and painted signage delineating vehicular flow movements within the car parking areas is also required, in order to improve traffic circulation within the car parking area.

## 7.8 Basement Car Parking

1. A minimum 2.4 metre headroom height shall be provided throughout any basement car parking and traffic circulation area.
2. A geotechnical and hydro-geological report (i.e. prepared by a suitably qualified engineer) may be required to be provided to Council, in order to address the issues of construction methodology and groundwater management for any proposed basement or sub-basement car parking area. The purpose of this report is to ensure that there is no ground settlement or movement, changes to groundwater level and / or adverse vibration impacts during construction which may result in an adverse impact upon any adjoining property or service infrastructure. The determination as to whether a geotechnical or hydro-geological report is necessary will be determined by Council at the pre-lodgement meeting or via written correspondence to Council requesting Council's written reply response (ie where a formal pre-lodgement meeting is not normally required for the development proposal as per the pre-lodgement meeting requirements in Part A of the DCP).

3. Additionally, full details showing how flood-proofing of the vehicular access, fire escape and any ventilation openings will be achieved.
4. Waste collection vehicles may enter building basements to collect waste and/or recyclables subject to the following requirements:
  - (a) Compliance with Australian Standard AS 2890.2 *Parking Facilities: Off-Street Commercial Vehicle Facilities*;
  - (b) 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;
  - (c) 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
  - (d) 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.
5. Wheel stops are to be provided to all car parking spaces, in order to minimise vehicle accidents / damage and to prevent vehicle encroachment into public domain areas or landscaping.

## 7.9 Mechanical Parking Systems

1. The use of mechanical parking systems will only be considered in cases where it can be demonstrated 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 the proposed mechanical parking system is not a result of an overdevelopment of the site.
2. Mechanical parking systems may provide for more space-efficient storage of vehicles than can be achieved with traditional at-grade parking. However, 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:
  - (a) The company make and model of the proposed mechanical car parking stacking system;
  - (b) A demonstrated need for the system, including reasons why parking cannot be satisfactorily provided in an at-grade parking arrangement;
  - (c) Demonstrated compliance with all relevant clauses of AS2890.1;
  - (d) A demonstrated minimum internal headroom clearance of 1.90m in the entry level of the system;
  - (e) A demonstrated minimum internal vertical clearance of 1.55m on all other levels within the parking system;
  - (f) Details of security measures restricting the use of the system to owners / permanent residents of the building only (e.g. security key pads);
  - (g) Details of noise and vibration associated with the use of the system;

- (h) 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 AS2890.1 and are additional to the parking requirement of the development;
- (i) An 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;
- (j) Swept path turning templates demonstrating the ability of vehicles to turn into and out of the system in a single movement;
- (k) 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 100<sup>th</sup> percentile vehicle);
- (l) Proposed management procedures to be implemented in the running of the facility, including emergency response procedures.

**Note:**

1. 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
2. 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.

## 7.10 Allocation of Car Parking within a Strata titled Development

1. Where strata subdivision of a development is proposed, car parking spaces shall be allocated to strata lots or common property within the strata plan in accordance with the development consent conditions and approved plans issued for the development.
2. In some instances the identification of car parking spaces for specific uses and/or tenancies/ units within developments may be appropriate.

## 7.11 Public Car Parks

1. The establishment and operation of a public carpark requires formal Council consent and may also require concurrence from the NSW Roads & Traffic Authority, if the carpark triggers the threshold levels contained in Columns 2 or 3 in Schedule 3 of SEPP (Infrastructure) 2007. Additionally, the proposed operation of a public carpark also requires an Activity approval under Section 68 of the Local Government Act 1993. Therefore, a combined Development Application / Section 68 Activity Application may be lodged pursuant to the provisions of Section 78A (sub-sections 78A(2) & (3)) of the Environmental Planning and Assessment Act 1979.
2. The exact location of boom gates in a proposed public carpark is an important consideration to ensure adequate queuing lengths are available on-site, in order to minimise potential adverse queuing problems upon any public road.
3. The actual design queue length for a particular carpark must be determined by the nature and size of the proposed land use serviced by the subject carpark and the likely parking demand and access requirements, during peak periods. The design of any boom gate and the minimum queue length required within the site must be in accordance with the requirements of Australian Standard AS2890.1 (2004).

