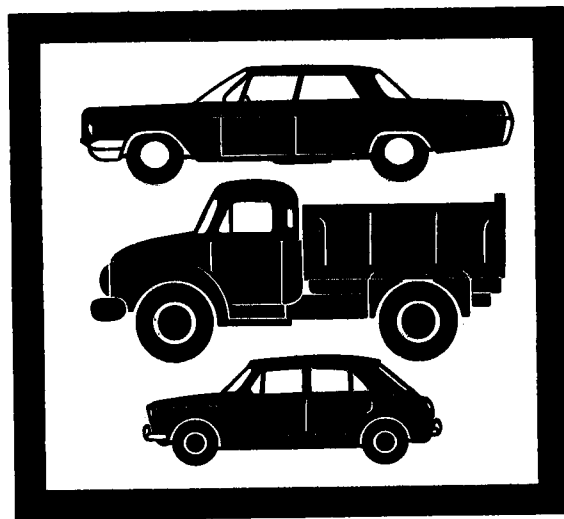


**REVISED
PARKING POLICY AND
CONTROL CODE
FOR NEW DEVELOPMENT**



The Council of the City of Sydney • 1974



REVISED PARKING POLICY
AND
CONTROL CODE
FOR NEW DEVELOPMENT

Prepared for
The Council of the City of Sydney

By
Urban Systems Corporation Pty Limited

November, 1974



CITY OF SYDNEY

REVISED CODE FOR CONTROL OF OFF STREET PARKING 1974

FOREWORD

This code is a revised version of the Parking Policy and Control Code for New Development adopted by Council in December, 1971.

The 1971 Code was a document which, for the first time in Sydney, provided a sound framework within which parking in the City could be controlled by Council. The 1971 Strategic Plan adopted a framework of Precincts within which parking to serve the City could be guided and managed: the Parking Control Code provided the means for this management. The code was framed in the light of the adopted objectives and policies of the Strategic Plan, and was particularly concerned to limit parking within the core of the CBD and to provide off street parking facilities on the perimeter of the CBD with the method of operation of these facilities being controlled by Council.

The Code was formulated with the provision that it be revised where necessary in the light of the recommendations of the Sydney Area Transportation Study. These have supported the basic intent of Council's Parking Policy and Control Code, but have indicated that the number of parking spaces required on the Western Perimeter of the CBD will be lower than previously anticipated. This is due to a reduced estimate of future workforce and a recommended scaling down of the inner urban freeway system.

The 1971 Code did not specify any requirements for renovated buildings. With the change in economic climate between 1971 and 1974, renovation in lieu of demolition and reconstruction is likely to become more prevalent than previously. This revised Code now specifies requirements of property owners who seek to renovate rather than redevelop.

Other detailed changes have been made to the Code in the light of experience gained over the period 1971-74 in applying the 1971 Code. Beyond this the adoption of the fresh set of Objectives, Policies and Action Priorities for the City for the 1974-77 period do not point to any major re-appraisal of the Code.



PURPOSE

To propose principles to govern the amount, distribution and regulation of parking by the Council.

There is a basic demand for both commuter and visitor parking and any parking policy needs to be referenced to the following:

- a) The capacity of the approaches and inner street system
- b) The amount and location of parking in relation to current and future demand and supply.
- c) The operating conditions of parking stations, especially charges and the hours of operation, to be regulated by Council.

These are discussed in turn.

FACTS and CONSIDERATIONS

A Road Capacity

Currently, the inner cordon of the CBD is operating to capacity in the peak hour with total maximum flows of about 13,500 vehicles per hour, comprised of 12,500 vehicles to the CBD and 6,000 vehicles of through traffic. There is a generally used working rule based on empirical evidence that the maximum number of parking spaces allowable is about twice the maximum traffic flow into the area. On this basis, the maximum number of spaces allowable within the CBD to cope with the maximum flow into the CBD is about 25,000. On an assessed area of approximately 100 hectares (excluding the area of streets and footways), the overall allowable density of parking would be about 250 spaces per site hectare. This is the working criterion for the overall amount of distribution of off-street parking spaces within the CBD.

For the inner approaches to the CBD, as measured at the outer cordon of the CBD, the maximum capacity under present conditions is about 21,000 vehicles per hour, corresponding with a possible total allowable parking capacity of 42,000 spaces, if it were all CBD destined traffic. Some of the traffic using the approaches is through traffic and will be diverted around the inner approaches by the freeway improvements now in hand or planned. Under current conditions of traffic management, the maximum allowable parking capacity of both the inner cordon of the CBD street system and the inner approaches is the same, that is 25,000 spaces.



The capacity of the inner cordon may be expanded in the future with improved traffic management and some diversion of through traffic following the freeway construction, but the scope for increase is not expected to be great.

Future freeway construction will increase the capacity of the approaches, and it is expected that the future capacity of the improved road system will be approximately 26,000 vehicles per hour. As there would still be some 5,000 to 6,000 vehicles of through traffic, this would allow about 20,000 vehicles per hour oriented to the CBD, corresponding with a maximum allowance parking capacity of about 40,000 spaces. See Figure No 1.

B Demand

Table No 1 sets out estimates of the demand for parking on the assumptions of:

- * a workforce of 236,000 in the CBD by 1985
- * an increase in the proportion of visitor needs to commuter needs for parking facilities, resulting from further diversification of the City providing further attractions to bring people into the City.

It is further assumed that there is no existing backlog of demand. These assumptions are discussed further in Appendix No 1.

Table No 1

ESTIMATED PARKING DEMAND 1970 - 1985

| Year | Workforce | Spaces Required | | |
|------|-----------|-----------------|----------|--------------------|
| | | Commuters | Visitors | Total (Rounded) |
| 1971 | 206,000 | 21,300* | 8,500* | 29,800* |
| 1975 | 220,000 | 22,700 | 9,300 | 32,000 |
| 1980 | 230,000 | 23,800 | 10,200 | 34,000 |
| 1985 | 236,000 | 24,500 | 10,500 | 35,000 |

*See Table No 2. Also see Appendix No 2.



C Supply

The distribution of the stock of parking spaces serving the commuters of the CBD in 1970 - 71 is as set out in Table No 2.

This stock represents about one space for every ten CBD workers. An increase of 30,000 in the workforce to 236,000 would require an increase on this basis of about 3,000 spaces for commuters, which corresponds with the total of 24,500 shown for commuters in Table No 1.

Studies of the City and of the areas available and likely to be redeveloped indicate that this workforce increase would require redevelopment of about 10 hectares to an average floor space ratio of 10.0 at an average area per worker of 20 square metres. This would yield accommodation for about 45,000 workers, consisting of about 15,000 existing and 30,000 new. About 4,500 parking spaces would be required for 45,000 workers and, in practice, this is equivalent to about one space per 200 to 250 square metres of gross floor area of new construction, depending on worker density.

In calculating the new amount of parking added by new construction, it has to be noted that, from the total of new spaces provided in new buildings, must be deducted the number of spaces lost by demolition and by other measures.

Table No. 2

| PARKING SPACES OCCUPIED BY CBD COMMUTERS AND VISITORS AND FOR DELIVERY VEHICLES 1970/71 - Derived from Council Survey 1970 | | | | | | | | |
|--|--------------------------------------|----------------------|---------------------------|-----------------|-----------------------------|-------------------|-----------------|--------|
| Capacity | Location of Spaces | | | | | | | |
| | Within CBD (including East Rocks) | | | | Fringe Areas serving CBD | | | |
| | Off Street | | Kerbside | | Off Street | Kerbside | | |
| | Private Stations | Licensed Stations | Unre- stricted | Re- stricted | | Unre- stricted | Re- stricted | |
| Long Term (Commuter) | 6,985 | 3,770 | 603 | | 6,000 | 3,888 | | 21,300 |
| Short Term (Visitors) | | 3,800 | | 3,022 | 887 | | 803 | 8,500 |
| TOTAL | 6,985 | 7,570 | 603 | 3,022 | 6,887 | 3,888 | 803 | 29,800 |
| Delivery Vehicles | Off Street Loading Docks | | Kerbside Loading Zones | | | | | |
| | 933 | | 1,696 | | 2,600 | | | |



At present, there are about 17,000 off-street parking spaces available within the CBD, including the East Rocks Area, an increase of 2500 spaces since 1970. The present average density of off-street parking over the whole of this area is therefore about 175 spaces per hectare of site area. Bearing in mind the overall maximum allowable of 250 spaces per hectare derived above, it was estimated that after allowing for a substantial increase in parking in those buildings constructed in the CBD since 1955, an eventual overall average of about 175 spaces per hectare of site area could be allowed on site in each new development over the balance of the CBD. This assumes the virtual and gradual elimination of kerbside parking.

After consideration of the existing distribution of density of off-street parking in the three main precincts, namely:

Tank Stream (Northern Business)
Midtown Hub
Brickfield Hill (Southern Business)

it has been estimated that the off-street parking which could be provided on site within this criterion of 175 spaces per hectare of site area could vary between and within these precincts as indicated in Table 3.

