

## 7.03 Traffic, Parking and Access

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### Amendment history

Version Number	Date Adopted by Council	Commencement Date	Amendment Type
1	15/11/2011	15/06/2012	New
2	17/07/2012	30/07/2012	Amended
3	27/06/2017	10/07/2017	Amended
4	27/10/2020	02/11/2020	Amended
5	TBA	TBA	Amended

### Savings provisions

Any development application lodged but not determined prior to this section coming into effect will be determined as though the provisions of this section did not apply.

### Development to which this section applies

This section applies to all development:

- involving a change of use
- generating an increase in gross floor area of a building
- related to an activity generating a demand for parking.

### Related sections

The following sections of this DCP may also apply to development to which this section applies:

- Section 7.04 Movement Networks

### Applicable environmental planning instruments and legislation

The provisions of the following listed environmental planning instrument/s also apply to development applications to which this section applies:

- Newcastle Local Environmental Plan 2012
- State Environmental Planning Policy (Transport and Infrastructure) 2021

In the event of any inconsistency between this section and the above listed environmental planning instrument, the environmental planning instrument will prevail to the extent of the inconsistency.

Note 1: Additional environmental planning instruments may also apply in addition to those listed above.

Note 2: The *Environmental Planning and Assessment Act 1979* enables an environmental planning instrument to exclude or modify the application of this DCP in whole or part.

Note 3: This section refers to materials which are produced and/or legislated by a third party. Applicants are advised to verify that they are accessing the most current version of these materials, as they may be updated from time to time. Where referenced materials are superseded by updated versions, the version current at the time of lodgement of the Development Application shall apply.

### Associated technical manuals

- Australian Standard 2890.1 2004, *Parking facilities - Off-street car parking*
- Australian Standard 2890.2 2018 – *Parking facilities – Part 2: Off-street commercial vehicle facilities*
- Australian Standard 2890.3 – *Parking facilities - Bicycle parking facilities*
- Australian Standard 2890.5 – *Parking facilities - On-street parking*
- Austroads, 2019, *Guide to Traffic Management*
- RMS Technical direction TDT 2004/02, Motor Bike Parking
- Austroads, *Cycling Aspects of Austroads Guides*
- NSW Electric and Hybrid Vehicle Plan, Future Transport 2056

### Additional information

- Roads and Traffic Authority NSW, 2002, *Guide to Traffic Generating Developments*
- Building Code of Australia
- Roads and Maritime Services, 2018, *Traffic Control at Work Sites*

### Definitions

A word or expression used in this development control plan has the same meaning as it has in Newcastle Local Environmental Plan 2012, unless it is otherwise defined in this development control plan.

Other words and expressions referred to within this section are defined within Section 9.00 – Glossary, of this plan, and include:

- **Car pooling** - car pooling (also known as ride-sharing or lift-sharing) is a system by which participants coordinate their trips (for example, trips to work) so that they can travel in a single car, thereby reducing the volume of traffic on the roads and associated impacts.
- **Car sharing** - car sharing allows a member of the car sharing scheme (such as an individual or a business) to access a fleet of shared vehicles, as needed, paying a usage fee each time. Characteristics of a typical car sharing scheme include a provider with a centralised system for booking and billing, clients (individuals/organisations), a fleet of vehicles, and parking spaces at key locations within a defined catchment area.
- **City Centre** - area defined on the Newcastle City Centre map of the Newcastle Local Environmental Plan 2012
- **Green Travel Plan** - a Green Travel Plan is a package of initiatives aimed at reducing car travel, particularly single occupant car trips. A Green Travel Plan encourages greater use of public transport, walking and cycling by residents, employees and visitors.

- **Historic parking deficiency** - the historic parking deficiency is determined by calculating the number of parking spaces required under the provisions of this DCP for an existing building or use and subtracting the number of spaces currently provided for that building or use.
- **Travel demand management** - travel demand management is intervention (excluding the provision of major infrastructure) to modify travel decisions so that more desirable transport, social, economic and/or environmental objectives can be achieved, and the adverse impacts of travel can be reduced.
- **Unbundled car parking** - car parking spaces are separately titled from dwellings.

### **Aims of this section**

1. To ensure that parking and service provision is adequate relative to the likely demand.
2. To encourage measures to reduce motor vehicle dependency and increase the use of public transport, walking and cycling.
3. To ensure that the design of parking, access and servicing areas is in accordance with best practice standards.
4. To provide adequate and safe vehicle access to sites without compromising pedestrian access and streetscape qualities.

## **7.03.01 Traffic studies and plans**

### **A. Traffic impact study**

#### **Objectives**

1. Provide adequate information to assess the traffic impacts of the proposed development.
2. Justify any departure from the parking rates set out in Table 1 or Table 3.

#### **Controls**

##### Controls applying to all development to which this section applies

1. The Statement of Environmental Effects addresses the following issues:
  - (a) parking facilities provided, with details of calculations, types, number and arrangement
  - (b) proposed access arrangements and their compliance with design standards outlined in this Section
  - (c) identification of public transport services, stops and shelters in the vicinity of the development
  - (d) traffic generation, impacts expected and proposed traffic management measures.
2. Development proposals which, in the opinion of Council, may cause significant impacts on the surrounding movement network, are supported by a Traffic Impact Study, prepared by a suitably qualified and experienced transport professional. The requirement for a Traffic Impact Study should be discussed with Council pre-lodgement.

3. Issues addressed in the Traffic Impact Study include:
  - (a) review of the existing and proposed traffic network, traffic operating conditions and flows
  - (b) likely car parking supply and demand, as well as servicing requirements
  - (c) estimates of trip generation of the development
  - (d) public transport services in the vicinity of the proposed development
  - (e) impacts of generated traffic on the surrounding road network and the locality
  - (f) safety of access between the site and the adjacent road network
  - (g) pedestrian infrastructure, generation and movements
  - (h) recommended improvement works
  - (i) linkages with existing and proposed bicycle and pedestrian routes.
4. Further to (3) above, the Traffic Impact Study also includes details of public transport services and stops, and measures proposed to increase mode share to public transport and improve access to services. Evidence of liaison with public transport service providers and Transport NSW is provided.

