

City of Ryde
Development Control Plan 2014

Part: 9.3
Parking Controls

Translation

ENGLISH

If you do not understand this document please come to Ryde Civic Centre, 1 Devlin Street, Ryde Monday to Friday 8.30am to 4.30pm or telephone the Telephone and Interpreting Service on 131 450 and ask an interpreter to contact the City of Ryde for you on 9952 8222.

ARABIC

إننا نعتذر عليك فهم محتويات هذه الوثيقة، نرجو للحضور إلى مركز بلدية ريد Ryde Civic Centre على العنوان: 1 Devlin Street, Ryde من الاثنين إلى للجمعة بين الساعة 8.30 صباحاً والساعة 4.30 بعد الظهر، أو الاتصال بمكتب خدمات للترجمة على الرقم 131 450 لكي تطلب من أحد المترجمين الاتصال بمجلس مدينة ريد، على الرقم 9952 8222، نيابة عنك.

ARMENIAN

Եթե այս գրույթիւնը չէք հասկնար, խնդրեմ եկէ՛ք՝ Բայր Սիվիլ Կենտրոն, 1 Տելվին փողոց, Բայր, (Ryde Civic Centre, 1 Devlin Street, Ryde) Երկուշաբթիէն Ուրբաթ կ.ա. ժամը 8.30 – կ.ե. ժամը 4.30, կամ հեռաձայնեցէ՛ք Հեռաձայնի եւ Թարգմանություն Սպասարկության՝ 131 450, եւ խնդրեցէ՛ք որ թարգմանիչ մը Բայր Քաղաքապետարանին հետ կապ հաստատուի ձեզի համար, հեռաձայնելով՝ 9952 8222 թիվին:

CHINESE

如果您看不懂本文，請在周一至周五上午 8 時 30 分至下午 4 時 30 分前往 Ryde 市政中心詢問 (Ryde Civic Centre, 地址: 1 Devlin Street, Ryde)。你也可以打電話至電話傳譯服務中心，電話號碼是: 131 450。接通後你可以要求一位傳譯員為你打如下電話和 Ryde 市政廳聯繫，電話是: 9952 8222。

FARSI

اگر این مدرک را نمی فهمید لطفاً از 8.30 صبح تا 4.30 بعد از ظهر دوشنبه تا جمعه به مرکز شهرداری رید، Ryde Civic Centre, 1 Devlin Street, Ryde مراجعه کنید یا به سرویس مترجم تلفنی، شماره 131 450 تلفن بزنید و از یک مترجم بخواهید که از طرف شما با شهرداری رید، شماره 9952 8222 تلفن بزند.

ITALIAN

Se non capite il presente documento, siete pregati di rivolgervi al Ryde Civic Centre al n. 1 di Devlin Street, Ryde, dalle 8.30 alle 16.30, dal lunedì al venerdì; oppure potete chiamare il Telephone Translating and Interpreting Service al 131 450 e chiedere all'interprete di contattare a vostro nome il Municipio di Ryde presso il 9952 8222.

KOREAN

이 문서가 무슨 의미인지 모르실 경우에는 1 Devlin Street, Ryde 에 있는 Ryde Civic Centre 로 오시거나 (월 – 금, 오전 8:30 – 오후 4:30), 전화 131 450 번으로 전화 통역 서비스에 연락하셔서 통역사에게 여러분 대신 Ryde 시청에 전화 9952 8222 번으로 연락을 부탁드립니다.

Amend. No.	Date approved	Effective date	Subject of amendment
1	10 March 2015	1 April 2015	Clause 2.6 to align with Ryde S94 Development Contributions Plan & Ryde LEP 2014
2	14 Feb 2017	22 March 2017	Introducing new off-street car parking requirements for commercial and industrial development and inserting parking controls for residential development in the Macquarie Park Corridor (moved from Part 4.5 of the RDCP 2014)

Table of Contents

CONTENTS

1.0 INTRODUCTION	5
1.1 Objectives of this Part	5
1.2 General Principles	5
1.3 Application	5
2.0 PARKING REQUIRED IN RESPECT OF SPECIFIC USES	6
2.1 General	6
2.2 Residential Land-uses	6
2.3 Non-residential Land Uses	8
2.4 Mixed-use Development	13
2.5 Large Development	13
2.6 Parking Contributions	13
2.7 Bicycle Parking	13
3.0 OTHER REQUIREMENTS	14
3.1 On- Site Loading and Unloading Facilities	15
3.2 Design of Parking Areas	15
3.3 Macquarie Park Corridor	15