4. For developments which require the lodgement of a formal Car Parking and Traffic Impact Study, the study should help determine the desired location of any proposed boom gates / ticket booths and the minimum queue length required to satisfactorily service the development.

## 7.12 Electronic Parking Vacancy Signs

1. 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.

## 7.13 Car Parking & Access Construction Requirements

### General

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.

### Certification of Construction

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

### Line Marking of Car Parking Spaces

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

## 7.14 Directional Signage for Car Parking Areas

1. 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.



2. 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.
3. All advisory signage and pavement marking is to be provided in accordance with AS 2890.1, Section 4.

## 7.15 Green Travel Plans

Council encourages the use of green travel plans throughout Wollongong, particularly for larger residential developments, offices, recreation facilities, business and retail premises in the Wollongong City Centre. A green travel plan is a tool to minimise the negative impacts of travel on the environment. It describes ways in which the use of sustainable transport may be encouraged for users of the development. Components/strategies of a Green Travel Plan will likely vary according to the nature of the development, but may include:

- a) identification and promotion of public transport options for customers accessing the site e.g. via website, business cards.
- b) encouragement of a car pool system for employees.
- c) encouragement of cycling and walking to the workplace through provision of bicycle parking, showers and lockers
- d) incentive schemes to encourage employees to commute using sustainable transport modes (such as provision of public transport vouchers/subsidised public transport tickets)
- e) allocation of designated parking spaces for a car sharing scheme, and/or
- f) prominent display of a large map of cycling routes for customers and residents (for example, in the foyer of a residential complex).

## 8 VEHICULAR ACCESS

### 8.1 General

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 Australian Standard AS2890.1 (2004) for car use and Australian Standard AS2890.2 (2002) for 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 2890.1.
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 the RTA 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.

## 9 LOADING / UNLOADING FACILITIES AND SERVICE VEHICLE MANOEUVRING

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.
2. Loading /unloading facilities shall be provided for the following land uses:
  - (a) Retail shopping centres / specialty retail shops,
  - (b) Commercial Offices / Business Development,
  - (c) Bulky good premises,
  - (d) Factory,
  - (e) Warehouse distribution centre,
  - (f) Light industrial retail outlets,
  - (g) Landscape supplies establishment,
  - (h) Retail or Wholesale Nursery,
  - (i) Residential flat building/Multi-dwelling housing/Shop top housing,
  - (j) Seniors housing (including housing for people with a disability),
  - (k) Take away food premises,
  - (l) Food and drink premises,
  - (m) Kiosk,
  - (n) Function,
  - (o) Function centre,
  - (p) Medical centre /health consulting room,
  - (q) Pub / Registered Club,
  - (r) Funeral home / Funeral chapel
  - (s) Other developed 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 Roads and Traffic Authority, 1993: "*Guide to Traffic Generating Developments*".
4. Table 3 provides the minimum parking / service bay and manoeuvring requirements for delivery and service trucks

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

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

## 9.1 Loading / Unloading and Manoeuvring Area Requirements

- 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.
- 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.
- The designated loading / unloading area shall be kept free for that purpose, at all times.
- 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.
- 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.
- All developments must be designed to ensure that the standard truck for each development as per Table 3 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.
- Truck turning circles shall not encroach upon any building, car parking space or landscaped area.
- Access arrangements should be designed in accordance with the NSW Roads & Traffic Authority's Traffic Generating Guidelines and Australian Standard AS 2890.1 (2004). 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.

10. 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.
11. As per the provisions of C2.4 of the Building Code of Australia, 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.
12. 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.
13. 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.
14. Queuing associated with the loading dock must not impact the operation of adjacent car parking areas, pedestrian paths, internal circulation roadways or public roads.

## 9.2 Noise Impact Assessment associated with Loading / Unloading Facilities

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 Department of Environment and Climate Change's '*Environmental Criteria for Road Traffic Noise*' policy 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<sub>90</sub> background & LA<sub>eq</sub> ambient 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 LA<sub>1</sub> (maximum noise level) and LA<sub>10</sub> 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 Department of Environment and Climate Change's '*Industrial Noise Policy*' sleep intrusiveness noise criteria and the amenity criteria in determining the noise impact upon sensitive residential land uses. The policy prescribes a sleep disturbance criterion of LA<sub>1(1 minute)</sub> < LA<sub>90(15 minutes)</sub> + 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.