Controls applying to all development listed in State Environmental Planning Policy (*Infrastructure*) 2007 Schedule 3 Traffic Generating Development to be referred to Transport for NSW.

5. A Traffic Impact Study, prepared by a suitably qualified and experienced transport professional, is submitted with the Development Application.
6. The Traffic Impact Study is prepared in accordance with the *RTA Guide to Traffic Generating Developments (2002)*, or subsequent versions. The Traffic Impact Study includes details of public transport services and stops, and measures proposed to increase mode share to public transport and improve access to services. Evidence of liaison with public transport service providers and Transport for NSW is to be provided.

Note 1: Issues to be addressed in a Traffic Impact Study are detailed in section 2.3 of *Guide to Traffic Generating Developments* (RTA, 2002), or subsequent versions.

## **B. Construction traffic management plan**

### ***Objectives***

1. Detail traffic management measures for the construction phase of the project, to minimise adverse impacts on traffic movement, pedestrians and/or parking.

### ***Controls***

Controls applying to all development to which this section applies

1. Council requires submission of a draft Construction Traffic Management Plan, where it is likely that the demolition and construction phases of a development will significantly impact traffic movement, pedestrians and/or parking.

2. The draft Construction Traffic Management Plan is prepared in accordance with Australian Standard 1742.3 by a Transport for NSW qualified person as defined under the RMS publication *Traffic Control at Work Sites*.
3. The draft Construction Traffic Management Plan clearly sets out:
  - a) traffic generation associated with demolition and construction
  - b) heavy vehicle routes
  - c) impacts on road networks, cycle routes, pedestrian paths and parking, including frequency and duration of closures, and associated control measures
  - d) proposed hours of operation in demolition and construction phases.
4. Provision is made for safe, continuous movement of traffic and pedestrians on public roads and for the erection of traffic warning signs conforming to the RTA's *General Specifications* (maintained by Transport for NSW). Traffic control is carried out only by traffic controllers with certification of training in accordance with Australian Standard 1742.3.
5. The conditions of consent for development outline requirements of the Construction Management Plan.

### **7.03.02 Parking provision**

#### **A. Parking rates**

##### **Objectives**

1. Ensure an appropriate level and mix of parking provision, having regard to the likely demand and the impacts of over/undersupply of parking.
2. Establish an appropriate parking standard for the City Centre that recognises its locational advantages in relation to public transport access.

##### **Controls**

The following controls apply only to the Newcastle City Centre, Renewal Corridors, The Junction and Hamilton B2 Local Centre zone and Darby Street Mixed Use zone

1. Residential development must provide no more than the number of car parking spaces set out in Table 3.
2. For residential development, the proposed provision of car parking within this maximum car parking rate does not prevent the reallocation of car parking through unbundling.
3. For residential development, visitor car parking spaces are not to be unbundled and are to be nominated as common property in a strata subdivision.
4. Car parking rates for all other development in these areas are established based on a car parking assessment submitted with the development application which addresses the following criteria:
  - (a) the size and nature of the development, including any change of use proposed, the amount of additional floor area relative to the existing floor area and the increased parking demand likely to be generated

- (b) the proportion of staff, visitors or patrons likely to arrive by car
- (c) the availability and level of service of public transport relative to the site and the probable transport mode of staff and patrons or customers of the development
- (d) the number of employees and their likely spread of work hours
- (e) the hours of operation
- (f) the location of the premises, particularly in relation to schools, local services, and employment, retail and recreational facilities
- (g) the number of occasions during the year when the proposed development is likely to be fully utilised
- (h) the availability of public parking within a reasonable distance of the proposed development
- (i) the availability of additional parking facilities to cover peak demands
- (j) the impacts of providing on-site parking
- (k) anticipated impacts of not providing adequate on-site car parking.

Note 1: The B2 Local Centre zone name will change to E1 Local Centre zone in 2022 as part of the NSW government's employment zones reform. The zone name reference will be amended after the employment zones are made and gazetted by the Minister.

The following controls apply only to Attached Dwellings, Multiple Dwelling Housing and Residential Flat Buildings as defined within Newcastle Local Environmental Plan 2012

- 5. Visitor parking is allocated, marked out on the pavement surface, clearly signposted and designated as common property on any Strata Plan.

The following controls apply only to Mixed Use Development

- 6. The total number of parking spaces for a mixed-use development is generally calculated on the basis of the sum of the required car parking spaces in respect of each use, unless it is demonstrated that an overlap of car parking demand is likely to occur.
- 7. The total number of spaces to be provided for each type of parking is rounded to the nearest whole number.

Controls applying to all development to which this section applies

- 8. Car parking is provided in accordance with the rates set out in Table 1 – Parking rates, except for car parking for development in the Newcastle City Centre, Renewal Corridors, The Junction and Hamilton B2 Local Centre zone and Darby Street Mixed Use zone. Council may vary the rates, subject to merit assessment of the proposal.
- 9. Unbundled car parking is only permitted in accordance with, and for land uses specified, in Control 1.
- 10. Parking provision for major traffic generating development in Newcastle is assessed on merit, with particular reference to:

- (a) likely peak usage times
  - (b) the extent to which development will attract additional patronage, as opposed to drawing on existing visitations
  - (c) the likely use of public transport.
11. In the Newcastle City Centre, Renewal Corridors, The Junction and Hamilton B2 Local Centre zone and Darby Street Mixed Use zone, parking provision for developments not listed in Table 1 is assessed having regard to Transport for NSW guidelines, and/or demonstration of parking requirements from surveys of comparable establishments and the following criteria:
- (a) the proportion of visitors or patrons likely to arrive by car
  - (b) the availability and level of service of public transport relative to the site
  - (c) the number of employees and their likely spread of work hours
  - (d) the hours of operation
  - (e) the location of the premises, particularly in relation to schools, local services, and employment, retail and recreational facilities
  - (f) the number of occasions during the year when the proposed development is likely to be fully utilised
  - (g) the availability and affordability of public parking within a reasonable distance of the proposed development
  - (h) the availability of additional parking facilities to cover peak demands.
12. Provision of car parking and associated internal vehicular access and manoeuvring areas above the maximum rates nominated in Table 1 and Table 3 are included in the gross floor area for the purpose of calculating floor space ratio, except where provided in association with controls 13 and/or 14.
13. Where a development proposal involves alterations or additions to an existing building, a change in use or an intensification of use, the required on-site parking provision is based on the likely demand arising from the additions or the intensification of use, as assessed by Council. The possibility of a future change of use is also considered when preparing a development proposal and, if appropriate, due allowance made for provision of supplementary parking spaces. This applies particularly to premises being constructed for leasing or renting or in those premises where the type of occupation could be subject to variation. Failure to provide adequate parking spaces under these circumstances could result in the refusal of a future development application for a change of use.
14. Where development/redevelopment is proposed that will result in a loss of on-street spaces (arising from the construction of access, loading facilities etc.), Council may require for such spaces to be replaced on site.
15. Stack parking, including mechanical devices, occurs only where it can be demonstrated that it will be operationally efficient and not cause unreasonable obstruction.
16. Service vehicle parking, courier facilities and loading and unloading facilities are provided on site in a manner that is conveniently accessible for all developments likely to generate a