TABLE No 3

PERMISSIBLE AVERAGE ON-SITE PARKING
ALLOWABLE WITHIN CBD

| COMMERCIAL AND ASSOCIATED USES | |
|---|---|
| Location of Development (see Figure No. 2) | Maximum Number of Car Spaces which may be provided on site. |
| Tank Stream Precinct | 125 spaces per hectare of site area |
| Midtown Hub Precinct | 125 spaces per hectare of site area |
| Brickfield Hill Precinct | 250 spaces per hectare of site area |

In addition, spaces specifically for the use of short term visitors to be provided in parking stations within the Midtown Hub and Brickfield Hill Precincts, as follows:

| | | |
|---------|---|-------|
| By 1975 | : | 500 |
| By 1980 | : | 1,000 |
| By 1985 | : | 1,500 |

Where the development involves residential flat buildings, hotels, motels and service stations, it is proposed that all the necessary parking be provided on site. As much of the use is outside peak hours, this is acceptable.

A block by block assessment of the scope for redevelopment of the application of the provisions of the Code as set out in Table 3 was made and the result is set out in Table No. 4.

These estimates broadly correspond with redevelopment of the CBD to accommodate a workforce growing to 236,000 by 1985.

TABLE No 4

SUPPLY (1970 - 1985) SUMMARY OF CBD PARKING CURRENTLY ALLOWED UNDER THE CODE

| Location | 1970 | 1975 | 1980 | 1985 |
|--|---------|---------|---------|---------|
| Tank Stream Precinct (less East Rocks Area), Midtown Hub and Brickfield Hill Precinct | 10,738* | 14,100* | 15,500* | 16,500* |
| Western Parking and Business Precinct | 3,098 | 2,500 | 2,000 | 1,500 |
| East Rocks Area | 719 | 400 | 400 | 400 |
| Kerbside Parking in CBD | 3,625 | 3,300 | 2,300 | 1,600 |
| Total | 18,180 | 20,300 | 20,200 | 20,000 |

*Includes special provision for short term visitors in parking stations in these precincts of: by 1975, 500; by 1980, 1,000; by 1985, 1,500.



D Demand and Supply Compared

We can now compare the above estimates of demand and supply as follow:

TABLE No 5

DEMAND AND SUPPLY FOR PARKING TO SERVE
THE CBD (1970 - 1985)

| Year | 1970 (rounded) | 1975 | 1980 | 1985 |
|---|-------------------|--------|--------|--------|
| Demand | | | | |
| Commuters | 21,300 | 22,700 | 23,800 | 24,500 |
| Visitors | 8,500 | 9,300 | 10,200 | 10,500 |
| Totals | 29,800 | 32,000 | 34,000 | 35,000 |
| Supply | | | | |
| Within the CBD | | | | |
| Kerbside | 2,669 | 2,400 | 1,500 | 1,000 |
| Off-street | 13,836 | 16,600 | 17,500 | 18,000 |
| Within the East Rocks Area | | | | |
| Kerbside | 956 | 900 | 800 | 600 |
| Off-street | 719 | 400 | 400 | 400 |
| Outside CBD in fringe areas | | | | |
| Kerbside | 4,691 | 4,500 | 3,000 | 2,000 |
| Off-street | 6,887 | 6,000 | 4,000 | 2,000 |
| Totals (rounded) | 29,800 | 30,800 | 27,200 | 24,000 |
| Margin required on perimeter or elsewhere (rounded) | Nil | 1,200 | 6,800 | 11,000 |

There are several points to be noted.

- i) While the overall supply available is slightly reduced in the fifteen years, the amount provided on site within the CBD has been increased by about 30 percent (ie. from 13,836 to 18,000) but is still within the criterion established above for the capacity of the existing street system of 25,000 spaces.
- ii) Kerbside space has been substantially reduced over the fifteen years, allowing for a very much more economic use of the road system and for relief of congestion.
- iii) The off-street parking provided in the CBD itself contains special provision to a total of 1,500 spaces by the year 1985 for the needs of short term visitors for business and shopping purposes. This can be varied as the needs are established more definitely in the future.
- iv) There will be a substantial decline in the amount of off-street parking available in the fringe areas of the CBD because of demolition of existing buildings and freeway encroachment and other developments.
- v) The total additional requirement of these assumptions for the year 1985 would be for perimeter parking of the order of 11,000 spaces. Some idea of the extent of this can be given from the illustration that it would require a five-storey parking station covering about 6 hectares or approximately the whole of the Kent Street/Sussex Street block between Erskine and Liverpool Streets to provide this.

The long term policy for the provision of parking is therefore a major question and the financing and provision of this will have vital effects, not only upon the City itself, but also upon the whole metropolitan transport system.

In the shorter term, the projected need of some 3,500 parking spaces to be provided by 1975 mainly in perimeter parking stations has been reduced to 1200 spaces in the light of a lesser reduction in kerbside spaces than previously estimated. This should be feasible provided adequate provision continues to be required of developers both for on-site parking within their projects and for their contribution to the total requirement. If they are required to provide parking on the basis of one space for every 240 square metres of total floor area, the total should meet the commuter parking demand generated by development,



ie. about 4,500 spaces. On average, the Code provides that about one-third to two-thirds of parking for new development would be provided on-site, and the remainder on the perimeter of the CBD.

But anticipated reductions in kerbside and off-street parking in fringe areas now serving the CBD, will increase the margin required on the western perimeter by 1985, from 4,500 spaces to about 11,000 spaces. With the reduction in building activity now being experienced, this cannot be fully financed from developers contributions. Other sources of funds will be required.

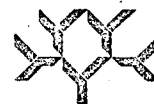
E Regulation of Operating Conditions

At present, through the licensing system, Council has power to establish operating conditions for parking stations, but this has not yet generally been done and there is some legal question of the extent of the powers. The Local Government Act, Section 270 L, gives Council the power to 'control and regulate parking stations', which appears quite inclusive, but the power to set prices requires legal definition. Full use of these powers could be a very effective tool in the control and the relief of congestion. In congested conditions, each motorist imposes extra costs upon other motorists in the form of delay, fuel use, etc. If parking conditions and charges are regulated - for example, by increasing the number of off-street short term parking spaces available in the retail precincts, or by increasing charges during peak hours for off-street parking in the most congested areas of the City - it would be possible to encourage the use of the roads during off-peak hours and to make perimeter parking stations operating at lower rates more attractive.

The application of regulatory powers should, however, be on the basis of detailed surveys of commuter and visitor parking patterns and demand. None of these has yet been done in the City of Sydney but they could be carried out on a sample basis without great difficulty and deserve high priority.

RENOVATION OF EXISTING DEVELOPMENT

Many older buildings nearing obsolescence did not initially provide adequate off street parking facilities either on site or in perimeter parking stations in terms of the requirements of this Code. They also did not provide adequate off street loading and unloading facilities for delivery vehicles. In many cases the density of development of such buildings was such that part of the requirement could be met on the adjacent street system.



But it would be most undesirable to perpetuate such inadequacies particularly in respect of docking facilities for delivery vehicles.

Renovations are carried out when it is not economical to redevelop or where there is a shortage of funds available to redevelop. But it is inequitable that property owners should completely escape their responsibility to provide for some parking facilities and facilities for delivery vehicles. Having regard to the proportion of the parking component in the cost of new buildings and the relative costs of renovation and redevelopment it has been determined that a lower parking provision be sought than for new buildings. The same applies for loading and unloading facilities for delivery vehicles. Within the current cost structure it has been determined that this proportion should be 50 percent where the existing use is continued or replaced by another use having the same parking and delivery vehicle requirement.

Where through additions or change of use, either the parking or delivery vehicle requirement is increased, the number of spaces provided should be onehalf of the number that would be required for an equivalent new building having the same use as the original building, plus the difference between the requirement for this equivalent new building and the actual renovated building including additions and new uses.

Once the new requirements for renovated buildings have been determined from floor area and use considerations, the site area and access limitations relevant to that District should apply in the same manner as for new development.

FINANCIAL IMPLICATIONS

It is clear from the facts presented above that parking will increasingly place major demands upon the City's resources - both of finance and of space. If developers contribute towards parking needs on the basis proposed above, one space for every 240 square metres of gross floor area, depending upon worker density, corresponding to a total of about one parking space serving CBD commuter needs per ten CBD workers, then some of the needs for commuter parking arising from the future growth of the workforce should largely be satisfied.



The allocation of these spaces between on-site and perimeter stations will vary with the site and location, and the provisions of the detailed Code, including provision for delivery vehicles and the effects of parking and access to streets upon traffic flow and congestion. However, overall it appears that about one third to two thirds of the total requirements could be allowed on site and the remainder would be located mainly in perimeter parking stations. There then arises the question of financing these stations.

Without doubt, the council has power under the County of Cumberland Scheme and the general planning law to require the provision of adequate parking as a condition of development consent. The City of Sydney Planning Scheme Ordinance empowers Council to require parking on site or on land adjoining the site. It would seem that where Council considers principles of good planning demand that parking facilities or some of them should not be provided on site, it may require a money contribution towards the cost of providing them in a location where they can be identified with or restricted to the use of the development. The practice of requiring a money contribution has been adopted by many Sydney Metropolitan Councils.

The profitability of a particular investment in a City development will depend very much on the car parking available. It is not unreasonable to expect a developer to contribute towards its provision.

Enquiries reveal that at the present time various metropolitan Councils make levies in lieu of requiring provision of parking spaces; for example -

| | | |
|------------|---------|-------------------------|
| Blacktown | \$2,022 | (Town Centre) per space |
| Parramatta | \$1,500 | (Town Centre) per space |
| Holroyd | \$1,200 | (Merrylands) per space |
| Penrith | \$2,500 | (Town Centre) per space |
| Liverpool | \$ 600 | per space |
| Manly | \$1,000 | per space |

It was estimated in 1971 that an appropriate levy within the City would be about \$2,500 to \$3,000 per space. With increased construction costs due to inflation an appropriate levy in 1975 would be \$4,000 per space.