## 10 PEDESTRIAN ACCESS

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 AUSTRROADS "Guide to Road Design Part 6A: Pedestrians AND Cyclist Paths (2009)".

## 11 SAFETY & SECURITY (CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN) MEASURES FOR CAR PARKING AREAS

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.

## 12 LANDSCAPING REQUIREMENTS FOR AT-GRADE CAR PARKING AREAS

1. The provision of landscaping to car parking areas is designed to provide visual relief to the development site and to help screen the car parking area from adjoining properties and public road frontages.
2. Landscaping is required to be an integral part of all car parking areas and internal roads within a development.
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 metre – 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 also be required, particularly where the zoning or land use of the rear abutting properties is different to the subject site. This requirement should be raised by the applicant at the formal pre-lodgement meeting of the proposed development with Council.
7. The provision of shade trees throughout the car parking area is also required. In this regard, the provision of 1.5 metre wide landscaped islands will be required for every 10 car parking spaces within each aisle of the car park.
8. 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.
9. The selection of appropriate trees and shrubs within car parking areas is critical given that trees or shrubs which drop branches, gum or fruit or trees / shrubs which interfere with underground stormwater drainage pipes are not considered suitable for car parks.
10. Any existing trees with a satisfactory Safe Useable Life Expectancy (SULE) rating should be retained within the car parking area, wherever practicable.
11. 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.
12. All proposed landscaping shall be in accordance with the Landscaping chapter contained in Part E of this DCP.
13. The Landscape concept plan is to be submitted with the Development Application.

## 13 STORMWATER DRAINAGE / WATER SENSITIVE URBAN DESIGN

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.

### Schedule 1 – Car Parking, Bicycle, Motorcycle and Delivery Vehicle Parking Requirements

Note: Variations to controls in Schedule 1 may be considered if supporting information is submitted in accordance with CI 7.4 of this Chapter.

Land Use	Car Parking Requirements	Bicycle Parking Requirements	Motorcycle Parking Requirement	Delivery / Service Truck Requirement

Land Use	Car Parking Requirements	Bicycle Parking Requirements	Motorcycle Parking Requirement	Delivery / Service Truck Requirement
Boarding house	<i>Provided as per rates given within the State Environmental Planning Policy (Housing) 2021</i>			NA
Dwelling house	<p><i>City wide:</i></p> <p>1 space per dwelling with a gross floor area of less than 125m<sup>2</sup>; or</p> <p>2 spaces per dwelling with a gross floor area of 125m<sup>2</sup> or greater</p> <p><i>Wollongong city centre:</i></p> <p>1 car parking space per dwelling</p>	NA	NA	NA
Dual occupancy	<p><i>City wide:</i></p> <p>1 car parking space per dwelling (&lt;125m<sup>2</sup>) or 2 car parking spaces per dwelling (125m<sup>2</sup> or greater)</p>	NA	NA	NA
Residential flat building / Multi-dwelling housing / Shop top housing / Attached Dwelling	<p><i>City wide:</i></p> <p>1 car parking space per dwelling (&lt;70m<sup>2</sup>) or 1.5 car parking spaces per dwelling (70-110m<sup>2</sup>) or 2 car parking spaces per dwelling (&gt;110m<sup>2</sup>), plus 0.2 car parking spaces per dwelling for visitors</p> <p><i>Wollongong City Centre or within 400m of railway station (measured along existing footpath):</i></p> <p>0.75 car parking space per dwelling (&lt;70m<sup>2</sup>) or 1 car parking space per dwelling (70-110m<sup>2</sup>) or 1.25 car parking spaces per dwelling (&gt;110m<sup>2</sup>), plus 0.2 car parking spaces per dwelling for visitors</p>	1 bicycle space per 3 dwellings (residents) and 1 bicycle space per 12 dwellings (visitors)	1 motorcycle space per 15 dwellings	<p>Large Rigid Vehicle (Waste Contractor)</p> <p>&gt;10 dwellings – side loading waste collection vehicle (refer to Chapter E7: Waste Management)</p>
Seniors housing (including housing for people with a disability)	<p><i>Residential care facilities:</i></p> <p>1 car parking space per 10 beds (or 1 car parking space per 15 beds if the facility provides care for dementia patients only) plus 1 car parking space per 2 employees plus 1 ambulance space.</p>	NA	NA	Large Rigid Vehicle