need for such facilities. The submitted plans clearly indicate that the proposed facilities will be adequate, having regard to:

- (a) intended use of the site
- (b) frequency of deliveries and collections
- (c) size and bulk of goods
- (d) size of vehicles
- (e) ease of access.

17. Table 2 shows indicative standards for provision of service vehicles for various types of development.
18. Council may require the provision of taxi, private vehicle and bus/coach drop off/set down areas where warranted by the proposed development. Specifically, bus set down facilities are provided, in close proximity to the main pedestrian access, for education establishments, shopping centre developments or commercial premises of more than 10,000m<sup>2</sup>, convention and exhibition centres, and other development as deemed appropriate by Council.

## **B. Variations to parking rates**

### ***Objectives***

1. Allow variations to on site provision of parking.

### ***Controls***

#### Controls applying to all development to which this section applies

1. Applicants comprehensively justify any departure from the parking rates set out in Table 1 or Table 3 in the Statement of Environmental Effects or Traffic Impact Study.
2. Council has regard to the following when considering any departures from the parking rates set out in Table 1 or Table 3:
- (a) the size and nature of the development, including any change of use proposed, the amount of additional floor area relative to the existing floor area and the increased parking demand likely to be generated
  - (b) the applicability of other Council policies
  - (c) the mix of uses, the hours of operation and timing of peak demand for each use, including any overlap of parking demand
  - (d) results of any comprehensive parking survey submitted in support of the application
  - (e) whether a Green Travel Plan has been provided and a written agreement between Council and the owner/occupier is established for implementation of the Green Travel Plan
  - (f) whether a car sharing scheme is proposed to be implemented



- (g) access to public transport services and the probable transport mode of staff and patrons or customers of the development
  - (h) availability and accessibility of public parking facilities in the vicinity of the proposed development
  - (i) the availability of kerb-side parking opportunities in the vicinity of the proposed development
  - (j) continuity, streetscape and heritage significance
  - (k) existing and likely future traffic volumes on the surrounding road network, traffic circulation and safety
  - (l) the impacts of providing on-site parking
  - (m) anticipated impacts of not providing for adequate on-site car parking.
3. For alterations, additions or change of use of an existing building, a departure from the rates set out in Table 1 or Table 3 may be considered if a historic parking deficiency applies. However, a historic parking deficiency does not apply in the case of total redevelopment of a site.
  4. In certain circumstances, Council may consider entering into a voluntary planning agreement to accept a monetary contribution in lieu of on-site car parking provision. A monetary contribution in lieu of on-site provision will not be accepted for bicycle parking/storage.

Note: Parking is one of many matters for consideration in the assessment of a development proposal. There may be situations where it is impracticable or undesirable to provide parking on site at the rate nominated in this section, but the benefits of the proposal are significant. It is the responsibility of the applicant to show that the proposed level of parking is appropriate, or that overall, the benefits outweigh concerns regarding the level of parking provision.

In some cases, Council may accept a monetary contribution in lieu of on-site parking provision through a voluntary planning agreement. However, Council may refuse to enter into a voluntary planning agreement for provision of a monetary contribution in lieu of parking provision if it does not intend to provide a public facility in close proximity to the proposed development within a reasonable timeframe.

## **C. Bike parking**

### ***Objectives***

1. Encourage trips by cycling, through the provision of conveniently located bike parking facilities.

### ***Controls***

#### Controls applying to all development to which this section applies

1. Secure and conveniently accessible bicycle parking for new development is provided in accordance with the rates set out in Table 1. Council may require a greater provision of bicycle parking than indicated if warranted in particular circumstances. Historic parking deficiency does not apply to the provision of bike parking.
2. Bicycle parking complies with the relevant Australian Standard (AS2890.3).

3. Bicycle parking is clearly marked and signposted.
4. Where bicycle parking is provided within a car parking area, adequate sight lines are provided to ensure safety of users.
5. Where bicycle parking for tenants is provided in a basement car park, it is located on the uppermost level, close to entry/exit points. A well-lit, marked path of travel from the bicycle parking area to entry/exit points is provided.
6. Bicycle parking for visitors/shoppers is provided at grade near key access points to the development.
7. Where shower facilities and change rooms are provided for cyclists, convenient access to such facilities is to be considered in the siting of bicycle parking.
8. Access to bicycle parking is provided in accordance with the Austroads, *Cycling Aspects of Austroads Guides*, which reference *Austroads Guide to Traffic Engineering Practice*. Slotted drainage grates, longitudinal joint cracks and sharp gradient transitions, which provide hazards to riders, are avoided.
9. Table 1 describes the type of bicycle parking facility to be provided. Bicycle parking is categorised as Security Level B and Security Level C, which references Section 4.1 of the Austroads publication – *Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management*.

## **D. Motorbike parking**

### **Objectives**

1. Provide motorbike parking to meet likely demand.

### **Controls**

Controls applying to all development to which this section applies

1. Motorbike parking for new development is provided in accordance with the rates set out in Table 1. Council may require a greater provision of motorbike parking than indicated where warranted in the particular circumstances.
2. Motorbike parking complies with the relevant Australian Standard (AS2890.5) and RMS Technical *direction TDT 2004/02, Motor Bike Parking*.