It would then fall in to the Council and commercial operators to provide in addition the needs of short term parkers and any short fall in commuter needs. These provisions discussed above will continue to require reassessment from time to time and the actual financial provision required by Council would depend upon the financial contribution per commuter parking space required of the developer for the parking system. In addition, it needs to be noted that the provision of parking space and the construction of peripheral stations and the relief of congestion not only benefits those connected with new developments, but all those accommodated in the CBD and the City. Financial contributions could reasonably then be required of all property owners through, for example, the rating system.

Recommendations

It is recommended that:

- i) The present requirement within the CBD of one space per 2500 square feet of total floor area either on-site or in perimeter parking stations, should be amended to one space per 240 square metres.
- ii) The maximum allowable number of commuter and visitor parking spaces within the CBD in line with the existing capacity of the street system be assessed at about 25,000 as discussed above, with an overall average of about 250 spaces per site hectare.
- iii) The overall provision of on-site parking allowable in precincts be consistent with (ii) above and as summarised herein:

| | |
|--------------------------|-----------------------------|
| Tank Stream Precinct | 125 spaces per site hectare |
| Midtown Hub Precinct | 125 spaces per site hectare |
| Brickfield Hill Precinct | 250 spaces per site hectare |
- iv) Projections of future demand and supply for commuter and visitor parking to serve the CBD as set out in Table No 5 and as summarised herein be accepted as guides to parking requirements:

| Year | 1970 | 1975 | 1980 | 1985 |
|--|--------|--------|--------|--------|
| Demand (spaces) | 29,800 | 32,000 | 34,000 | 35,000 |
| Supply (spaces) | 29,800 | 30,800 | 27,200 | 24,000 |
| Margin required on perimeter and elsewhere (rounded) | - | 1,200 | 6,800 | 11,000 |

They should continue to be revised from time to time.



- v) Kerbside parking be reduced in line with the provisions in Table No. 5 as new off-street parking is provided.
- vi) Developers continue to be required to provide one parking space per 240 square metres of total floor area and to contribute financially to the provision of the portion of the total requirement not allowable on site within the CBD.
- vii) Where an existing building is being renovated the parking requirement for the renovated building should be one-half of that for a new building of equivalent floor area and usage.
- viii) Where renovations include additions or change of usage requiring increased parking, the total parking requirement should comprise one-half of the number of spaces required for a new building with floor area and usage equivalent to the old building plus the additional number of spaces attributable to increased floor area and change of usage.
- ix) Existing powers of licensing be exercised to regulate the conditions of operation of commercial parking stations to relieve congestion and Council's power to regulate charges should be put beyond doubt.
- x) Detailed sample surveys be carried out from time to time to assess the pattern of demand and supply for commuter and visitor parking and the conditions to be imposed to regulate parking.

APPENDIX 1 - ASSUMPTIONS MADE IN CALCULATING
ESTIMATES OF DEMAND

To form a measure of required space allocation and price levels for an appropriate parking policy, it is necessary to establish estimates of present and future supply and demand for parking. In preparing the estimates for demand three basic assumptions have been made :

- (i) The present demand for parking is met by the present supply of off-street and kerbside spaces. Implicit in this is the assumption that there is no backlog of demand. Clearly this is not the case - almost certainly more people would like to bring their cars into the City than now do so. The steeply rising prices charged for City parking indicates this. But no summary method is available for measuring this backlog and the assumption is made for practical convenience as a working approximation.
- (ii) The proportion of commuters travelling to the City in their own vehicles in the future will remain substantially the same as in 1971. But the number of visitors will grow at a faster rate than will commuters.
- (iii) The workforce in the CBD will grow to 236,000 by 1985.

APPENDIX 2 - THE EFFECTS OF PRICE UPON DEMAND: RESULTS OF COUNCIL'S PARKING PRICE INCREASE IN 1970

In a free market the connection between supply and demand for a commodity is price. Parking is not commonly thought of as a 'commodity', but nevertheless the supply and demand for parking space is affected by the price at which it may be bought. The commodity unit of parking may be taken as the space/hour or space/day. In addition to the effect of price upon the observed demand for parking, the absolute quantity of parking available may be significant - thus more people may wish to park at whatever price parking is offered than can do so because the available supply is simply inadequate, ie., there is a backlog of demand.

It has not been possible to mount surveys to examine in detail the effects of price upon the level of demand or the extent of any backlog. Some information is, however, available of the results of a price change at Council parking stations and also changes in price levels at commercial stations in the City.

In March 1970, the Council raised charges - which are uniform for all stations - at their three parking stations at the Domain, Goulburn Street and Kent Street by an average, for casual, daily, weekly and monthly rates, of about 100 percent, and in particular the daily rate was raised exactly 100 percent. The information used in the following was obtained from the management of the Council's parking stations and is based on surveys taken several months before and several months after the price change. Table No. 2a shows the average number of space/hours bought per day. Overall the decline was about 5 percent, while in Kent Street there was actually a small increase; thus the demand was very inelastic.

TABLE NO. 2a

| Average Space-Hours Bought/Day | | |
|--------------------------------|--------|-------|
| | Before | After |
| Kent Street | 3,503 | 3,608 |
| Domain | 10,050 | 9,300 |
| Goulburn Street | 6,750 | 6,150 |

Table No. 2b, giving measures of average time for short term parkers, indicates that while the average remained static at Kent Street, it increased markedly at the other two stations.

TABLE NO. 2b

| Average Parking Time Bought - short term parkers | | |
|--|-------------|-------------|
| | Before | After |
| Kent Street | 2 hr 8 min | 2 hr 6 min |
| Domain | 2 hr 12 min | 4 hr 10 min |
| Goulburn Street | 1 hr | 3 hr |



Table No. 2c shows the percentage change in total, all day (both 'permanent' and 'casual' all day parkers) and casual parking and indicates the pronounced shift to casual parking.

TABLE NO. 2c

| | Change in P% | Change in Pa% | Change in Pc% |
|---|-----------------|------------------|------------------|
| Kent Street | + 3 % | 0 % | + 18 % |
| Domain | - 7 % | - 40 % | + 60 % |
| Goulburn St. | - 9 % | - 34 % | + 68 % |
| <i>P = Total parking</i> <i>Pc = Casual parking</i> <i>Pa = All day parking</i> <i>Units = space-hours</i> | | | |

Apart from this shift, the most striking result is the conclusion that the total requirement for parking was so little affected by a doubling of the price and, in particular, that the desire for parking at the Kent Street station, close to the office core increased in the face of the rise. Further the patronage by casual parkers rose substantially.

This, of course, is effected by the pattern of price in the area. Prior to the rise, the Council rates were substantially below those charged at commercial parking stations. Thus the results of the price change at the Council stations cannot be generalised to other stations. A study was made of the pattern of parking prices quoted at Council and private parking stations in October 1969 and April, 1971. Since the private rates are not controlled, the major stations are run by companies specialising in parking, the prices quoted are presumably at commercial levels, giving a reasonable return on invested capital. They ranged from maxima in the core area at around \$2.80 to \$3.00 per day, to lower levels in the fringe, about \$1.00 to \$1.20.

Overall in the period, there was a 20 to 25 percent increase, with increases up to 50 percent in the core area. These were well ahead of the general inflation rate and probably indicate both an increasing demand and a backlog in available spaces.

APPENDIX 3 - BASIS FOR ASSESSMENT OF CURRENT USE BY COMMUTERS AND VISITORS OF PARKING SPACES SERVING THE CBD

Parking spaces available in the CBD, the East and West Rocks and the Haymarket-Ultimo Areas as revealed by a count made by the City Council in 1970 were :

| | |
|-----------------------|--------|
| Private, off-street | 7,633 |
| Unrestricted kerbside | 2,549 |
| Restricted kerbside | 3,827 |
| In licensed stations | 9,261 |
| | <hr/> |
| | 23,270 |
| | <hr/> |

Studies of further surveys made by the Council in the Woolloomooloo and Surry Hills areas indicated that in these fringe areas there were an additional 6,500 spaces occupied by the cars of persons working in the CBD or who have business there. Thus a total of say 29,800 spaces could be related at the present time to parking requirements within the CBD as set out in Table No. 2 in the Parking Policy.

The requirement for parking related to the CBD is estimated on the assumption that the proportion of peak hour commuters coming in by private vehicle is 13 percent and vehicle occupancy is 1.5 to 1.6 P.P.V. (both derived from the 1966 Journey to Work Survey). The use of spaces in City Council operated parking stations based on information supplied by the Council is indicated by Table No. 3a.

TABLE NO. 3a

| DISSECTION OF USE OF ACCOMMODATION IN COUNCIL PARKING STATIONS AS BETWEEN COMMUTERS AND VISITORS | | | | | |
|---|-----------------------------|----------------|-------------------|-------|----------------------|
| Station | Capacity (Car Spaces) | Commuter | | | Casual (Visitors) |
| | | Perma- nent | All-Day Casual | Total | |
| Kent Street | 450 | 200 | 125 | 325 | 125 |
| Domain | 1,350 | 200 | 250 | 450 | 900 |
| Goulburn Street | 900 | 250 | 150 | 400 | 500 |
| TOTALS | 2,700 | 650 | 525 | 1,175 | 1,525 |

The proportion of spaces used by visitors is then 57 percent of the capacity.

