

5 Parking and vehicular access

5.1 General Controls

This section of the DCP provides technical controls for car parking, bicycle parking, vehicular access and visitor parking and pedestrian access. Clause 25J of LEP 194 provides development standards for resident and visitor car parking provision. All developments shall comply with these requirements.

Basement car parking under buildings will free substantial areas of a site for deep soil planting and on-site stormwater detention rather than ground level parking. Resident and visitor parking should be provided as basement car parking where ever possible.

Design Objectives

- O-1 Basement parking that permits a high proportion of deep soil landscaping on the site.

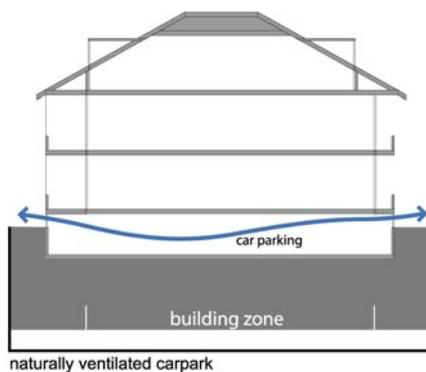


Figure 13: Naturally ventilate basement car parking level

Design Controls

- C-1 Basement car parking areas:
- All resident is to be provided as basement car parking.
 - Basement car parking can project up to 600mm average and 1.2m maximum above natural ground level to the underside of the floor above.
 - Basement car parking areas are to be designed to facilitate natural ventilation where practicable.



Figure 14: Basement car parking protruding above natural ground level

Basement car parking may protrude an average of 600mm above natural ground and a maximum of 1.2m above natural ground level. Protrusions should be well integrated as part of the facade and/or screened by landscaping.

Design Objectives**Design Controls**

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|---|--|
| O-2 Adequate car parking for the building's users and visitors, depending on building type and proximity to public transport. | C-2 Resident parking <ul style="list-style-type: none">i. All parking areas are to be designed in accordance with Ku-ring-gai Council's DCP No. 43 – <i>Car Parking</i>;ii. For each adaptable unit, one of the spaces provided for each unit is to comply with the requirements for people with a disability Australian Standard AS2890.1. Such spaces are to be level and there should be a continuous path of travel between such spaces to the buildings' principal entrance or the lift. |
| O-3 Sufficient parking for people with disabilities. | C-3 Visitor parking: <ul style="list-style-type: none">i. Basement visitor parking spaces are not to be obstructed by security grills or similar devices.ii. Screen external parking areas with landscaping from view of the public domain.iii. All external visitor parking to be constructed of water permeable surfaces.iv. At least 1 visitor parking space is to be adaptable, by complying with the dimensional and locational requirements of AS2890.1-parking spaces for people with disabilities. |
| O-4 Sufficient access to parking areas for service and utilities vehicles. | C-4 Service vehicles/removalists: <ul style="list-style-type: none">i. Residential developments are to provide a space for temporary parking of service and removalist vehicles, clearly signposted as such.ii. This space may be provided as a visitors' space provided that the space has a minimum dimension of 3.5m x 6m and a minimum maneuvering area 7m wide. |
| O-5 Minimal visual impact of car parking facilities when viewed from the street and adjoining properties. | C-5 Car washing: <ul style="list-style-type: none">i. One external visitor parking bay to be provided with a tap.ii. Use rainwater from a collection tank for car washing where practicable. |
| O-6 Vehicular visibility and traffic safety. | C-6 Vehicle entries are to be designed and sited so as not to dominate the street frontage: <ul style="list-style-type: none">i. Reduce the visual presence from the street of the garage opening by angling the alignment of the driveway.ii. Where possible vehicle entries are to be appropriately screened from view by landscaping. |
| | C-7 Access and driveways: <ul style="list-style-type: none">i. Driveway width within 6m of the street boundary is to accord with table 3.ii. Vehicle access to multi unit developments is to be consolidated where possible.iii. Vehicles must be able to enter and exit from the site in a forward direction.iv. Ensure clear sight lines for vehicle crossings of footpaths and to traffic corridors and roads at pedestrian and vehicle crossings;v. Avoid the use of side setback areas for vehicle access.vi. Set back or recess car park entries from the main facade line.vii. Long driveways (>30m) are to be avoided. Where unavoidable driveways >30m are to be provided with a passing bay. |

Design Objectives

Design Controls

Table 3: Driveway width

| Proposed number of car parking spaces in development | Driveway clear widths for development fronting other roads |
|--|--|
| Less than 25 spaces | 3.7m min – 6.0m max |
| 25-100 spaces | 3.7m min – 6.0m max |
| 100-300 spaces | 6.0m min – 9.0m max |

O-7 Minimal car dependency and promote alternative modes of transport-public transport, bicycling and walking.