## **E. Parking for people with a disability**

### **Objectives**

1. Ensure adequate provision of parking for people with a disability.
2. Provide conveniently located and signposted parking for people with a disability.

### **Controls**

1. A proportion of parking spaces is designed and designated by appropriate pavement marking and signposting as parking for people with a disability. Minimum rates are in accordance with the Building Code of Australia.

2. Parking for people with a disability is designed and constructed in accordance with current relevant Australian Standards (AS2890 and AS1428), and the Building Code of Australia.
3. Parking spaces for people with a disability are identified by a sign incorporating the appropriate international symbol. The signage and indicative directions are visible from a vehicle at the entrance to the car park.
4. Parking spaces for people with a disability are located close to wheelchair accessible entrances or lifts.
5. A continuous accessible path of travel is provided from each parking space for people with a disability to the closest accessible public entrance.
6. The minimum floor to ceiling clearance above parking spaces for people with a disability is 2.5m and the minimum floor to ceiling height clearance throughout the accessible path of travel is 2.3m.
7. The applicant is required to demonstrate, to the satisfaction of Council, how parking restrictions are enforced. Council may enter into an agreement with the owner/operator of the premises to allow Council's Compliance Officers to enter the site to enforce parking restrictions. Should such an arrangement be mutually agreed, it will be included as a condition of consent.

## **F. Electric vehicle parking**

### **Objectives**

1. To encourage and support increased usage of electric vehicles.

### **Controls**

Note 1: Charging standards are defined by the NSW Electric and Hybrid Vehicle Plan, Future Transport 2056.

The following controls apply to new development that involves car parking, excluding residential alterations and additions with an estimated cost of equal to or less than \$200,000

Note 2: Controls under this heading will lead to a development being electric vehicle ready (EV Ready). Being EV Ready involves ensuring the installation of appropriate electrical circuitry to allow for future electric vehicle charging points, by pre-wiring. These controls do not require the installation of a charging point.

1. Electric circuitry to accommodate 'Level 2' or higher standard electric vehicle charging points must be integrated into all off-street car parking of new residential and non-residential development to ensure that 100% of car spaces can install electric vehicle charging points in the future. This must include:
  - (a) Ensuring adequate electrical capacity and infrastructure (cable size, distribution board size etc.) for the electric vehicle charging point system; and
  - (b) Providing either buried cables underground or cable trays sufficient to accommodate electric circuitry to each car space (see Figure 1 and Figure 2).

Figure 1 Electric vehicle charging points and electric circuitry provision in development with multiple car spaces using cable tray system

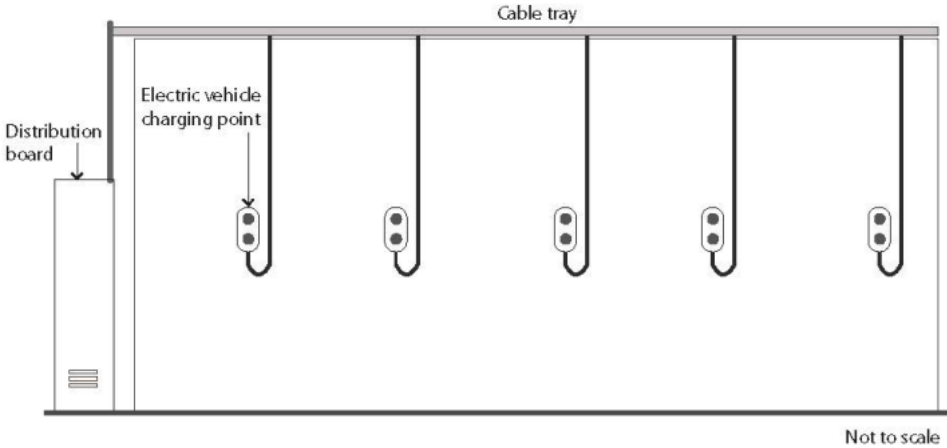
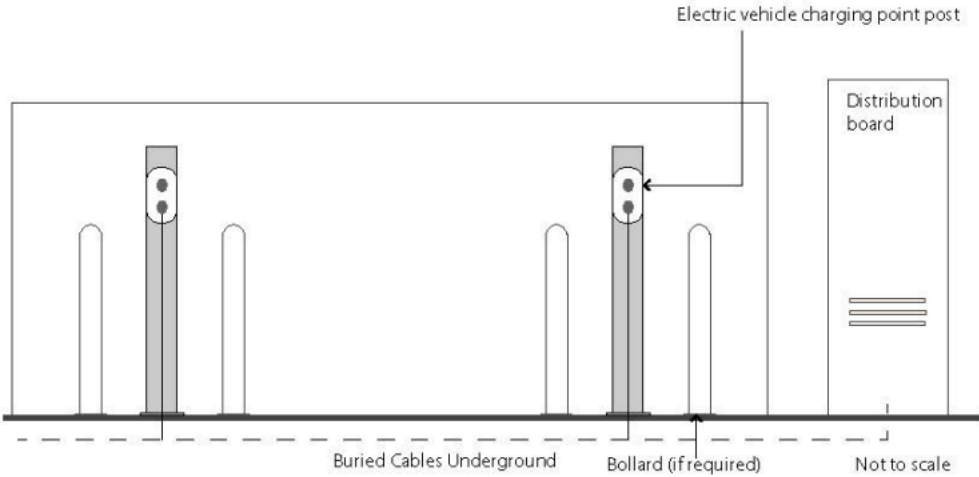


Figure 2 Electric vehicle charging points and electric circuitry provision in development with multiple car spaces using buried underground cable system



2. Minimum electric circuitry for a 'Level 2' electric vehicle charging point, if provided, is required to be:
  - (a) Privately available spaces: 'Level 2' slow – single phase with 7kW power or higher standard; and
  - (b) Publicly available spaces: 'Level 2' fast – three-phase with 11-22kW power or higher standard.
3. The installation of electric circuitry for a 'Level 2' or higher standard electric vehicle charging point is encouraged for new dwelling houses, semi-detached dwellings or dual occupancies.