Land Use	Car Parking Requirements	Bicycle Parking Requirements	Motorcycle Parking Requirement	Delivery / Service Truck Requirement
	<p><i>Hostels:</i></p> <p>1 car parking space per 5 dwellings plus 1 car parking space per 2 employees plus 1 ambulance space</p> <p><i>Self contained dwellings:</i></p> <p>0.5 car parking space per bedroom or 1 car parking space per 5 dwellings where social housing</p> <p><u>Note:</u> The parking rates are based on the maximum rates indicated in SEPP (Housing for Seniors or People with a Disability) 2004</p>			
Hospitals	<p><i>City wide:</i></p> <p>1 car parking space per medical practitioner plus 1 car parking space plus 2 employee plus 1 car parking space per 2 beds.</p>	1 bicycle space per 5 car spaces	1 motor cycle space per 25 car spaces	Large Rigid Vehicle
Backpackers accommodation	<p><i>City wide:</i></p> <p>1 car parking space per 2 staff plus 1 car parking space per 5 beds</p>	1 bicycle space per 5 beds plus 1 car parking space per staff member	1 motor cycle space per 25 car parking spaces	NA
Bed and breakfast accommodation	<p><i>City wide:</i></p> <p>As per dwelling house plus 1 car parking space per guest bedroom</p>	NA	1 motor cycle space per 10 guest bedrooms	NA
Tourist and visitor accommodation	<p><i>City wide:</i></p> <p>1 car parking space per 2 staff members plus 1 car parking space per apartment / unit</p>	NA	1 motor cycle space per 10 apartments / units	Small Rigid Vehicle
Office premises	<p><i>City wide (excluding the B3 Commercial Core and B4 Mixed Use zones in Wollongong City Centre):</i></p> <p>1 car parking space per 40m<sup>2</sup> of GFA</p> <p><i>Zones B3 Commercial Core and B4 Mixed Use in Wollongong City centre (as per WLEP 2009):</i></p>	1 bicycle space per 200m <sup>2</sup> GFA for staff plus 1 bicycle space per 750m <sup>2</sup> GFA for visitors	1 motorcycle space per 25 car parking spaces	<p>&lt;1,000m<sup>2</sup> GFA – Small Rigid Vehicle</p> <p>&gt;1,000m<sup>2</sup> GFA 0 Large Rigid Vehicle</p>

Land Use	Car Parking Requirements	Bicycle Parking Requirements	Motorcycle Parking Requirement	Delivery / Service Truck Requirement
	1 car parking space per 60m <sup>2</sup> of GFA			
Business premises / Retail premises	<p><i>City wide (excluding the B3 Commercial Core and B4 Mixed Use zones in the Wollongong City Centre):</i></p> <p>1 car parking space per 40m<sup>2</sup> of GFA – business premises</p> <p>1 car parking space per 25m<sup>2</sup> of GFA – retail premises</p> <p><i>Zones B3 Commercial Core and B4 Mixed Use in Wollongong City Centre (as per WLEP2009):</i></p> <p>1 car parking space per 60m<sup>2</sup> of GFA</p> <p><i>Note 1:</i> Where there is an inconsistency between the parking rates specified for uses within the “Business premises” and “Retail premises” groups, the specific parking rates shall prevail except in Zones B3 and B4 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 1/40m<sup>2</sup>, except if the development is located in Zones B3 or B4 in Wollongong city centre.</p>	<p>1 bicycle space per 200m<sup>2</sup> GFA for staff plus 1 bicycle space per 750m<sup>2</sup> GFA for visitors – business premises.</p> <p>1 bicycle space per 750m<sup>2</sup> GFA for staff plus 1 bicycle space per 1000m<sup>2</sup> GFA for shoppers – retail premises.</p>	1 motorcycle space per 25 car parking spaces	<p>&lt;1,000m<sup>2</sup> GFA – Small Rigid Vehicle</p> <p>&gt;1,000m<sup>2</sup> GFA – Large Rigid Vehicle, Articulated Vehicle (Semi-Trailer)*</p>
Bulky goods premises	<p><i>City wide:</i></p> <p>1 car parking space per 30m<sup>2</sup> GFA (&lt;500m<sup>2</sup>) or 2 car parking spaces per 100m<sup>2</sup> (500-3000m<sup>2</sup>) or 2 car parking spaces per 150m<sup>2</sup> (&gt;3000m<sup>2</sup>)</p>	1 bicycle space per 200m <sup>2</sup> GFA	1 motor cycle space per 25 car spaces	Large Rigid Vehicle – Articulated Vehicle (Semi-Trailer)*
Vehicle sales or hire premises	<p><i>City wide:</i></p> <p>0.75 car parking spaces per 100m<sup>2</sup> GFA plus 3 car parking spaces per work bay where servicing is</p>	1 bicycle space per 200m <sup>2</sup> GFA	1 motor cycle space per 25 car parking spaces	Articulated Vehicle (Semi-Trailer)