In the absence of detailed surveys the larger better known parking stations are expected to have much the same allocation of use as between commuters and visitors. The capacities of such stations are shown in Table No. 3b below.



TABLE NO. 3b

| CAPACITY OF LARGER BETTER KNOWN PARKING STATIONS | | | |
|--|----------|---------------------|----------|
| Station | Capacity | Station | Capacity |
| Australia Square | 450 | Brought forward | 2,270 |
| Horderns | 450 | Kings (York Street) | 250 |
| Menzies | 410 | Siddeleys | 200 |
| Kings (Kent Street) | 600 | Commercial Union | 180 |
| Caltex House | 360 | Wentworth Hotel | 175 |
| | | Grimes, Quay | 165 |
| Carried forward | 2,270 | TOTAL | 3,240 |

The number of visitors in such stations is likely to be :

| | | |
|---------------------|---|--------------|
| 57 percent of 3,240 | = | 1,847 |
| Number of commuters | | 1,393 |
| Total | | <u>3,240</u> |

The other licensed parking stations hold 3,321. Being less well known they will hold a higher percentage of commuters than the better known places. These commuters will normally be working in close proximity. Assume a figure as low as 40 percent for visitors: then the number for visitors will be 1,328 and 1,993 will be for commuters.

Summarised, the allocation of spaces by licensed parking stations as between commuters and visitors was as shown in Table No. 3c.

TABLE NO. 3c

| ALLOCATION OF THE USE OF SPACES IN LICENSED PARKING STATIONS AS BETWEEN COMMUTERS AND VISITORS | | | |
|--|-----------|----------|-------|
| Category of Parking Stations | Commuters | Visitors | Total |
| Council operated | 1,175 | 1,525 | 2,700 |
| Better known | | | |
| licensed stations | 1,393 | 1,847 | 3,240 |
| Less well-known stations | 1,993 | 1,328 | 3,321 |
| TOTAL | 4,561 | 4,700 | 9,261 |

Parking spaces available to serve the CBD, as revealed by the counts made in 1970, are :

| | |
|-----------------------------|---------------|
| Private off-street | 7,633 |
| Unrestricted kerbside | 2,549 |
| Restricted kerbside | 3,827 |
| In licensed stations | 9,261 |
| Outside CBD in fringe areas | 6,500 |
| Say, | <u>29,800</u> |

The number of parking spaces required by CBD commuters in 1970 based on a workforce of about 230,000, a modal split of 13 percent and a vehicle occupancy of 1.5 to 1.6 P.P.V., would be about 20,000. With 8,527 visitor places, plus an unknown number in the fringe areas, the figure would approach closely the actual count of 29,800.

CITY OF SYDNEY

PARKING CONTROL CODE FOR NEW AND RENOVATED DEVELOPMENT

Foreword

The capacity of the inner City street system is nearing saturation. There is constant conflict between pedestrian and the different types of vehicular traffic. The number of people wishing to travel to the City in their own vehicles is constantly increasing.

This Control Code is based on and derived from the Parking Policy statement as prepared in 1971 and now amended and the Technical Note on Road Congestion and Parking Policy (published as an Annexure to the 1971 Strategic Plan).

This Code is one of a systematic series of steps which should be taken towards a long term solution of the problem. It discourages the location of excessive commuter parking facilities in the most congested parts of the core area. At the same time, Council is encouraging the establishment of large parking stations within easy walking distance of the core and which have immediate access from the Western Distributor. The provision of such major car parking stations between Kent Street and the Western Distributor, and of walkway linkages from such stations to the city core, is already the subject of Action Plan No 4 - Car Parking Station on the Western Perimeter of the Central Business District, carried out by Council as part of its Action Planning program.

1. OBJECTS OF CODE

The code aims to ensure that within the City proper, provision will be made for the parking of vehicles and for the loading and unloading of delivery vehicles, and that such provision will be designed to accord with street capacities, traffic flows, the demand for parking and the needs of pedestrians.

2. DEFINITIONS

In this Code, unless the context or subject matter otherwise indicates, or requires -

"Arterial road"

means the roads designated in
Section 12 (d).



| | |
|---|---|
| "Boarding House" | includes a house let in lodgings or a hostel but does not include a motel. |
| "Building" | includes any structure or part thereof. |
| "Bulk Store" | means a building or place used or intended for use for the bulk storage of goods, where the goods stored or to be stored are not required for use in a shop or commercial premises on the same parcel of land or on adjoining land in the same ownership. |
| "Central Business District" | or "CBD" means that part of the City shown as Parking District X in Figure No 1. |
| "Club" | means a building used or intended for use by persons associated, or by a body incorporated, for social, literary, political, sporting athletic or other lawful purpose whether of the same or of a different kind and whether or not the whole or a part of such building is specified as licensed premises in a certificate of registration granted under Part X of the Liquor Act 1912 as amended by subsequent Acts. |
| "Commercial Premises" | means a building or place used or intended for use as an office or for other business or commercial premises but does not include a building or place elsewhere specifically defined in this clause or a building or place used or intended for use for a purpose elsewhere specifically defined. |
| "Commuter" | means a person who habitually travels to his place of employment and returns to his place of residence each working day by car. |
| "Core of the Central Business District" | means that area of the City included in the Tank Stream and Midtown Hub Precincts defined in Figure No 1. |

| | |
|-----------------------------|---|
| "Council" | means the Council of the City of Sydney. |
| "Department Store" | means a shop with multiple departments in a single occupancy having a minimum gross floor area of 6000 sq metres or a minimum net retail selling area of 4000 sq metres, whichever is the greatest. |
| "Development" | has the meaning ascribed to it in Section 342T of the Local Government Act 1919 (as amended). |
| "Dwelling-house" | means a building designed for use as a dwelling for a single family, together with such outbuildings as are ordinarily used therewith and includes a dwelling in a row of two or more dwellings attached to to each other such as are commonly known as semi-detached or terrace buildings. |
| "Educational establishment" | means a building used or designed for use as a school, college or technical college including any attached academy, lecture hall, gallery, museum, or gymnasium but does not include a building used or designed for use wholly or principally as an institution. |
| "Hospital" | means a building used or designed for use as a hospital, whether public or private and includes a shop or dispensary used in conjunction therewith but does not include an institution. |
| "Hotel" | means any premises specified in a publican's license issued under the Liquor Act, 1912, as amended by subsequent Acts. |
| "Industry" | means : (a) any manufacturing process within the meaning of the Factories, Shops and Industries Act 1962 as amended by subsequent Acts; (b) the breaking up or dismantling of any goods or any article for trade or sale or gain or as ancillary to any business; |

"Industry"
cont'd

(c) the mining of
extractive material or the handling
of any such material.

"Institution"

means a building used or designed
for use wholly or principally for
any of the following uses, namely
as :

(a) a home or other institution
for mental defectives;

(b) a mental hospital;

(c) a penal or reformative
institution.

"Lane"

means a public thoroughfare with a
reserve width of less than 16
metres.

"Motel"

means a building or buildings, not
being a hotel, substantially used
or designed for use for the over-
night accommodation of travellers
and the vehicles used by them
whether or not the building or
buildings are also used or
designed for use in the provision
of meals to such travellers or
the general public.

"Nursing Home"

means a building established or
used or intended to be established
or used to board and lodge for fee
or reward patients -

(a) who are recuperating from
illness or child-birth;

(b) who, on account of age,
senility, infirmity, chronic ill-
health or other condition, require
the exercise of oversight, nursing
care and control with or without
occasional attention by a medical
practitioner,

but does not include -

(a) an institution conducted by
or on behalf of the State;

(b) an incorporated hospital or
separate institution within the
meaning of the Public Hospitals
Act, 1929;

"Nursing home"
cont'd

- (e) a private hospital;
- (f) an authorised hospital within the meaning of the Mental Health Act, 1959; or
- (g) an institution within the meaning of the Inebriates Act, 1912.

"Place of Assembly"

means :

- (a) a building used or designed for use as a public hall, theatre, cinema, music hall, concert hall, or dance hall;
- (b) any other building of a like character whether used for purpose of gain or not, not being a place of public worship, an educational establishment or an institution.

"Place of public
worship"

means a building used or designed for use as a church, chapel, or other place of public worship or religious instruction or for the purpose of religious training.

"Private Hotel"

means an hotel designed primarily for residential purposes and not licensed under the Liquor Act, 1912 as amended by subsequent Acts.

"Public building"

means a building used or designed for use as offices or for administrative or other like purposes by the Crown, a statutory body representing the Crown, a Council or by organisations established for public purposes.

"Residential building"

means a building used or designed for use as a residential flat building, a boarding house, a lodging house, a hostel or a private hotel, but does not include a motel.

"Residential flat
building"

means a building containing two or more flats, but does not include a row of two or more dwellings attached to each other such as are commonly known as semi-detached or terrace buildings and "Flat"
means a room or suite of rooms occupied or used or so constructed, designed or adapted as to be capable of being occupied or used as a separate domicile.