The following controls apply to new development that involves car parking, excluding dwelling houses, semi-detached dwellings, secondary dwellings or dual occupancies

4. Development must provide 1 car parking space or 5% of all car parking spaces – whichever is greater - to have a 'Level 2' or higher standard electric vehicle charging point installed.

**Table 1 – Parking rates**

Note 1: Parking rates listed below are subject to variation, as outlined in section 7.03.02 (B). In instances where the applicant has not demonstrated a variation to these rates is appropriate, the rates below shall apply.

Note 2: Bicycle parking is categorised as Security Level B or C, which references Section 4.1 of the Austroads publication – Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management.

Land Use	Car Parking	Bike Parking	Motorbike Parking
<p><b>CENTRE-BASED CHILD CARE FACILITY</b></p> <p>Note: Additional parking may be required for those centres which have a high ratio of staff to children in care.</p> <p>Note: Council may vary the parking standard depending on location. Council may require preparation of a Traffic Impact Study to support the proposal, including a parking assessment with survey of similar developments.</p>	<p>1 space for every 4 children in attendance</p> <p>PLUS</p> <p>1 pick-up/set-down bay per 10 childcare places, with minimum dimensions of 2.6m x 6m to allow loading/unloading of prams and courier deliveries. For centres with less than 10 childcare places, no pick-up / set-down bay is required.</p>	<p>1 space per 10 staff (Security Level B)</p>	

Land Use	Car Parking	Bike Parking	Motorbike Parking
<b>COMMERCIAL (BUSINESS, OFFICE, RETAIL)</b>			
<b>Office premises</b>	1 space per 50m <sup>2</sup> GFA	1 space per 200m <sup>2</sup> GFA (Security Level B)	1 space per 20 car spaces
<b>Retail</b>			
Specialised retail premises	1 space per 60m <sup>2</sup> GFA	1 space per 20 staff (Security Level B)	1 space per 20 car spaces
<b>Food and Drink Premises</b>			
<ul style="list-style-type: none"> <li>Pub and Club (registered club)</li> </ul> <p>Note: Car parking rate is provided as a guide only. Survey based assessment should be undertaken and comparisons drawn with similar developments. Additional parking required for dining etc. Parking requirements to be based on activity mix.</p>	<ul style="list-style-type: none"> <li>1 space per 2 staff plus 1 space per 15m<sup>2</sup> of licensed floor area (bar, lounge) for visitors</li> </ul>	<ul style="list-style-type: none"> <li>1 space per 20 accommodation rooms plus 1 space per 25m<sup>2</sup> bar area plus 1 space per 100m<sup>2</sup> lounge, beer garden (Security Level B) for staff</li> <li>1 space per 25m<sup>2</sup> bar area plus 1 space per 100m<sup>2</sup> lounge, beer garden (Security Level C) for visitors</li> </ul>	1 space per 20 car spaces
<ul style="list-style-type: none"> <li>Restaurant or Cafe</li> </ul>	1 space per 10m <sup>2</sup> GFA or 1 space per 5 seats	1 space per 100m <sup>2</sup> GFA (Security Level B)	1 space per 20 car spaces

Land Use	Car Parking	Bike Parking	Motorbike Parking
<ul style="list-style-type: none"> <li>Take Away Food and Drink Premises</li> </ul>	<p>Developments with no on-site seating - 6 spaces per 100m<sup>2</sup> GFA</p> <p>Developments with on-site seating but no drive through: 6 spaces per 100m<sup>2</sup> GFA or greater of: 1 space per 10 seats (internal and external), or 1 space per 4 seats (internal)</p> <p>Developments with on-site seating and drive through facilities: greater of: 1 space per 4 seats (internal), or 1 space per 6 seats (internal and external) plus queuing area for 5 to 12 cars</p>	<p>1 space per 100m<sup>2</sup> GFA (Security Level B) for staff</p> <p>1 space per 50m<sup>2</sup> GFA (Security Level C) for visitors</p>	1 space per 20 car spaces
Roadside Stall	No Design Criteria, assessed on merit against the Performance Criteria.		1 space per 20 car spaces
Shop	1 space per 40m <sup>2</sup> GLFA	1 space per 200m <sup>2</sup> GFA (50% Security Level B, 50% Security Level C)	1 space per 20 car spaces
Shopping Centres	<p>0-10,000m<sup>2</sup> GLFA - 6.1 spaces per 100m<sup>2</sup> GLFA</p> <p>10,000-20,000m<sup>2</sup> GLFA - 5.6 spaces per 100m<sup>2</sup> GLFA</p> <p>20,000-30,000m<sup>2</sup> GLFA - 4.3 spaces per 100m<sup>2</sup> GLFA</p> <p>Over 30,000m<sup>2</sup> GLFA - 4.1 spaces per 100m<sup>2</sup> GLFA</p>	1 space per 200m <sup>2</sup> GFA (50% Security Level B, 50% Security Level C)	1 space per 20 car spaces

Land Use	Car Parking	Bike Parking	Motorbike Parking
Vehicle Sales or Hire Premises	1 space per 130m <sup>2</sup> gross display area plus additional parking for workshop or service bay	1 space per 20 staff	
<b>EDUCATIONAL ESTABLISHMENTS</b>			
School Note: Council may vary the parking standard depending on location and will require the provision of additional parking where a school auditorium is proposed. Council may require preparation of a Traffic Impact Study to support the proposal.	1 space per 2 staff plus 1 space per 8 senior students  1 space per 100 students for visitors	1 space per 10 staff (Security Level B)  1 space per 10 students (Security Level C)	1 space per 20 car spaces.
University or TAFE establishment	1 space per staff plus 1 space per 3 students	1 space per 20 staff (Security Level B)  1 space per 20 students (Security Level C)	1 space per 20 car spaces
<b>ENTERTAINMENT FACILITY</b>			
Entertainment Facility Note: Council may require preparation of a Traffic Impact Study to support the proposal, including a parking assessment with survey of similar developments.	Survey required. As a guide, 1 space per 3 seats	1 space per 20 staff (Security Level B)  1 space per 20 visitors (Security Level C)	1 space per 20 car spaces
<b>HEALTH SERVICES FACILITY</b>			
Health Consulting Rooms  Note: Council may require a parking assessment with survey of similar developments.	1 space per practitioner plus 1 space per 2 other staff  2 spaces per practitioner for visitors	1 space per 10 practitioners (Security Level B)  1 space per 10 staff (Security Level C)	1 space per 20 car spaces