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1.0 INTRODUCTION

1.1 Objectives of this Part

Objectives

Recognising the varying degrees of availability of public transport within Ryde, the aim of this Part of Ryde DCP is to provide a comprehensive guide for the provision of parking for new development in order:

1. To minimise traffic congestion and ensure adequate traffic safety and management;
2. To ensure an adequate environmental quality of parking areas (including both safety and amenity);
3. To minimise car dependency for commuting and recreational transport use, and to promote alternative means of transport - public transport, bicycling, and walking.
4. To provide adequate car parking for building users and visitors, depending on building use and proximity to public transport.
5. To minimise the visual impact of car parking when viewed from the public domain and adjoining sites.
6. To maximise opportunities for consolidated areas of deep soil planting and landscaping.
7. To reduce congestion in the Macquarie Park Corridor by restricting parking for commercial and industrial development to work towards achieving a target of a 70% private vehicle mode share by 2031.

1.2 General Principles

- a. In the event of a discrepancy between the parking rates specified in this Part of the Ryde DCP and another Part of the DCP, this Part shall prevail.
- b. Council will take the following factors into account in determining car parking provision for a particular development:
 - i. The size and type of the development and its traffic generation;
 - ii. The availability and accessibility of public parking (particularly if within or close to a shopping centre);
 - iii. Traffic volumes on the street network, including expected future traffic volumes relating to the City's road hierarchy; and
 - iv. Hours of operation and any other specific characteristics of the development proposal.
- c. Council relies upon the following when considering applications:
 - AS 2890.1 Parking facilities - Off-street car parking
 - AS 2890.2 Parking facilities - Off-street commercial vehicle facilities
 - AS 2890.3 Parking facilities - Bicycle parking facilities
 - AS 2890.6 Parking facilities - Off-street parking for people with disabilities

1.3 Application

- a. This part of Ryde DCP applies to all land identified under Ryde Local Environmental Plan 2014.
- b. This part of the DCP applies to development that includes one or more of the following:
 - i. New floor space or buildings.
 - ii. Alterations or additions to any existing building, whether or not such additions or alterations involve any change in the purpose for which such buildings are used.
 - iii. Change of use.

2.0 PARKING REQUIRED IN RESPECT OF SPECIFIC USES

2.1 General

Controls

- a. Where the calculation of the parking required results in a fraction, the parking requirement will be rounded up to the nearest whole number.
- b. Where it is proposed to provide more parking than required, the additional parking floor space will be included in the calculation of floor space for the purposes of Floor Space Ratio calculations in accordance with Ryde Local Environmental Plan 2014.
- c. Where a change of use which, under this Part, would require the provision of a greater number of on-site parking spaces than the previous use, the amount of parking required will be the difference between the existing parking for the previous use and the amount of parking required for the proposed use.
- d. All car parking must be provided on-site.
- e. Tandem or stack parking may be carried out for a development if it is considered appropriate to the proposed development or land use/s. Tandem or stack parking will only be permitted where:
 - i. each tandem or stacked parking arrangement is limited to a maximum of two spaces;
 - ii. in residential buildings and commercial/retail developments, the spaces are attached to the same strata title;
 - iii. in residential buildings and serviced apartments, they are used for resident parking only;
 - iv. in commercial or retail development, they are used for staff parking only;
 - v. they are not used for service vehicle parking; and
 - vi. the manoeuvring of stacked vehicles is able to occur wholly within the premises.
- f. The minimum length of a tandem or stacked space is to be 10.8 m.
- g. Up to 10% of the required car spaces may be nominated as "small" car spaces within any development. Small car spaces shall comply with AS 2890.1 2004 (at least 2.3 m wide and 5.0 m long)
- h. A Traffic and Parking Impact Assessment Report will be required by Council, where:
 - i. development is likely to generate significant traffic and / or parking;
 - ii. an activity or land use is not included in Section 2.0 Parking Required In Respect of Specific Uses.