"Service station"

means a building or place used or intended for use for the fuelling of motor vehicles involving the sale by retail of petrol, oils and other petroleum products whether or not the building or place is also used or intended for use for any one or more of the following purposes -

- (a) the sale by retail of spare parts and accessories for motor vehicles;
- (b) washing and greasing of motor vehicles;
- (c) installation of accessories; or
- (d) repairing and servicing of motor vehicles involving the use of hand tools provided that such repairing and servicing shall not include top overhaul of motors, body building, panel beating, spray painting, or suspension, transmission or chassis restoration.

"Shop"

means any building or place, or portion of a building used or designed for the purpose of exposing or offering goods for sale by retail, and includes any portion of such building or any such place used for a purpose ordinarily connected with the retail business conducted thereon, but does not include a hotel, a club, a service station, a car repair station, a refreshment room or a roadside stall.

"Street"

means a public thoroughfare with a reserve width of 16 metres or more.

"The Act"

means the local Government Act, 1919, as amended by subsequent Act.



"Theatre-restaurant"

means a refreshment room in which, in addition to the provision of meals or refreshment, there is also provided entertainment by way of dramatic plays or other stage presentation or vocal, instrument or musical performance or the like.

"Total Floor Area"

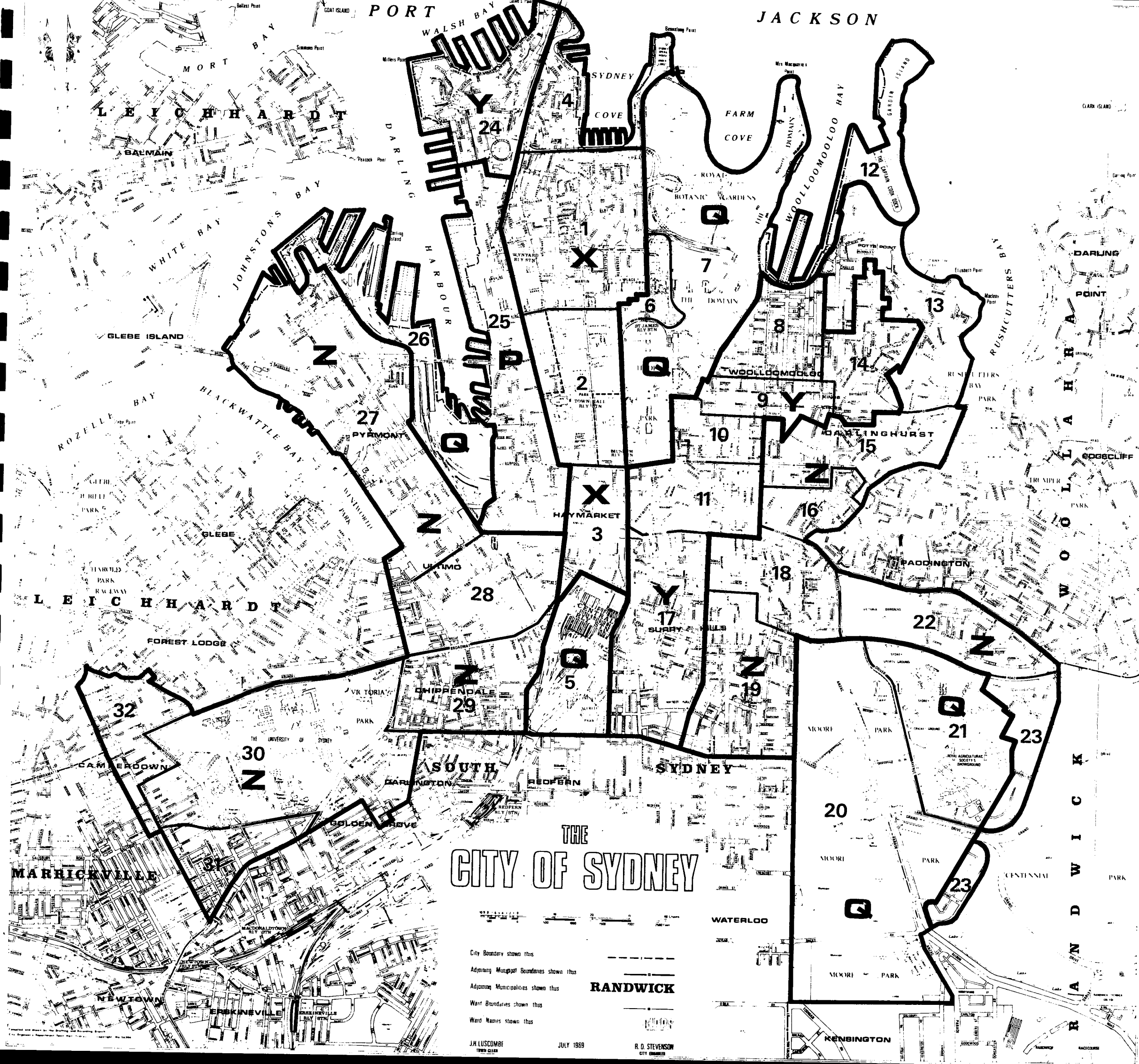
means the sum of the gross horizontal areas of each and every floor of a building contained within the inner faces of the outer walls measured at a height of 1.5 metres above the floor, including the space occupied by internal walls, staircases, lobbies, corridors, and toilets, but excluding the horizontal cross sectional area of lift shafts and vertical service ducts measured between the wall faces internal to the lift shaft or duct and excluding any space permanently set aside within the building for the parking, unloading or loading of vehicles, including ramps or other means of access thereto, or for the accommodation of mechanical or electrical plant or equipment servicing the building.

"Transport terminal"

means a building or place used as an airline terminal, a road transport terminal, bus station or a bus depot.

"Warehouse"

means a building or place used or designed for use for the storage of goods, merchandise or materials pending their sale and distribution to persons engaged in the retail trade.



Central Spine Precincts

- 1 The Tank Stream Precinct
- 2 The Midtown Hub Precinct
- 3 The Brickfield Hill Precinct

Gateway Precincts

- 4 The Sydney Cove Precinct
- 5 The Railway Precinct

Eastern Precincts

- 6 The Macquarie Precinct
- 7 The Parklands Precinct
- 8 The Woolloomooloo Precinct
- 9 The William Street Precinct
- 10 The Stanley Street Precinct
- 11 The Oxford Street Precinct
- 12 The Garden Island Precinct
- 13 The Potts Point-Elizabeth Bay Precinct
- 14 The Kings Cross Precinct
- 15 The Darlinghurst Precinct
- 16 The Taylor Square Precinct
- 17 The West Surry Hills Precinct
- 18 The Flinders Street Precinct
- 19 The Surry Hills Residential Village Precinct
- 20 The Moore Park Precinct
- 21 The Showground Precinct
- 22 The South Paddington Precinct
- 23 The Centennial Park Residential Precinct

Western Precincts

- 24 The West Rocks Precinct
- 25 The Western Perimeter Precinct
- 26 The Darling Harbour Rail & Docks Precinct
- 27 The Pyrmont Precinct
- 28 The Ultimo Precinct
- 29 The Chippendale Precinct
- 30 The University-RPAH Precinct
- 31 The Newtown Precinct
- 32 The Camperdown Precinct

City of Sydney: Parking Districts and Precincts

figure 1

3. PARKING DISTRICTS

For the purpose of this Code, the City has been divided into Districts as shown on Figure 1. Each district has requirements specific to itself.

4. EXTENT OF DISTRICT X

District X comprises generally the Central Business District (CBD) and is bounded broadly by Circular Quay, Macquarie Street, Elizabeth Street, Central Railway, George Street, Kent Street, the Western Distributor and the Bradfield Highway. It includes the following Precincts as indicated in Figure 1 :-

- 1 The Tank Stream Precinct
- 2 The Midtown Hub Precinct
- 3 The Brickfield Hill Precinct
- 4 The Sydney Cove Precinct

5. PRINCIPLES FOR DISTRICT X

The Code, as applied to District X, is based on the following principles :-

- (a) Within District X, off-street car parking should be provided on a controlled basis, commensurate with the capacity of the street system.
- (b) The density of off-street parking permissible within the core of District X should be assessed on the site area and not on the floor area and be provided at a minimal level except in the case of residential flat buildings, hotels, motels, private hotels and service stations.
- (c) The major part of off-street parking required to serve District X should be provided in parking stations located on the fringe of this District generally close to the Western Distributor and linked by special pedestrian ways giving access to District X.
- (d) The practice of kerbside parking, and kerbside loading and unloading of delivery vehicles, should be gradually reduced and ultimately eliminated. The space freed should be used for bus and taxi operation or for additional traffic lanes or widening of footways. Studies for improved traffic management are required to devise appropriate procedures. Special provision should be made in all new and renovated buildings for the off-street loading and unloading of delivery and service vehicles.