Land Use	Car Parking	Bike Parking	Motorbike Parking
<p>Hospital</p> <p>Note: Council may vary the parking standard depending on location. Council may require preparation of a Traffic Impact Study to support the proposal, including a parking assessment with survey of similar developments. Ambulance parking facilities are to be provided.</p>	<p>1 space per 2 staff</p> <p>1 space per 3 beds for visitors</p>	<p>1 space per 10 staff (Security Level B)</p> <p>1 space per 10 staff (Security Level C) for visitors</p>	<p>1 space per 10 car spaces</p>
<p><b>HOME BUSINESS OR HOME INDUSTRY</b></p> <p>Note: Parking requirements will be based on the proposed use and operational details.</p>	<p>At minimum, parking requirements for applicable residential accommodation, are to be satisfied, with additional on-site parking for staff at a rate of 1 space per 2 staff and customer parking as appropriate.</p>		
<b>INDUSTRIAL ACTIVITY</b>			
<p>Artisan food and drink</p>	<p>0.4 space per patron or 1 space per 40 m<sup>2</sup> GFA, whichever is the greater</p>	<p>1 space per 100m<sup>2</sup> GFA (Security Level B)</p>	<p>1 space per 20 car spaces</p>
<p>All other industrial activity</p>	<p>1 space per 100m<sup>2</sup> GFA or 1 space per 2 staff, whichever is the greater</p>	<p>1 space per 20 staff (Security Level B)</p>	<p>1 space per 20 car spaces</p>
<p><b>MARINA</b></p>	<p>No Design Criteria, assessed on merit against the Performance Criteria.</p>	<p>1 space per 20 staff (Security Level B)</p> <p>1 space per 10 staff (Security Level C)</p>	<p>1 space per 20 car spaces</p>

Land Use	Car Parking	Bike Parking	Motorbike Parking
<b>PLACE OF PUBLIC WORSHIP</b> Note: Council may require preparation of a Traffic Impact Study to support the proposal, including a parking assessment with survey of similar developments.	Survey required. As a guide, 1 space per 4 seats.	1 space per 20 staff (Security Level B)  1 space per 20 visitors (Security Level C)	1 space per 20 car spaces
<b>COMMUNITY FACILITY (INDOORS)</b>	1 space per staff plus 1 space per 3 visitors	1 space per 20 staff (Security Level B)  1 space per 20 students (Security Level C)	1 space per 20 car spaces
<b>WAREHOUSE OR DISTRIBUTION CENTRE</b>	1 space per 200m <sup>2</sup> GFA or 1 space per 2 staff (whichever is greater)	1 space per 20 staff (Security Level B)	1 space per 20 car spaces
<b>RECREATIONAL FACILITIES</b>			
Bowling alleys	No Design Criteria, assessed on merit against the Performance Criteria.	1 space per 20 staff (Security Level B)  1 space per 10 staff (Security Level C)	1 space per 20 car spaces
Bowling greens	No Design Criteria, assessed on merit against the Performance Criteria.	1 space per 20 staff (Security Level B)  1 space per 10 staff (Security Level C)	1 space per 20 car spaces
Gymnasium	Minimum 4.5 spaces per 100m <sup>2</sup>	1 space per 20 staff (Security Level B)  1 space per 10 staff (Security Level C)	1 space per 20 car spaces

Land Use	Car Parking	Bike Parking	Motorbike Parking
Squash courts	No Design Criteria, assessed on merit against the Performance Criteria.	1 space per 20 staff (Security Level B)  1 space per 10 staff (Security Level C)	1 space per 20 car spaces
Tennis courts	No Design Criteria, assessed on merit against the Performance Criteria.	1 space per 20 staff (Security Level B)  1 space per 10 staff (Security Level C)	1 space per 20 car spaces
<b>RESIDENTIAL ACCOMMODATION</b>			
Attached dwellings, Dual occupancies, Multi dwelling housing, Residential Flat Buildings, Semi-detached dwellings, Shop Top Housing	<u>City wide (excluding Newcastle City Centre, Renewal Corridors, The Junction and Hamilton B2 Local Centre zone and Darby Street Mixed Use zone):</u>  Minimum of 1 space per dwelling.  Minimum 1 space for the first 5 dwellings (excluding dual occupancies) plus 1 space for every 5 thereafter or part thereof for visitors.	Bike parking of 1 space per dwelling is required unless separate storage is provided (Council determine the required security level)  1 space per 10 dwellings (Security Level C) for visitors	1 space per 20 car spaces

Land Use	Car Parking	Bike Parking	Motorbike Parking
Boarding House	1 space plus 1 space per 2 bedrooms	1 space per 10 bedrooms (Security Level B) for staff/residents  1 space per 20 bedrooms (Security Level C) for visitors	1 space per 20 car spaces
Dwelling House	1 space per dwelling < 125m <sup>2</sup>  2 spaces per dwelling > 125m <sup>2</sup>		

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Land Use	Car Parking	Bike Parking	Motorbike Parking
Group Home	1 space plus 1 space per 2 bedrooms	1 space per 10 bedrooms (Security Level B) for staff/residents  1 space per 20 bedrooms (Security Level C) for visitors	1 space per 20 car spaces
Seniors housing or People with a Disability	Refer to SEPP (Housing for Seniors or People with a Disability) 2004	Refer to SEPP (Housing for Seniors or People with a Disability) 2004	Refer to SEPP (Housing for Seniors or People with a Disability) 2004
<b>RESTRICTED PREMISES</b>			
Sexual Entertainment Establishment Note: Council may require preparation of a Traffic Impact Study to support the proposal, including a parking assessment with survey of similar developments.	Survey required.		1 space per 20 car spaces
<b>TOURIST AND VISITOR ACCOMMODATION</b>			
Bed and Breakfast Accommodation	1 space per dwelling < 125m <sup>2</sup> or 2 spaces per dwelling > 125m <sup>2</sup>  1 space per 2 guest bedrooms for visitors		1 space per 20 car spaces