Land Use	Car Parking Requirements	Bicycle Parking Requirements	Motorcycle Parking Requirement	Delivery / Service Truck Requirement
	undertaken			
Car tyre fitting centres	<i>City wide:</i> 3 car parking spaces per work bay	1 bicycle space	1 motor cycle space per 3 work bays	Large Rigid Vehicle
Food and drink premises	<i>City wide:</i> 1 car parking space per 25m <sup>2</sup> GFA <i>(excluding specific premise types described below)</i>	1 bicycle space per 200m <sup>2</sup> GFA	1 motor cycle space per 25 car parking spaces	Small Rigid Vehicle
○ Restaurant	<i>City wide:</i> 1 car parking space per 4 staff, plus 1 car parking space per 6m <sup>2</sup> or 1 car parking space per 4 seats whichever is the greater  <i>Note:</i> 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 <sup>2</sup> GFA	1 motor cycle space per 25 car parking spaces	Small Rigid Vehicle
○ Take-away food premises	<i>City wide:</i> 1 car parking space per 25m <sup>2</sup> GFA	1 bicycle space per 200m <sup>2</sup> GFA	1 motor cycle space per 25 car parking spaces	Small Rigid Vehicle  >500m <sup>2</sup> or drive through facility – Large Rigid Vehicle
○ Pub	<i>City wide:</i> 1 car parking space per 2 staff plus 1 car parking space per 5m <sup>2</sup> GFA or 1 car parking space per 6 seats (whichever is the greater)	1 bicycle space per 25m <sup>2</sup> GFA	1 motorcycle space per 25 car parking spaces	<500m <sup>2</sup> GFA – Small Rigid Vehicle  >500m <sup>2</sup> GFA – Large Rigid Vehicle, Articulated Vehicle (Semi-Trailer)*
Neighbourhood shop	<i>City wide:</i> 1 car parking space per 25m <sup>2</sup> GFA	1 bicycle space per 25m <sup>2</sup> GFA	1 motorcycle space per 25 car parking	Small Rigid Vehicle

Land Use	Car Parking Requirements	Bicycle Parking Requirements	Motorcycle Parking Requirement	Delivery / Service Truck Requirement
			spaces	
Kiosk	<i>City wide:</i> 1 car parking space per 25m <sup>2</sup> GFA	1 bicycle space per 25m <sup>2</sup> GFA	1 motorcycle space per 25 car parking spaces	Small Rigid Vehicle
Function centre	<i>City wide:</i> 1 car parking space per 2 staff plus 1 car parking space per 5m <sup>2</sup>	1 bicycle space per 25m <sup>2</sup> GFA	1 motor cycle space per 25 car parking spaces	Large Rigid Vehicle
Market	<i>City wide:</i> 1 car parking space per 20m <sup>2</sup> of each stall area  Note: Major retail markets may require additional car parking as well as provision for an emergency vehicle	1 bicycle space per 10 stalls	1 motor cycle space per 25 car parking spaces	Small Rigid Vehicle
Medical centre / Health consulting room	<i>City wide:</i> 4 car parking spaces per consulting room plus 1 car parking space per 3 employees	1 bicycle space per medical centre	1 motorcycle space per 25 car parking spaces	Small Rigid Vehicle
Hotel or motel accommodation	<i>City wide:</i> 1 car parking space per 2 staff members plus 1 car parking space per unit / apartment  <i>Wollongong City Centre:</i> 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  <i>Zones B3 Commercial Core and B4Mixed Use in Wollongong city centre (as per WLEP):</i> 1 car parking space per 40m <sup>2</sup> GFA, where the hotel or motel accommodation is not strata subdivided  If a restaurant is included in the hotel	NA	1 motor cycle space per 25 car parking spaces	>15 units/ apartments – Large Rigid Vehicle