- (e) Special provision should be made for short term off-street parking with spaces for up to 1500 vehicles in a number of stations strategically located to serve particular Precincts within District X; and the mode of operation of these stations, especially in respect of parking rates and hours of operation, should be planned to exclude movement during commuter peak hours and to be under the control of the Sydney City Council.
- (f) The operation of all parking stations and other parking facilities within District X should be strictly regulated and controlled by the Sydney City Council.
- (g) Since it is development that generates traffic, and since parking facilities increase profitability, developers should be required to contribute towards the cost of provision by Council of a system of car parking stations, so planned and located integrally with the arterial road system, to serve comprehensively District X, as a whole, and each of the Precincts within it.
- (h) In order to maintain the capacity of the street system, it is necessary to protect the more important routes and all of the street intersections within District X from the side friction generated by motor vehicles entering or leaving the street system. Intersections in particular should be protected to allow storage space for turning vehicles. Consequently, a series of proposals recommending physical control of access to the street system in the vicinity of intersections are incorporated in this Code.
- (i) Special parking lots for motor bikes or motor scooters have not been proposed as the demand for these can be met by allocating space either in parking areas under buildings or in parking stations as required. The potential number of two-wheeled vehicles likely to be generated is not sufficient to require any restrictions on the number and location of spaces that may be provided.
- (j) Since addition to and renovation of existing buildings without adequate provision for parking, or loading and unloading of delivery vehicles, can often perpetuate an undesirable situation, such additions and renovations should include a partial solution to the problems caused by the existing building.



(j) cont'd

Examination of the proportion of the parking component in the cost of new buildings, and the relative costs of renovation and redevelopment, suggests that the parking and delivery vehicle provision should be 50% of that for an equivalent new building. Where it is not practicable to provide the parking on site, a money contribution to Council for parking in an alternative location should be made in lieu. The requirements are listed in Section 19.



6. EXTENT OF PARKING TO BE PROVIDED FOR NEW DEVELOPMENT -
DISTRICT X

- (a) Table 1 shows the minimum number of car spaces which should be provided on site by the developer in respect of the kind of development included in the table. Where a developer wishes to provide more than the minimum number, the Council shall determine the permissible maximum number in every separate case.
- (b) Parking in respect of the kinds of development included in Table 2 will be provided as follows :-
- (i) A developer shall, at his own expense, provide parking spaces at the rate of one space per 240 square metres of total floor area of the building.
 - (ii) Parking spaces to the limits shown in Column III of Table 2 may be provided within the building. Each parking space shall be deemed to comprise an area of 28 square metres.
 - (iii) The remaining spaces shall be provided by the developer making a money contribution to Council which contribution shall be used for the purpose of providing a system of car parking stations integrated with the arterial road system and serving the Central Business District as a whole and each of the Precincts within it. The contribution shall be assessed by multiplying the applicable number of car spaces by a money sum per space, to be determined by Council. The developer would have the right to reserve spaces at any Council owned parking station in return for a monthly fee, as is now paid by permanent parkers.
- (c) The provisions of Section 20 of this Code (Access to Parking Facilities) shall take precedence over the provisions of this Section. Where a developer is prevented by the conditions of Section 20 from providing spaces on the site, the developer shall provide these spaces by making a money contribution to Council for the purpose of providing a system of car parking stations within District P. The contribution would, in general, be assessed by multiplying the applicable number of car spaces by a money sum per space to be determined by Council.



- (d) Parking spaces may not be provided on site in cases where a development does not have alternative access to any street other than the following streets :-

Alfred Street
Bridge Street
Macquarie Place
Loftus Street (north of Bridge Street)
Grosvenor Street
Hunter Street
King Street
Market Street
Druitt Street
Park Street
Pitt Street (between Hunter Street and Park Street)
Castlereagh Street (north of Park Street)
George Street (between Hunter Street and Liverpool Street)
Hay Street

Where a developer is prevented by this condition from providing spaces on the site, the developer shall provide these spaces by making a money contribution to Council for the purpose of providing a system of car parking stations within District P. The contribution shall be assessed by multiplying the applicable number of car spaces by a money sum per space to be determined by Council.

- (e) Where a development is planned to have a number of mixed usages, the total number of parking spaces should be determined on the basis of each type of development occupying a percentage of the site proportional to its percentage of the total floor area in the manner indicated in the following example. The total spaces required shall be determined by rounding upwards to the nearest space after addition of the individual components.



TABLE 1

CITY OF SYDNEY PARKING CODE - DISTRICT X

| Type of Development | Minimum number of parking spaces to be provided on-site by Developer |
|---------------------------------------|---|
| RESIDENTIAL FLAT BUILDINGS | |
| Flats containing one bedroom | 1 per 2 flats |
| Flats containing two or more bedrooms | 1 per flat |
| HOUSING FOR AGED PERSONS | 1 per 10 flats |
| HOTELS | 1 per 5 bedrooms or bedroom suites for the first 100 bedrooms or bedroom suites, 1 per 10 bedrooms or bedroom suites for the next 100, and 1 per 20 bedrooms or bedroom suites thereafter |
| MOTELS AND PRIVATE HOTELS | 1 per 3 bedrooms or bedroom suites for the first 100 bedrooms or bedroom suites, 1 per 6 bedrooms or bedroom suites for the next 100 and 1 per 12 bedrooms or bedroom suites thereafter |
| SERVICE STATIONS | 10 (for customers' vehicles only, not for hire) |



TABLE 2

CITY OF SYDNEY PARKING CODE - DISTRICT X

ALL TYPES OF DEVELOPMENT OTHER THAN THOSE SPECIFIED
IN TABLE 1

| Column I | Column II | Column III | Column IV |
|--|---|--|---|
| Location of Development (See Figure 2) | Total number of parking spaces to be provided by Developer | Maximum number of car spaces which may be provided on-site by Developer | Number of car spaces for which a Developer must contribute |
| TANK STREAM, MIDTOWN HUB AND SYDNEY COVE PRECINCTS | | | |
| (i) Where access is available to Kent Street | 1 space per 240 square metres of total floor area | 1 space per 240 square metres of total floor area | NIL |
| (ii) Where access is available to York or Clarence Streets | 1 space per 240 square metres of total floor area | 1 space per 60 square metres of site area | Number of spaces in Column II less number provided on-site by Developer |
| (iii) Elsewhere, where access is available to streets other than those listed in Section 6(d) of this Code | 1 space per 240 square metres of total floor area | 1 space per 90 square metres of site area | Number of spaces in Column II less number provided on-site by Developer |
| (iv) Where access is not available to streets other than those listed in Section 6(d) of this Code | 1 space per 240 square metres of total floor area | NIL | 1 space per 240 square metres of total floor area |
| BRICKFIELD HILL PRECINCT | 1 space per 240 square metres of total floor area | 1 space per 40 square metres of site area | Number of spaces in Column II less number provided on-site by Developer |



Example

Determine the number of off-street parking spaces that should be provided for mixed development within the Tank Street Precinct, and with access available to York Street, containing 50,000 square metres of office space, 10,000 square metres of retail shopping space, and an international hotel of 40,000 square metres, containing 604 bedrooms and 3,000 square metres of bar, lounge and restaurant space, on a site of 12,500 square metres.

- (i) Determine the average plot ratio - in this case :
- 100,000 square metres of gross floor area divided by 12,500 square metres of site area, i.e. 8 to 1.
- (ii) Determine the equivalent site area to be assigned to each type of development - in this case :
- | | |
|--------|---------------------|
| Office | 6,250 square metres |
| Retail | 1,250 square metres |
| Hotel | 5,000 square metres |
- (iii) Apply the Code to each type of development to determine the allowable provision for on-site parking on the basis of its being the sole development on the assigned site area - in this case :
- | | | |
|--------|--|------------------------|
| Office | 1 space per 60 square metres of site area | 104.2 spaces (Table 2) |
| Retail | 1 space per 60 square metres of site area | 20.8 spaces (Table 2) |
| Hotel | 1 space per 5 bedrooms for 100 bedrooms, 1 space per 10 bedrooms for 100 bedrooms and 1 space per 20 bedrooms thereafter | 50.2 spaces (Table 1) |
- Therefore, total number of spaces allowable on-site for development : 176 spaces (rounded)
- (iv) Determine the Cross Parking Requirement as set down in Column II of Table 2 in this case :
- | | | |
|---|--|----------------------|
| Office | 50,000 square metres at 1 space per 240 square metres | 208.3 spaces |
| Retail | 10,000 square metres at 1 space per 240 square metres | 41.7 spaces |
| Hotel | 1 space per 5 bedrooms for 100 bedrooms, 1 space per 10 bedrooms for 100 bedrooms and 1 space per 20 bedrooms thereafter | 50.2 spaces |
| Total | | 301 spaces (rounded) |
| Less on-site provision | | 176 spaces |
| Therefore, number of spaces for which developer must contribute : | | 125 |
- (v) Summary: Developer must provide 301 spaces which 176 may be provided on-site and 125 for which the Developer must contribute, these latter spaces being located in Perimeter Parking Stations.



7. EXTENT OF DISTRICT Y

The extent of District Y is shown on Figure 1 and includes the following Precincts :-

- 8 The Woolloomooloo Precinct
- 9 The William Street (Boulevard) Precinct
- 10 The Stanley Street Precinct
- 11 The Oxford Street Precinct
- 14 The Kings Cross Precinct
- 17 The West Surry Hills Precinct
- 24 The West Rocks Precinct

8. PRINCIPLES FOR DISTRICT Y

The Code, insofar as it applies to District Y, is based on the following principles :-

- (a) Within District Y, off-street car parking should be provided on a controlled basis, commensurate with the capacity of the street system.
- (b) The extent of off-street car parking permissible for office and shopping development within District Y should be assessed on the site area and not the floor area.
- (c) Floor space ratios for office and shopping development within District Y should be limited to the extent that the off-street parking requirements based on floor area do not exceed the limitations on the number of parking spaces imposed by site area restrictions.
- (d) The practice of kerbside parking and kerbside loading and unloading of delivery vehicles should be gradually reduced and ultimately eliminated. The space freed should be used for bus and taxi operation or for additional traffic lanes or widening of footways; and special provision should be made in all new and renovated buildings for the off-street loading and unloading of delivery and service vehicles.
- (e) Special provision should be made for short term off-street parking, with spaces up to 800 vehicles in a number of stations strategically located to serve the Kings Cross Precinct, and the mode of operation of these stations, in respect of parking rates and hours of operation, planned to exclude movement during commuter peak hours and to be under the control of the Sydney City Council.