2.2 Residential Land-uses

Controls

Car parking spaces are to be provided on-site in accordance with the following requirements:

Boarding Houses

In accordance with the requirements of State Environmental Planning Policy (Affordable Rental Housing) 2009 and Part 3.6 Boarding Houses under this DCP:

Boarding Houses – accessible area:

- At least 0.2 parking spaces / boarding room (1 space /5 boarding rooms). In terms of dwelling size this equates to:
 - At least 0.2 parking spaces/dwelling containing 1 bedroom
 - At least 0.5 parking spaces / dwelling containing 2 bedrooms
 - At least 1 parking space / dwelling containing 3 or more bedrooms
- Not more than 1 parking space for each person employed in connection with the development.

(Refer section 2.3 of Part 3.6 Boarding Houses under this DCP)

Boarding Houses – not in accessible area:

- At least 0.4 parking spaces / boarding room (2 spaces / 5 boarding rooms). In terms of dwelling size this equates to:
 - 0.5 parking spaces/dwelling containing 1 bedroom
 - 1 parking spaces / dwelling containing 2 bedrooms
 - 1.5 parking spaces / dwelling containing 3 or more bedrooms
- Not more than 1 parking space for each person employed in connection with the development.

(Refer section 2.4 of Part 3.6 Boarding Houses under this DCP)

Note: An “accessible area” is defined in State Environmental Planning Policy (Affordable Rental Housing) 2009 as amended. An accessible area is generally within 800m walking distance of a rail station or ferry wharf serviced by Sydney Ferries or 400m walking distance of a light rail station or bus stop that is serviced by at least one bus / hour Monday to Friday. Reference should be made to the SEPP for definitions of walking distance and the unabridged definition of “accessible area”

Note: Bicycle and motor cycle parking requirements also apply to boarding houses. (Refer section 2.7 under this part.)

Housing for aged and disabled

- Must be provided in accordance with State Environmental Planning Policy: Housing for Seniors or People with a Disability 2004 (the Seniors Housing SEPP).

Note: The following information is provided as a guide. Please note that the Seniors Housing SEPP may be subject to change and differs from the RMS guidelines.

Self contained dwellings

0.5 spaces / bedroom OR

1 space / 5 dwellings if developed in conjunction with a social housing provider

Residential Care Facility

1 visitor space / 10 beds AND

1 space / 2 employees AND

1 space / ambulance

Hostel

1 space / 5 dwellings AND

1 space/2 employees AND

1 space / ambulance

Residential Development - High Density (Residential Flat Buildings)

- 0.6 to 1 space / one bedroom dwelling
- 0.9 to 1.2 spaces / two bedroom dwelling
- 1.4 to 1.6 spaces / three bedroom dwelling
- 1 visitor space / 5 dwellings

Residential Development - Medium Density (Multi Dwelling Housing)

- 1 space / one bedroom or two bedroom dwelling
- 2 spaces / three or more bedroom dwelling
- 1 visitor space / four dwellings

Residential Development - Low Density

- Dwelling houses up to 2 spaces / dwelling
- Dual Occupancy 1 space / dwelling

Residential Development - Macquarie Park Corridor (as shown on RLEP 2014 Centres Map)

- Maximum 0.6 space / one bedroom dwelling
- Maximum 0.9 spaces / two bedroom dwelling
- Maximum 1.4 spaces / three bedroom dwelling
- Maximum 1 visitor space / 10 dwellings
- 1 car share space per 50 proposed parking spaces

2.3 Non-residential Land Uses

Note: Gross floor area (GFA) is separately defined within Ryde Local Environment Plan 2014.

Controls

a. Car parking spaces are to be provided on-site in accordance with the following requirements:

Child Care Centres

- 1 space / 8 children AND
- 1 space / 2 employees (see Part 3.2 Child Care Centres in this DCP).

Drive-in Takeaway Food Shops (a subset of Food and Drink Premises)

- Whichever is the greater of:
 - 1 space / 10 m² GFA OR
 - 1 space / 5 seats (internal & external)

Educational Establishment - other than schools

- 1 space / two employees AND
- 1 space / five students

Educational Establishment - Primary and Secondary Schools

- 1 space / two employees AND
- 1 space / ten students over 17 years of age

Entertainment Facility, Places of Public Worship / Assembly, Funeral Chapel and Funeral Home

- Whichever is the greater of:
 - 1 space / 10 seats OR
 - 1 space / 10 m² GFA

Health Consulting Rooms

- 1 space / doctor or dentist AND
- 1 space / 2 employees AND
- 1 patient's space/doctor or dentist

Health Services Facility

- 1 space / doctor likely to be on the premises at any one time; AND
- 1 space / two employees likely to be on duty at any one time; AND
- 1 space / four beds; AND
- 1 visitor space / four beds.