Land Use	Car Parking Requirements	Bicycle Parking Requirements	Motorcycle Parking Requirement	Delivery / Service Truck Requirement
	/ motel which is available to the general public, then an additional 15 car parking spaces per 100m <sup>2</sup> GFA of the restaurant shall be included			
Registered Club	<i>City wide:</i> 1 car parking space per 2 staff plus 1 car parking space per 5m <sup>2</sup> GFA or 1 car parking space per 6 seats (whichever is the greater)	1 bicycle space per 25m <sup>2</sup> GFA	1 motorcycle space per 25 car parking spaces	<500m <sup>2</sup> GFA – Small Rigid Vehicle  >500m <sup>2</sup> GFA – Large Rigid Vehicle, Articulated Vehicle (Semi-Trailer)*
Funeral home / Funeral chapel	<i>City wide:</i> 1 car parking space per 4 seats plus 1 car parking space per funeral service area	NA	1 motor cycle space per 25 car parking spaces	Small Rigid Vehicle
Restricted premises	<i>City wide:</i> 1 car parking space per 40m <sup>2</sup>	1 bicycle space per 200m <sup>2</sup> GFA	1 motor cycle space per 25 car parking spaces	Small Rigid Vehicle
Video stores	<i>City wide:</i> 6 car parking spaces per 100m <sup>2</sup> GFA	1 bicycle space per 200m <sup>2</sup> GFA	1 motor cycle space per 25 car parking spaces	Small Rigid Vehicle
Service station / convenience store / fast food restaurant	<i>City wide:</i> 1 car parking space per 2 staff plus 3 car parking space per work bay plus 1 car parking space per 25m <sup>2</sup> of retail convenience store plus 10 car parking spaces for any ancillary fast food restaurant component	2 bicycle spaces	1 motor cycle space per 10 car parking spaces	Articulated Vehicle (Semi-Trailer)
Timber and building supplies	<i>City wide:</i> 1 car parking space per 45m <sup>2</sup> GFA	1 bicycle space per 200m <sup>2</sup> GFA of factory building	1 motor cycle space per 25 car parking spaces	Large Rigid Vehicle –  Articulated Vehicle (Semi-Trailer)*
Veterinary hospital	<i>City wide:</i>	NA	NA	Small Rigid Vehicle plus

Land Use	Car Parking Requirements	Bicycle Parking Requirements	Motorcycle Parking Requirement	Delivery / Service Truck Requirement
	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)			trailer parking / manoeuvring
Industry	<p><i>City wide:</i></p> <p>1 car parking space per 75m<sup>2</sup> GFA; or</p> <p>1 car parking space per 150m<sup>2</sup> GFA for buildings greater than 5,000m<sup>2</sup> where the facility is purpose built for a particular business and where it can demonstrated that staff car parking is satisfactorily catered for</p>	1 bicycle space per 200m <sup>2</sup> GFA	1 motor cycle space per 25 car parking spaces	<p>&lt;500m<sup>2</sup> GFA – Small Rigid Vehicle</p> <p>&gt;500m<sup>2</sup> GFA - Large Rigid Vehicle, Articulated Vehicle (Semi-Trailer)*</p>
Warehouse / Distribution centre	<p><i>City wide:</i></p> <p>1 car parking space per 75m<sup>2</sup> GFA; or</p> <p>1 car parking space per 150m<sup>2</sup> GFA for buildings greater than 10,000 square metres of gross floor area where the facility is purpose built for a particular business and where it can be demonstrated that employee car parking is satisfactorily catered for</p>	1 bicycle space per 200m <sup>2</sup> GFA	1 motor cycle space 25 car parking spaces	<p>Large Rigid Vehicle –</p> <p>Articulated Vehicle (Semi-Trailer)*</p>
Light Industrial Retail Outlets	<p><i>City wide:</i></p> <p>1 car parking space per 25m<sup>2</sup> GFA of gross floor area</p>	1 bicycle space per 200m <sup>2</sup> GFA	1 motorcycle space per 25 car spaces or part thereof	<p>&lt;500m<sup>2</sup> GFA – Small Rigid Vehicle</p> <p>&gt;500m<sup>2</sup> GFA - Large Rigid Vehicle</p>
Landscape and garden supplies	<p><i>City wide:</i></p> <p>1 car parking space per 30m<sup>2</sup> GFA of any building used for retailing plus 1 car parking space per 45m<sup>2</sup> for outdoor areas used for retail display purposes plus 1 car parking space per 200m<sup>2</sup> for areas used exclusively for propagation or storage, whether indoor or outdoor.</p>	NA	1 motorcycle space per 25 car parking spaces	<p>Large Rigid Vehicle –</p> <p>Articulated Vehicle (Semi-Trailer)*</p>