- (f) The operation of all parking stations and other parking facilities within District Y should be strictly regulated and controlled by Council.
- (g) Since it is development that causes the generation of traffic, and proper parking facilities substantially increase profitability, developers should be required to contribute towards the cost of provision by Council of car parking stations planned and located to serve the District in cases where they cannot provide the spaces on-site.
- (h) In order to maintain the capacity of the street system, it is necessary to protect the more important routes and all of the street intersections within District Y from the side friction generated by motor vehicles entering or leaving the street system. Intersections, in particular, should be protected to allow storage space for turning vehicles. Consequently, a series of proposals recommending physical control of access to the street system in the vicinity of intersections, have been incorporated into this Code.
- (i) Since addition to, and renovation of, existing buildings, without adequate provision for parking or loading and unloading of delivery vehicles, can often perpetuate an undesirable situation, such additions and renovations shall include a partial solution to the problems caused by the existing building. Examination of the proportion of the parking component in the cost of new buildings, and the relative costs of renovation and redevelopment, suggests that the parking and delivery vehicles provision should be 50% of that for an equivalent new building. Where it is not practicable to provide the parking on-site, a money contribution to Council for parking in an alternative location should be made in lieu. These conditions may be waived at Council's discretion in the case of renovations to residential buildings worthy of restoration and preservation. The requirements are listed in Section 19.

9. EXTENT OF PARKING TO BE PROVIDED FOR NEW DEVELOPMENT - DISTRICT Y

- (a) Table 3 shows the minimum number of car spaces which should normally be provided on-site by the developer in respect of the kind of development included in the Table. These could be reduced by Council in special circumstances, such as the close

TABLE 3
CITY OF SYDNEY PARKING CODE - DISTRICT Y

| Type of Development | Minimum number of parking spaces to be provided on-site by developer |
|---|--|
| DWELLING HOUSES | 1 per house |
| RESIDENTIAL FLAT BUILDINGS | |
| Flats containing one bedroom | 1 per 2 flats |
| Flats containing two bedrooms | 1 per flat |
| Flats containing three or more bedrooms | 5 per 4 flats (plus visitor car parking 20 percent of resident car parking for the first 50 flats and 10 percent thereafter)* |
| HOUSING FOR AGED PERSONS | 1 per 10 flats |
| BOARDING HOUSES, PRIVATE HOTELS AND HOSTELS | 1 per 3 bedrooms for the first 50 bedrooms and 1 per 6 bedrooms thereafter ** |
| HOTELS (including attached restaurants and clubs) | 1 per 10 square metres of public area set aside for bar, lounge, and restaurant for the first 500 square metres, 1 per 20 square metres for the next 1,500 square metres and 1 per 40 square metres thereafter plus 2 per 5 bedrooms or bedroom suites for the first 50 bedrooms or bedroom suites, 1 per 5 for the next 150 bedrooms or bedroom suites, 1 per 10 for the next 100 bedrooms or bedroom suites, and 1 per 20 bedrooms or bedroom suites thereafter |
| MOTELS | 2 per 3 bedrooms or bedroom suites for the first 50 bedrooms or bedroom suites, and 1 per 3 bedrooms or bedroom suites thereafter |
| RESTAURANTS AND THEATRE-RESTAURANTS | 1 per 8 seats in excess of 50 seats |
| SHOWROOMS | 1 per 50 square metres of showroom area |
| SERVICE STATIONS | 10 (for customers' vehicles only, not for hire) |
| HOSPITALS | 1 per 3 beds |
| NURSING AND CONVALESCENT HOMES | 1 per 8 beds |
| MEDICAL CENTRE OR CLINIC | 1 per consulting room |
| CLUBS | 1 per 20 square metres of bar room, lounge and dining room in excess of 100 square metres |
| BOWLING CLUBS | 15 per green |

* For large developments in close proximity to Public Car Parking Stations, the visitor car parking component may be varied at Council's discretion.

** This may be reduced at Council's discretion for developments in close proximity to Central Railway Station.

proximity of a major public parking station to the development. Where a developer wishes to provide more than the minimum number, Council shall determine the permissible maximum number of every separate case.

(b) Parking in respect of the kinds of development included in Table 4 shall be provided as follows :-

(i) A developer shall, at his own expense, provide parking spaces at the rate of one space per 200 square metres of gross floor area of the building.

(ii) Parking spaces to the limits shown in Column III of Table 4 may be provided within the building. Each parking space shall be deemed to comprise an area of 28 square metres.

(iii) The remaining spaces shall be provided by the developer making a money contribution to Council which shall be used for the purpose of providing a system of car parking stations integrated with the arterial road system and serving District Y and, in particular, the Kings Cross Precinct. The contribution shall be assessed by multiplying the applicable number of car spaces by a money sum per space, to be determined by Council.

(c) The provision of Section 20 of this Code (Access to Parking Facilities) shall take precedence over the provisions of this Section. Where a developer is prevented by the conditions of Section 20 from providing spaces on the site, the developer shall provide these spaces by making a money contribution to Council for the purpose of providing alternative car parking facilities elsewhere. The contribution shall be assessed by multiplying the applicable number of car spaces by a money sum per space to be determined by Council.

(d) Parking spaces may not be provided on-site where a development does not have alternative access to any street other than the following streets :-

William Street
Oxford Street
Campbell Street

Cleveland Street
College Street
Elizabeth Street (south of Wentworth Ave.)

Where alternative access is available to a lane, parking spaces may be provided on-site at Council's discretion.

Where a developer is prevented by this condition from providing access on the site, the developer shall provide these spaces by making a money contribution to Council for the purpose of providing alternative car parking facilities elsewhere.



TABLE 4

CITY OF SYDNEY PARKING CODE - DISTRICT Y

ALL TYPES OF DEVELOPMENT OTHER THAN THOSE SPECIFIED
IN TABLE 3

| Column I | Column II | Column III | Column IV |
|---|---|--|---|
| Location of Development (See <u>Figure 1</u>) | Total number of parking spaces to be provided by Developer | Maximum number of car spaces which may be provided on-site by Developer | Number of car spaces for which a Developer must contribute |
| KINGS CROSS PRECINCT | 1 space per 200 square metres of gross floor area | 1 space per 80 square metres of site area | Number of spaces in Column II less number provided on-site by Developer |
| ELSEWHERE | 1 space per 200 square metres of gross floor area | 1 space per 40 square metres of site area | Number of spaces in Column II less number provided on-site by Developer |



The contributor shall be assessed by multiplying the applicable number of car spaces by a money sum per spaces to be determined by Council.

- (e) Where a development is planned to have a number of mixed usages, the total number of parking spaces should be determined on the basis of each type of development occupying a percentage of the site proportional to its percentage of the total floor area. This total can be reduced where spaces can serve a multiple function of serving office and shopping uses by day and entertainment uses by night.

10. EXTENT OF DISTRICT Z

The extent of District Z is shown in Figure 1 and includes the following Precincts :-

- 13 The Potts Point - Elizabeth Bay Precinct
- 15 The Darlinghurst Precinct
- 16 The Taylor Square Precinct
- 18 The Flinders Street Precinct
- 19 The Surry Hills Residential Village Precinct
- 22 The South Paddington Precinct
- 23 The Centennial Park Residential Precinct
- 27 The Pyrmont Precinct
- 28 The Ultimo Precinct
- 29 The Chippendale Precinct
- 30 The University - RPAH Precinct
- 31 The Newtown Precinct
- 32 The Camperdown Precinct

11. PRINCIPLES FOR DISTRICT Z

The Code, insofar as it applies to District Z, is based on the following principles :-

- (a) Within District Z, adequate provision should be made for off-street car parking aimed at providing for all vehicles within the District.
- (b) Special provision should be made within all new and renovated buildings in commercial and industrial areas for the off-street loading and unloading of all delivery and service vehicles.
- (c) In order to maintain the capacity of the street system, it is necessary to protect the more important routes and all the intersections within District Z from the side friction generated by motor vehicles entering or leaving the street system. Intersections, in particular, should be protected to allow storage space for turning vehicles. Consequently, a series of proposals recommending physical control of access to the street system in the vicinity of intersections are incorporated in this Code.
- (d) Since addition to, and renovation of, existing buildings, without adequate provision for parking or loading and unloading of delivery vehicles, can often perpetuate an undesirable situation, such additions and renovations shall include a partial solution

to the problems caused by the existing building. Examination of the properties of the parking component in the cost of new buildings, and the relative costs of renovation and redevelopment, suggests that the parking and delivery vehicles provision should be 50% of that for an equivalent new building. Where it is not practicable to provide the parking on-site, a money contribution to Council for parking in an alternative location should be made in lieu. These conditions may be waived, at Council's discretion, in the case of renovations to residential buildings worthy of restoration and preservation. The requirements are listed in Section 19.