Hotel and Motel Accommodation, and Serviced Apartments

- 1 space / 1.5 units

Industry and Light Industry (other than within the Macquarie Park Corridor)

- 1.3 – 1.5 spaces / 100 m² GFA

Note: The upper end of the range should be applied to land uses that generate more traffic such as garden supplies and business parks. The parking provision and rate is to be addressed in the Statement of Environmental Effects.

Office and Business Premises (other than within the Macquarie Park Corridor)

- 1 space / 40 m² GFA

Industrial and commercial premises within the Macquarie Park Corridor (as shown on RLEP 2014 Centres Map)

For new floor space:

- A maximum of 1 space / 60 m² or 1 space / 100 m² GFA as depicted in Figure 2.3.1

For alterations to existing industrial and commercial premises:

- A maximum of 1 space / 46 m², 1 space / 70 m², or 1 space / 80 m² GFA as depicted in Figure 2.3.2

Note: The purpose of the two rates is to take a staged approach to the implementation of reduced car parking rates in the Macquarie Park Corridor. Parking rates for alterations to existing industrial and commercial premises are intended to be revised at a later date to be consistent with the parking rates for new floor space.

Pub and Registered Club

- 1 space / 5 m² GFA, AND
- 1 space / 10 m² GFA auditorium and games rooms
- See also Hotel Accommodation above

Recreation Facilities (indoor) / Gymnasium

- 1 – 1.5 spaces / 20 m² GFA

Note: Squash Courts are calculated at the rate of 3 spaces / court.

Recreation Facilities (outdoor) / Tennis Courts

- 3 spaces / court

Research Station

- 1 space / 25 m² GFA

Restaurant / Function Centre

- 1 space / 5 m² GFA OR
- 1 space / 25 m² on all land zoned for Business activities

Note: Where the property does not have frontage to a Main or Classified Road and where the hours of operation are restricted to outside normal business hours, this requirement may be reduced at Council's discretion. Council may require a Traffic and Parking Impact Assessment Report

Retail Premises and Industrial Retail Outlet

- 1 space / 25 m² GFA

Service Stations, Vehicle Body Repair Workshop and Vehicle Repair Station

- 6 spaces / work bay (for vehicle servicing facilities) AND
- 1 space / 20 m² GFA for convenience store

Transport Depot

- 1 space / two employees
- 1 space / commercial vehicle

Vehicle sales or hire premises

- 0.75 spaces / 100 m² GFA AND
- 6 spaces / work bay (for vehicle servicing facilities)

Warehouse or Distribution Centre

- 1 space / 300 m² GFA

Other

To establish the parking rate for any development type not specified above, comparisons should be drawn with similar development and outlined in a Traffic and Parking Impact Assessment Report submitted together with the Development Application. Such comparisons should include a minimum of two case studies drawn from the Ryde Local Government Area or adjoining Local Government Areas and be prepared in accordance with the RMS Guide to Traffic Generating Development.

Note: In preparing a Traffic and Parking Impact Assessment Report, the proponent is advised to contact Council.