Land Use	Car Parking	Bike Parking	Motorbike Parking
<p>Hotel, Motel or Serviced Apartment Accommodation</p> <p>Note: Council may vary the parking requirement depending on the location.</p>	<p>1 space per 2 staff plus minimum 0.5 spaces per unit</p>	<p><u>Hotel or Motel:</u></p> <p>1 space per 20 units (Security Level B)</p> <p><u>Serviced Apartment:</u></p> <p>1 space per 5 apartments (Security Level B)</p> <p>1 space per 20 apartments (Security Level C) for visitors</p>	<p>1 space per 20 car spaces</p>
<p><b>SERVICE STATION AND VEHICLE REPAIR STATION</b></p>	<p>6 spaces per work bay plus 1 space per 20m<sup>2</sup> GFA of any ancillary convenience store.</p> <p>Additional parking required if development includes restaurant or take-away food outlet.</p>	<p>1 space per 20 staff (Security Level B)</p> <p>1 space per 10 staff (Security Level C) for visitors</p>	
<p><b>VETERINARY HOSPITAL</b></p>	<p>1 space per practitioner plus 1 space per two other staff</p> <p>1 space per practitioner for visitors</p>	<p>1 space per 10 practitioners (Security Level B)</p> <p>1 space per 10 staff for visitors</p>	<p>1 space per 20 car spaces</p>

**Table 2 – Requirements for delivery and service vehicles**

Land Use	Requirements for Delivery and Service Vehicles
Commercial premises (50% of spaces adequate for trucks)	<20,000m <sup>2</sup> GFA 1 space per 4,000m <sup>2</sup> GFA >20,000m <sup>2</sup> GFA 5 + 1 space per 8,000m <sup>2</sup> over 20,000m <sup>2</sup>
Department stores (all spaces adequate for trucks)	<6,000m <sup>2</sup> GFA 1 space per 1,500m <sup>2</sup> GFA >6,000m <sup>2</sup> GFA 4 + 1 space per 3,000m <sup>2</sup> over 6,000m <sup>2</sup>
Supermarkets, shops and restaurants (all spaces adequate for trucks)	<2,000m <sup>2</sup> GFA 1 space per 400m <sup>2</sup> GFA >2,000m <sup>2</sup> 5 + 1 space per 1,000m <sup>2</sup> over 2,000m <sup>2</sup>
Wholesale, industrial (all spaces adequate for trucks)	<8,000m <sup>2</sup> GFA 1 space per 800m <sup>2</sup> >8,000m <sup>2</sup> 10 + 1 space per 1,000m <sup>2</sup> over 8,000m <sup>2</sup>
Hotels and Motels (50% of spaces adequate for trucks)	<200 bedrooms or bedroom suites 1 space per 50 bedrooms plus 1 space per 1,000m <sup>2</sup> of public area set aside for bar, tavern, lounge and restaurant >200 bedrooms or bedroom suites 4 + 1 per 100 bedrooms over 200 plus 1 space per 1,000m <sup>2</sup> of public area set aside for bar, tavern, lounge and restaurant
Residential flat buildings (50% of spaces adequate for trucks)	<200 flats or home units 1 space per 50 flats or home units >200 flats or home units 4 + 1 per 100 units over 200
Other uses (50% of spaces adequate for trucks)	1 space per 2,000m <sup>2</sup>

**Table 3 – Residential development parking rates applying to the Newcastle City Centre, Renewal Corridors, The Junction and Hamilton B2 Local Centre zone and Darby Street Mixed Use zone**

Land Use	Car parking
<b>RESIDENTIAL ACCOMMODATION</b>	Newcastle City Centre, Renewal Corridors, The Junction and Hamilton B2 Local Centre zone and Darby Street Mixed Use zone
Attached Dwellings, Dual occupancy, Multi Dwelling Housing, Residential Flat Buildings, Semi-detached dwellings, Shop Top Housing	Small (<75m <sup>2</sup> or 1 bedroom) – maximum average of one space per dwelling
	Medium (75m <sup>2</sup> - 100m <sup>2</sup> or 2 bedrooms) – maximum average of one space per dwelling
	Large (>100m <sup>2</sup> or 3 bedrooms) – maximum average of two spaces per dwelling
	Visitor parking – no minimum or maximum rate

### **7.03.03 Travel demand management**

#### **A. Public transport**

##### ***Objectives***

1. Facilitate increased modal share to public transport.
2. Encourage consideration of alternatives to private vehicle ownership, use and parking.

##### ***Controls***

The following controls apply to major development, as identified

1. For major development, resulting in more than 50 dwellings, recreation facilities, hospitals, community health service facilities, entertainment facilities seniors housing or other development deemed appropriate by Council, a bus stop and shelter are provided, except where the pedestrian entrance to the proposed development is located within 400m of an existing bus stop with shelter. Alternatively, Council may accept a monetary contribution in lieu of provision of a bus stop with shelter, through a voluntary planning agreement.
2. For major developments, defined above, the applicant will liaise with public transport service providers and Transport NSW regarding the adequacy of current services and potential improvements.
3. The bus shelters are directly connected to the entry to the development by a conveniently accessible footpath.
4. Signage is installed directing patrons to public transport stops facilities, with timetable information displayed in a prominent location.

#### **B. Green Travel Plan**

##### ***Objectives***

1. Encourage alternatives to private vehicle use for trips.

##### ***Controls***

The following controls apply only to major development, as defined in this DCP

1. A Green Travel Plan is prepared and submitted to Council in support of applications for major new 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 to access the site (for example, on a web site and/or business cards)
  - (b) preparation of a Transport Access Guide (TAG) for the site/venue
  - (c) encouragement of a car pool system for employees
  - (d) encouragement of cycling and walking to the workplace through provision of bicycle parking, showers and lockers



- (e) incentive schemes to encourage employees to commute using sustainable transport modes (such as provision of public transport vouchers/subsidised public transport tickets)
- (f) allocation of designated parking spaces for a car sharing scheme, and/or
- (g) prominent display of a large map of cycling routes (for example, in the foyer of a residential complex).