Land Use	Car Parking Requirements	Bicycle Parking Requirements	Motorcycle Parking Requirement	Delivery / Service Truck Requirement
Retail Plant Nursery	<i>City wide:</i> 10 car parking spaces plus 1 additional car parking space per 100m <sup>2</sup> 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	<i>City wide:</i> 1 car parking space per 2 employees plus 3 car parking spaces per work bay	1 bicycle space per 200m <sup>2</sup> GFA	1 motor cycle space per 25 car parking spaces	Large Rigid Vehicle
Manufactured home estate	<i>City wide:</i> 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	<i>City wide:</i> 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)
Educational establishment	<i>1 car parking space per staff member plus 1 car parking space per 10 Year 12 students.</i>	1 bicycle space per 10 students above grade 4	1 motor cycle 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	1 bicycle space per 200m <sup>2</sup> GFA	1 motor cycle space per 25 car parking spaces	Small Rigid Vehicle - Medium Rigid Vehicle



Land Use	Car Parking Requirements	Bicycle Parking Requirements	Motorcycle Parking Requirement	Delivery / Service Truck Requirement
	2 large spaces (3.2m x 5.5m) for parents requiring the use of strollers			
Place of Public Worship	1 space per 20m <sup>2</sup> GFA, or 1 space per 10 seats, which ever is the greater	1 bicycle space per 10 car parking spaces	1 motor cycle 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.

## Schedule 2 – Car Parking Requirements for People with a Disability

Building Code of Australia Classification	Car Parking Requirements (Table D3.5 of the BCA)
Class 3a  Boarding-houses, Guest Houses, Hostels or Backpackers Accommodation	Calculated by multiplying the total number of car parking spaces by the:- <ul style="list-style-type: none"> <li>(i) Percentage of accessible sole-occupancy units to the total number of sole-occupancy units;</li> <li>(ii) Percentage of beds to which access for people with a disability is provided to the total number of beds provided.</li> </ul> The calculated number shall be taken to the next whole figure.
Class 3b  Residential part of a Hotel or Motel	1 car parking space for every 100 car parking spaces or part thereof.
Class 5,7,8 and 9c  Standalone car parks, workshops, industry uses, office premises and aged care premises	1 car parking space for every 100 car parking spaces or part thereof.
Class 6  Retail uses  (a) Up to 1000 car parking spaces  (b) For each additional 100 car parking spaces or part thereof in excess of 1000 car parking spaces	1 car parking space for every 50 car parking spaces or part thereof  1 car parking space
Class 9a  (a) Hospital  (b)Hospital (Outpatient Area)  (i) Up to 1000 car parking spaces; and  (ii) For each additional 100 car parking spaces or part thereof in excess of 1000 car parking spaces.  (c) Nursing Home  (d) Clinic or day surgery not forming part of a hospital	1 car parking space for every 100 car parking spaces or part thereof.  1 car parking space for every 50 car parking spaces or part thereof.  1 car parking space.  1 car parking space for every 100 car parking spaces or part thereof.  1 car parking space for every 100 car parking spaces or part thereof.

Building Code of Australia Classification	Car Parking Requirements (Table D3.5 of the BCA)
<p>Class 9b</p> <p>(a) Educational Establishment</p> <p>(b) Other Assembly Buildings</p> <p>(i) Up to 1000 car parking spaces; and</p> <p>(ii) For each additional 100 car parking spaces or part thereof in excess of 1000 car parking spaces</p>	<p>1 car parking space for every 100 car parking spaces or part thereof.</p> <p>1 car parking space for every 50 car parking spaces or part thereof.</p> <p>1 car parking space.</p>