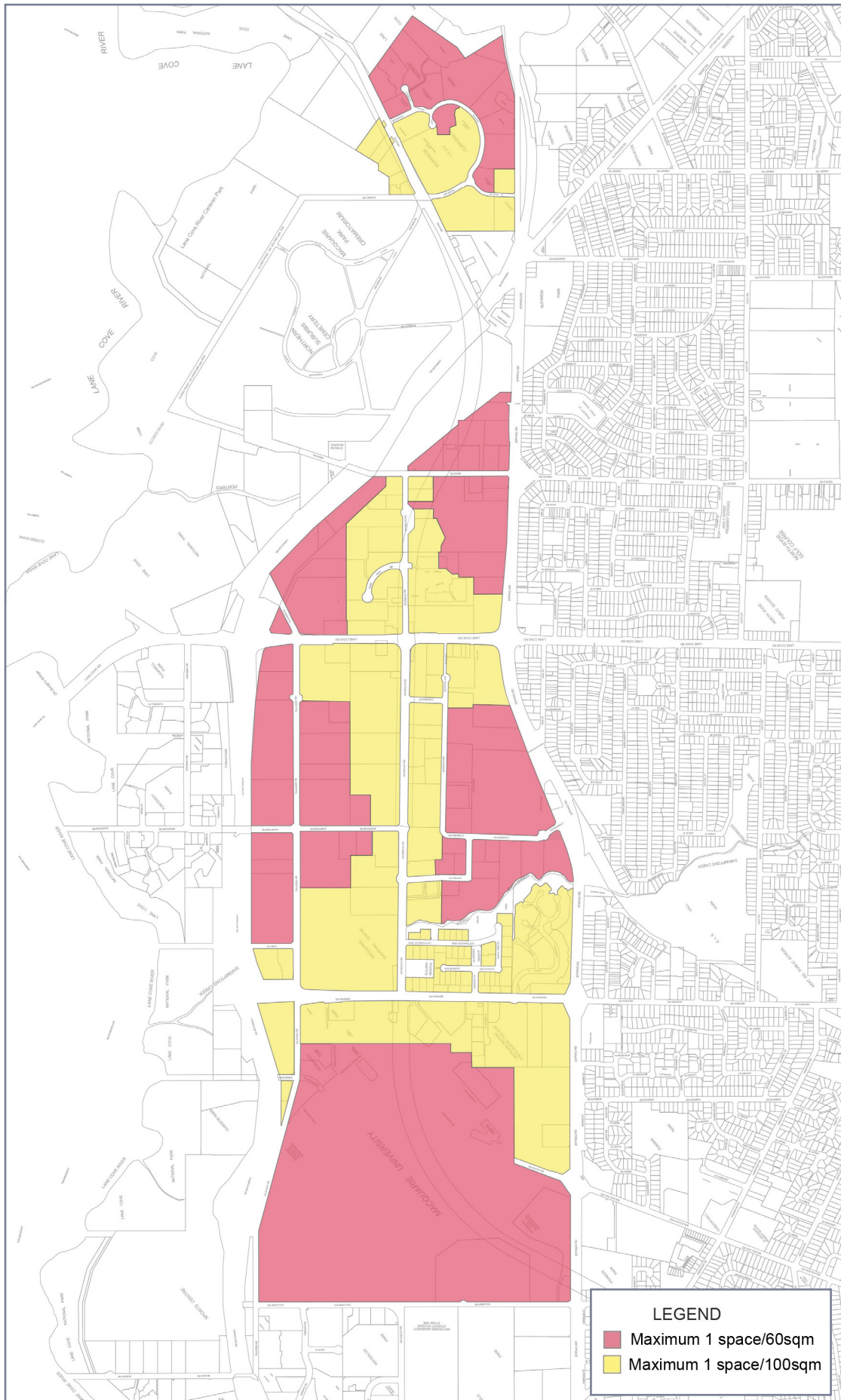


Figure 2.3.1 Maximum Parking Rates for New Industrial and Commercial Premises in the Macquarie Park Corridor