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

## **C. End of trip facilities**

### **Objectives**

1. Encourage trips by walking and cycling through adequate provision of end of trip facilities.

### **Controls**

The following controls apply only to development with an estimated cost of more than \$250,000, involving employment of staff.

1. For new development that has an estimated cost of more than \$250,000, "end of trip" facilities for employees are provided at the following rates:
  - (a) one personal secure locker for each bicycle parking space
  - (b) one shower cubicle, with ancillary change rooms, per 12 bicycle spaces (or part thereof over four spaces) with a minimum of one shower and change facility.
2. Facilities are secure, with controlled access, and located in well-lit areas, as close as practicable to bicycle parking. Facilities may be unisex.

Note: Provision of facilities to store belongings, shower and change may encourage people to walk and cycle more. These facilities will also benefit employees who choose to exercise during meal breaks.

## **D. Parking permit schemes**

### **Objectives**

1. Inform proponents of their lack of eligibility for participation in Council's Resident and Residents Visitors Parking Schemes.

## **Controls**

The following controls apply to residential development

1. Resident and Visitor Parking Permits are not issued to occupants of new residential developments, including dwelling houses, that have been approved by Council in accordance with this DCP, irrespective of the amount of provision of on-site parking. Similarly, permits are not issued to occupants of new development approved by any other determining authority.
2. All intending owners, tenants and occupiers of new developments are notified by the owners of the building or individual units (once on-sold) that residents are ineligible for participation in a Council on-street parking scheme, prior to entering a purchasing, lease or occupancy agreement.
3. Signage with words to the effect that all owners, tenants and occupiers are ineligible to obtain an on-street parking permit from Council is displayed prominently, in such a way that it can be easily observed by persons entering the building. Signage is erected within the completed buildings prior to the release of an occupancy certificate or issue of strata subdivision approval, whichever occurs first, and is maintained in good order.

### **7.03.04 Design and layout of parking and access**

#### **A. Siting**

##### **Objectives**

1. Ensure that car parking areas and/or structures are well-sited and designed as an integrated component of the total development.

##### **Controls**

Controls applying to all development to which this section applies

1. Parking facilities are sited and designed to be properly integrated within the overall development/building to minimise their visual impact and any adverse impact on the continuity and amenity of street frontages.
2. Parking is located so that it is within a reasonable distance of access to the premises it serves.
3. Parking spaces are not positioned so as to obstruct access to the premises by pedestrians or cyclists.
4. Loading areas are situated so that when in use, they do not interfere with pedestrian, cyclist or vehicular circulation.

The following controls apply only to Residential Accommodation as defined within the Newcastle Local Environmental Plan 2012, where not complying development

5. Generally, car parking structures are set back a minimum distance of 5.5m from the street frontage providing access to the car parking space.

## **B. Parking areas and structures**

### ***Objectives***

1. Ensure that parking and vehicular access do not dominate the streetscape or detract from the character of the area.
2. Ensure that parking does not detract from the overall appearance or the continuity of streetscapes or streetscape elements, including street tree planting.
3. Ensure parking areas and structures are designed to be easily and safely negotiated by vehicles and pedestrians.

### ***Controls***

Controls applying to all development to which this section applies

1. Design and construction of parking, set down areas and loading facilities comply with the provisions of AS2890 Parking facilities.
2. Wherever possible, car parking structures such as multi-level car parks, enclosed half-basement or single-storey car parks, incorporate active uses along the ground level frontage.
3. Car parking provided at or above ground level has horizontal flooring and a minimum floor to ceiling height of 3.6m at the ground level and 3.3m for the next two floors above, to enable it being adapted to an alternative use in future.
4. The facade of an above ground parking structure is:
  - (a) designed and finished to complement the architecture of the building
  - (b) designed to avoid domination of ramps or strong horizontal and/or vertical features.
5. Covered or enclosed parking areas have adequate provision of lighting and ventilation. Natural lighting is preferred.
6. Parking layout facilitates efficient parking search patterns. Dead-end aisles are avoided.
7. Clear signage and pavement markings are provided on site to manage traffic movements, driver behaviour and provide warning of potential safety hazards.
8. Where development is expected to generate vehicle movements during hours of darkness, self-illuminated and/or reflective signage and pavement markings are provided.

9. Within parking areas of larger than ten car spaces, segregated routes for pedestrian and bicycle movements are created, using line marking, pedestrian crossings, signage and/or speed bumps.

## **C. Access**

### **Objectives**

1. Maintain the pedestrian amenity of streets.
2. Protect the significance of heritage conservation areas.
3. Ensure that vehicular access is appropriately located.

### **Controls**

1. Vehicular crossings are designed and located in accordance with the current relevant Australian Standard (AS2890 Parking facilities) and Council's requirements.
2. Vehicular crossings are located having regard to driver and pedestrian safety and impacts on traffic movement. Vehicular crossings are avoided in the following areas:
  - (a) in areas of high pedestrian movement
  - (b) on major roads
  - (c) close to intersections
  - (d) where the use of the driveway may significantly obstruct through traffic or the operation of bus stops.
3. Direct vehicle access to a classified road is not provided wherever alternate access is available. Refer to SEPP (Infrastructure) 2007.
4. Direct access (vehicle or pedestrian) to a classified road requires the separate approval of the Transport for NSW pursuant to s138 of the *Roads Act* 1993.
5. Vehicular crossings are located to provide adequate sight distance to traffic on the frontage road and to pedestrians on the frontage road footpath. Sight distances are in accordance with Australian Standards (AS2890 Parking facilities).
6. Access ways and structures are designed so that vehicles are able to enter or exit in a single turning movement in a forward direction.
7. Vehicular crossings are positioned so as to maximise on-street parking and so that there are whole car parks between access points.

8. Where rear lane access to residential development is achievable, car parking is accessed from the rear lane only.
9. No additional vehicular crossings (other than from rear lanes) are provided in heritage conservation areas where these may adversely impact on streetscape continuity, the character of the built form or landscape setting.

Note 1: A separate approval must be obtained from Council for all works within the public road reserve pursuant to section 138 of the *Roads Act 1993*.

Note 2: Transport for NSW is the consent authority for traffic control signals, under section 87 of the *Roads Act 1993*, should this form of intersection control be considered necessary for access to a development.

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