C-8 Bicycles:

- i. Provide 1 bicycle parking space per 5 units for residents.
- ii. Provide 1 bicycle parking space per 10 units for visitors.
- iii. Bicycle parking spaces designed in accordance with AS2890.3.

C-9 Pedestrian connections between private property and the public domain should be clearly defined and easily accessible for easy of movement without conflicting with vehicle access.

Note: A Traffic Impact Assessment must accompany development applications that seek to vary the controls for parking and access.

5.2 Development Adjoining Arterial Roads

There are a number of locations along the Pacific Highway and other major roads where it is clear that it would be undesirable to permit direct vehicle access to multi-unity zones. Developments on these sites need to incorporate appropriate arrangements for safe access.

Design Objectives

- O-1 A safe traffic environment for users of the public road including motorists, cyclists and pedestrians.
- O-2 Efficient vehicular traffic flow.
- O-3 Development that provides landscaped areas at heavily trafficked road frontages and is not dominated by vehicular driveways.
- O-4 Appropriate and direct vehicular access from side streets to multi unit areas.

Design Controls

- C-1 Development adjoining an arterial road (Pacific Highway, Mona Vale Road, Boundary Street and Link Road) is not to have vehicular access from that road unless it can be demonstrated that alternative vehicular access to that development is neither practicable nor can be provided by another road (not being a state road).

Such access arrangements may only be permitted subject to the concurrence of Council's Traffic Committee and the RTA.
- C-2 Notwithstanding any other matter contained within this Plan access to any residential flat building within the Residential 2(d3) zone shall not be through land in a different zone.
- C-3 Driveway width within 6m of the boundary of the arterial road is to accord with table 4:

Table 4: Driveway width on main roads

| Proposed number of car parking spaces in development | Driveway clear widths for development fronting main roads * |
|---|--|
| Less than 25 spaces | 3.7m min - 6.0m max |
| 25-100 spaces | 6.0m min – 9.0m max |
| 100-300 spaces | 6.0m for entry 4.0m-6.0m for exit 1.3m separation |

Note *: Pacific Highway, Mona Vale Road, and Boundary Street

6 Consideration of isolated sites

LEP 194 contains development standards applying to minimum site areas and minimum street frontages for multi unit housing sites. However, clause 251(4) allows multi-unit housing development to be carried out within Zone 2 (d3) on smaller sites, provided the proposed development complies with all other requirements.

This section provides considerations for developments proposing site amalgamations that will leave isolated undersized sites.

Design Objectives

O-1 Consolidation of sites in a way that sites are not isolated such that they cannot be developed in accordance with this Plan.

Design Controls

C-1 Consolidation or amalgamation of sites are to avoid single detached dwellings on lots in a 2(d3) zone smaller than 1200m² or with street frontages less than 23m being left underdeveloped as a result of any development proposal.

C-2 Where a development proposal results in an adjoining single allotment or allotments in a 2(d3) zone with an area of less than 1200m² or a street frontage of less than 23m, the applicant is to demonstrate that the adjoining allotment(s) can be developed in accordance with the provisions of LEP 194 and this DCP, including but not limited to the standards and controls relating to:

- i. deep soil landscaping
- ii. site coverage
- iii. building setback
- iv. solar access, and
- v. visual privacy.

Submitted material should include details and diagrams that demonstrate that such development is economically viable and that it will not detract from the character of the neighbourhood and can contribute positively to streetscape.

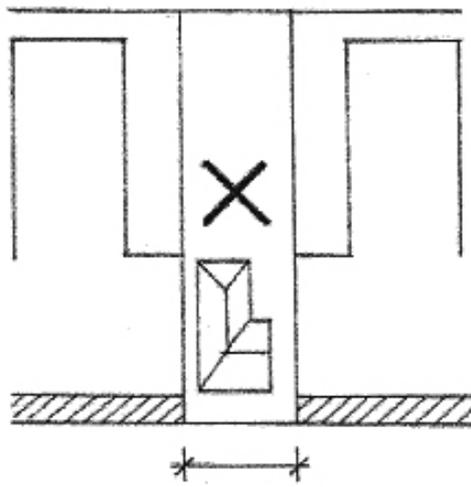


Figure 15: Isolation of small sights

Single lots smaller than 1200sqm are not be left in amalgamation of sites without demonstrating how these lots can be developed in accordance with LEP 194.