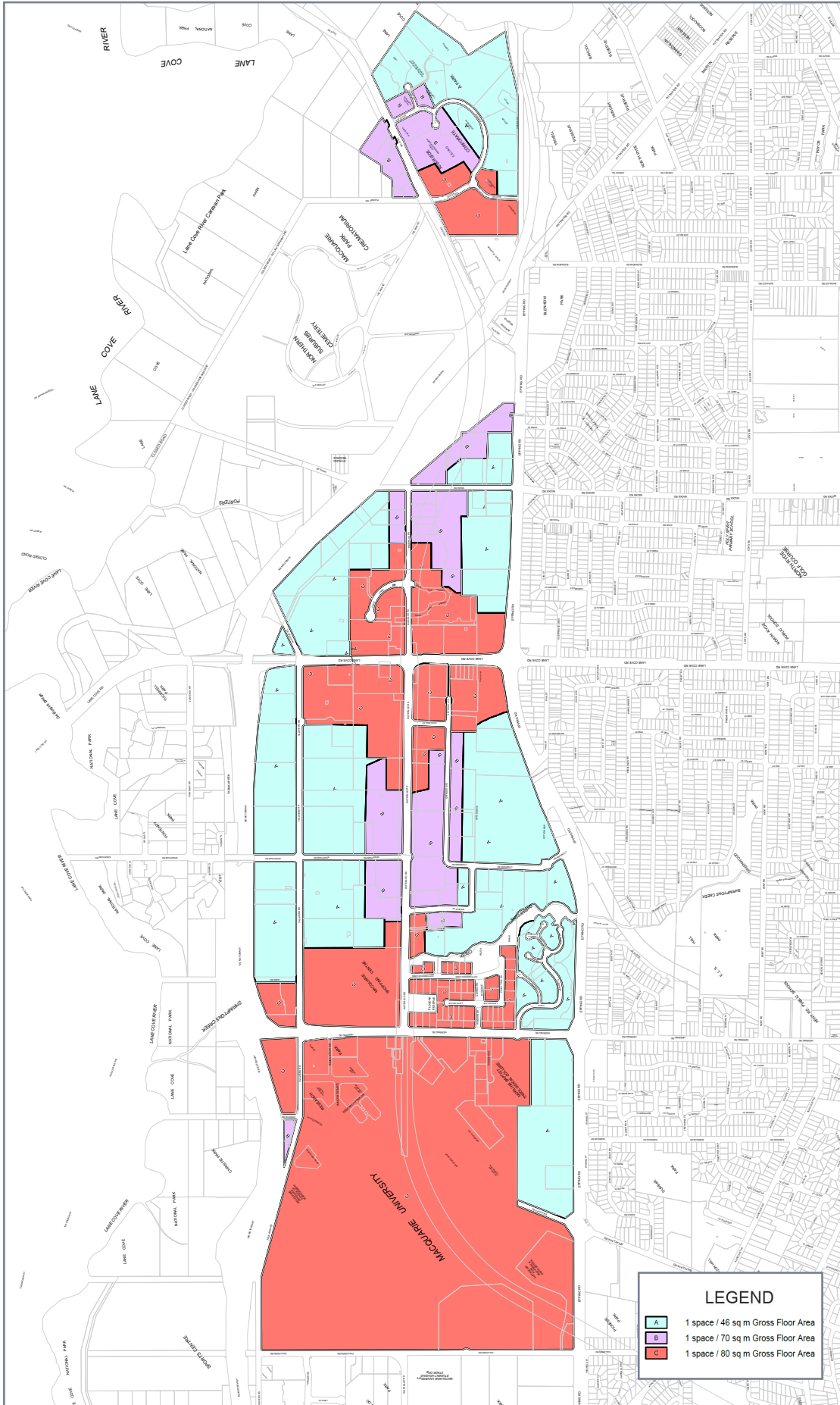


Figure 2.3.2 Parking Rates for Alterations and Additions to Existing Industrial and Commercial Premises in the Macquarie Park Corridor

2.4 Mixed-use Development

- a. Where a development comprises two or more different land uses, parking provisions will be assessed as the sum of the requirements in s2.0 for each component of the mixed-use development. Calculations shall include an appropriate proportion of any common or administrative areas.
- b. Where the main usage periods for components of mixed-use development do not coincide, Council may consider a reduction in the required parking. In this case, the parking requirement will be based on whichever of the components generates the greatest parking requirement. The onus will be on the proponent to satisfy Council that the uses will not be operated concurrently.

2.5 Large Development

- a. To vary the provisions of this Part (particularly required parking) for large scaled development; comparisons should be drawn with similar development and outlined in Traffic and Parking Impact Assessment Report submitted together with the Development Application. Such comparisons should include a minimum of two case studies drawn from the Ryde Local Government Area or adjoining Local Government Areas.

Note: Large scaled development will generally be defined as having a parking provision greater than 100 spaces. In considering large scaled development the proponent is advised to contact Council regarding the preparation of a Traffic and Parking Impact Assessment Report. Where a site is sufficiently large to include a local roads network Council will require the roadways to be designed to allow for two lanes of travel and one parking lane (i.e. the carriageway is to be approximately 9 metres wide). This requirement will be implemented where it is proposed that waste collection services will be carried out on-site and / or to accommodate on site loading and unloading facilities.

Note: The local roads network may include an on-site laneway or existing local roads.

- b. All large retail and commercial development shall be required to provide parking facilities and secure storage of electric scooters used by people with disabilities. Facilities should be generally in accordance with AS 2890.6.

2.6 Parking Contributions

Council may accept or require the payment of a parking contribution in lieu of the provision of off-street parking.

Note: Council may not levy or accept S94 levies in lieu of parking in relation to dwelling house, dual occupancy and villa development in the R2 zones, given the need for parking provision to meet the needs of future occupants.

2.7 Bicycle Parking

- a. In every new building, where the floor space exceeds 600 m² GFA (except for dwelling houses and multi unit housing) provide bicycle parking equivalent to 10% of the required car spaces or part thereof.

Note: Cycling is approximately 10% of the journey to work. The control provides for minimum quantum of bicycle parking to cater for anticipated increasing demand and additional space to meet current cycling rates.

- b. Bicycle and motor cycle parking is to be provided for boarding house development in accordance with the requirements of State Environmental Planning Policy (Affordable Rental Housing) 2009, and Part 3.6 Boarding Houses under this DCP.

Note: The requirements are at least 1 space for bicycle and 1 space for motorcycle per 5 boarding rooms.

- c. Bicycle Parking should be designed in accordance with AS 2890.3 Parking facilities - Bicycle Parking Facilities.
- d. Bicycle parking and access should ensure that potential conflicts with vehicles are minimised.
Note: Minimising conflicts between vehicles and bicycles may include providing separate ramp access for bicycles within car parks and providing safe rideable approaches along road frontages to the bicycle parking area.
- e. Bicycle parking is to be secure and located undercover with easy access from the street and building entries.
- f. Bicycle parking is to be located in accordance with Safer by Design principles.
Note: Safety may be addressed by ensuring that Bicycle parking is located to ensure passive surveillance (e.g. highly visible areas such as near building entries) and where adequate lighting is provided.
- g. End of trip facilities accessible to staff (including at least 1 shower and change room) are to be provided in all commercial, industrial and retail developments.
- h. Provide secure bicycle storage in all residential developments where the floor space exceeds 600 m² GFA except for dwelling houses and multi-unit housing.
- i. Provide signage to Council's satisfaction indicating the location of bicycle parking and bicycle facilities, where provided, in all new buildings.

3.0 OTHER REQUIREMENTS

3.1 On- Site Loading and Unloading Facilities

Controls

- a. All developments involving new floor space are required to provide on-site loading and unloading facilities, except:
 - i. Dwelling houses, dual occupancies
 - ii. Residential flat buildings and multi dwelling housing with access from the local road network.
 - iii. Residential flat buildings and multi dwelling housing located on Main or County Roads are required to provide on-site loading and unloading facilities to ensure that vehicles do not stand on the road or footway.
- b. Loading docks shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road and, that where possible, vehicles entering and leaving the site move in a forward direction.

3.2 Design of Parking Areas

Controls

General

- a. All parking areas shall be designed in accordance with Australian Standards AS2890.1, AS2890.2 and AS2890.6
- b. The appearance of car parking and service vehicle entries and areas is to be improved by:
 - i. locating or screening visually from the street
 - ii. setting back or recessing car park entries from the main façade line
 - iii. avoiding black holes in the façade by providing security doors to car park entries
 - iv. where doors are not provided, it is to be ensured that the visible interior of the car park is incorporated into the façade design and material selection and that building services pipes and ducts are concealed.
- c. Provide safe (well lit and free of concealment opportunities) and direct 24 hour access between car parking areas and building entries.
- d. Where practicable car parking and loading access is to avoid areas where active frontage is required (refer Part 4 of this DCP for Active frontage requirements).

Note: This is to reduce conflict with pedestrians and promote pedestrian safety.

Basement parking

- e. Basement parking areas are to be located directly under building footprints to maximize opportunities for deep soil areas unless the structure can be designed to support mature plants and deep root plants.
- f. Along active frontages, basement parking must be located fully below the level of the footpath. Refer to Part 4 for locations of active frontage within Urban Centres.
- g. Basement parking should be contained wholly beneath the ground level along public streets. Where this cannot be achieved due to topography, the parking level must protrude no more than 1.2 m above ground level.
- h. Ventilation grills or screening devices of car park openings are to be integrated into the overall façade and landscape design of the development.

At-grade parking

- i. Parking areas must not be located within the front building setbacks including for sites located along Victoria Road, Epping Road and Lane Cove Road. Refer also Part 4 Urban Centres for setbacks.
- j. Parking areas are to be screened from view from the street, public domain and communal open space areas, using site planning and appropriate screen planting or structures.

Construction Standards

- k. All parking areas are to be constructed in accordance with Part 8.1 Construction Activities of this DCP.

3.3 Macquarie Park Corridor

Applications within the Macquarie Park Corridor should also refer to Part 4.5 Macquarie Park Corridor and in particular Sections 4.4 Sustainable Transport and 8.7 On-site Parking.



City of Ryde
Civic Centre
1 Devlin Street
Ryde NSW 2112

www.ryde.nsw.gov.au