12. EXTENT OF PARKING TO BE PROVIDED FOR NEW DEVELOPMENT - DISTRICT Z

- (a) Table 5 shows the minimum number of car spaces which shall be provided by the developer in respect of the kind of development included in the Table. These car spaces shall be provided on-site.
- (b) Where a development involves uses not included in Table 5, each application shall be considered as a special case.
- (c) The provisions of Section 20 of this Code shall take precedence over the provisions of this Section. Where a developer is prevented by the conditions of Section 20 from providing spaces on the site, the developer shall provide these spaces by making a money contribution to Council for the purpose of providing alternative car parking facilities elsewhere. The contribution would, in general, be assessed by multiplying the applicable number of car spaces by a money sum per space to be determined by Council.
- (d) Parking spaces may not be provided on-site where any development does not have alternative access to any street other than the following streets :-

Bayswater Road
Moore Park Road
Flinders Street
South Dowling Street
Fitzroy Street (east of Crown St.)
Bourke Street (north of Fitzroy Street)

Broadway
Parramatta Road

City Road
King Street (Newtown)
Pyrmont Bridge Road
George Street (south of Hay Street)
Regent Street
Harris Street (south of the North Western Freeway)



TABLE 5

CITY OF SYDNEY PARKING CODE - DISTRICT Z

| Type of Development | Minimum number of parking spaces to be provided on-site by Developer |
|---|---|
| DWELLING HOUSES | 1 per house |
| RESIDENTIAL FLAT BUILDINGS | |
| Flats containing one bedroom | 1 per flat |
| Flats containing two bedrooms | 5 per 4 flats |
| Flats containing three or more bedrooms | 3 per 2 flats (plus visitor car parking equal to 20 percent resident car parking where development has frontage to arterial roads (as listed in Section 12(d) of this Code), otherwise 10 percent of resident car parking) |
| HOUSING FOR AGED PERSONS | 1 per 10 flats |
| BOARDING HOUSES, PRIVATE HOTELS AND HOSTELS | 2 per 3 bedrooms |
| COMMERCIAL PREMISES | 1 per 150 square metres of total floor area |
| SHOPS | 1 per 40 square metres of leasable floor area |
| INDUSTRY, WAREHOUSING, BULK STORES, ETC | 1 per 150 square metres of total floor area |
| HOTELS (including attached restaurants) | 1 per 5 square metres for first 500 square metres of public area set aside for bar, lounge and restaurant, and 1 per 10 square metres thereafter <u>plus</u> 1 per 2 bedrooms or bedroom suites for first 100 bedrooms or bedroom suites, and 1 per 4 bedrooms or bedroom suites thereafter <u>plus</u> 10 percent of the bedroom component to be specifically reserved for employees |
| MOTELS | 1 per bedroom or bedroom suite for first 100 bedrooms or bedroom suites and 1 per 2 bedrooms or bedroom suites thereafter <u>plus</u> 5 percent to be specifically reserved for employees |
| RESTAURANTS AND THEATRE-RESTAURANTS | 1 per 4 seats in excess of 50 seats |
| EDUCATIONAL ESTABLISHMENTS | |
| Primary | 1 per 2 staff members |
| Secondary | 1 per 2 staff members, plus 1 per 30 students |
| Tertiary | Special consideration |
| SHOWROOMS | 1 per 50 square metres of showroom area |
| SERVICE STATIONS | 10 spaces |
| CAR SALES YARDS | 1 per 150 square metres of site area, excluding area set aside for loading and unloading of delivery vehicles |

Continued/..



.. /Continued

| Type of Development | Minimum number of parking spaces to be provided on-site by Developer |
|--|--|
| PLACES OF ASSEMBLY AND PUBLIC WORSHIP AND FUNERAL PARLOURS | 1 per 10 seats |
| HOSPITALS | 1 per 2 beds |
| NURSING AND CONVALESCENT HOMES | 1 per 5 beds |
| MEDICAL CENTRES AND CLINICS | 2 per consulting room |
| CLUBS | 1 per 5 square metres for first 500 square metres of bar room, lounge and dining room space, in excess of 100 square metres, and 1 per 10 square metres thereafter |
| BOWLING ALLEYS, SQUASH COURTS | 3 per lane or court |
| BOWLING CLUBS | 30 per green |

Where alternative access is available to a lane, parking spaces may be provided on-site at Council's discretion.

Where a developer is prevented by this condition from providing access on the site, the developer shall provide these spaces by making a money contribution to Council for the purpose of providing alternative car parking facilities elsewhere. The contribution shall be assessed by multiplying the applicable number of car spaces by a money sum per space to be determined by Council.



13. EXTENT OF DISTRICT P

District P comprises Precinct No 25 - the Western Perimeter Precinct, shown in Figure 1.

14. PRINCIPLES FOR DISTRICT P

The Code, insofar as it applies to District P, is based on the following principles :

- a) District P, being in close proximity to the Western Distributor, should provide for the bulk of the car parking requirements of District X that cannot be provided within District X.
- b) The density and distribution of off-street parking to be provided in District P shall be consistent with the capacity of the various stages of the Western Distributor and Northwestern Freeway.
- c) The practice of kerbside parking and kerbside loading and unloading of delivery vehicles should be gradually reduced and ultimately eliminated. The space freed shall be used to permit fluent circulation of traffic generated by the off-street parking facilities within District P. Special provision should be made in all new and renovated buildings for the off-street loading and unloading of delivery and service vehicles.
- d) Special provision should be made for short term off-street parking to serve both Districts P and X, and the mode of operation of these stations, especially in respect of parking rates and hours of operation, should be planned to exclude movement during commuter peak hours and to be under the control of the Sydney City Council.
- e) The operation of all parking stations and other parking facilities within District P should be strictly regulated and controlled by Council.
- f) In order to maintain the capacity of the street system, it is necessary to protect the more important routes and all of the street intersections within District P from the side friction generated by motor vehicles entering or leaving the street system. Intersections in particular should be protected to allow storage space for turning vehicles.

Consequently, a series of proposals recommending physical control of access to the street system in the vicinity of intersections are incorporated in the Code.

- g) In order to maintain the capacity of the street system in the vicinity of major parking stations, entry and exit points should be designed to minimise queueing of vehicles back onto the street system and the concentrated discharge of vehicles back onto the street system.
- h) Since addition to and renovation of existing buildings without adequate provision for parking or loading and unloading of delivery vehicles can often perpetuate an undesirable situation, such additions and renovations should include a partial solution to the problems caused by the existing building. Examination of the proportion of the parking component in the cost of new buildings and the relative costs of renovation and redevelopment suggests that the parking and delivery vehicle provision should be 50% of that for an equivalent new building. Where it is not practicable to provide the parking on site, a money contribution to Council for parking in an alternative location should be made in lieu. The requirements are listed in Section 19.

15. EXTENT OF PARKING TO BE PROVIDED FOR NEW DEVELOPMENT - DISTRICT P

- a) Table No 6 shows the minimum number of car spaces which shall be provided on site in respect of the kind of development included in the Table. Where a developer wishes to provide more than the minimum number, the Council shall determine the permissible maximum number in every separate case.
- b) Table No 7 shows the minimum number of car spaces which shall be provided at Council's discretion either on site or by a money contribution to the Council for provision of car parking stations elsewhere within District P.
- c) The provisions of Section 20 of this Code (Access to Parking Facilities) shall take precedence over the provisions of this Section. Where a developer is prevented by the conditions of Section 20 from providing spaces on the site, the developer shall provide these spaces by making a money contribution to Council for the purpose of providing a system of car parking stations elsewhere within District P.

CITY OF SYDNEY PARKING CODE - DISTRICT P

Table No 6

| Type of Development | Minimum Number of Parking Spaces to be Provided on site by Developer |
|---|---|
| RESIDENTIAL FLAT BUILDINGS | |
| Flats containing one bedroom | 1 per 2 flats |
| Flats containing two or more bedrooms | 1 per flat |
| HOUSING FOR AGED PERSONS | 1 per 10 flats |
| BOARDING HOUSES, PRIVATE HOTELS AND HOSTELS | 1 per 3 bedrooms for the first 50 bedrooms and 1 per 6 bedrooms thereafter* |
| HOTELS | 1 per 5 bedrooms or bedroom suites for the first 100 bedrooms or bedroom suites, 1 per 10 bedrooms or bedroom suites for the next 100 and 1 per 20 bedrooms or bedroom suites thereafter. |
| MOTELS AND PRIVATE HOTELS | 1 per 3 bedrooms or bedroom suites for the next 100 bedrooms or bedroom suites, 1 per 6 bedrooms or bedroom suites for the next 100 and 1 per 12 bedrooms or bedroom suites thereafter. |
| SERVICE STATIONS | 10 (for customers' vehicles only not for hire) |

* This may be reduced at Council's discretion for developments in close proximity to Central Railway Station.

CITY OF SYDNEY PARKING CODE - DISTRICT P

Table No 7

| Type of Development | Minimum Number of Parking Spaces to be provided either on site by Developer or by money contribution to Council |
|---|---|
| COMMERCIAL PREMISES | 1 per 240 sq metres of total floor area |
| SHOPS | 1 per 240 sq metres of total floor area |
| INDUSTRY, WAREHOUSING, BULK STORES, ETC | 1 per 240 sq metres of total floor area |
| RESTAURANTS AND THEATRE RESTAURANTS | 1 per 8 seats in excess of 50 seats |
| EDUCATIONAL ESTABLISHMENTS | |
| Primary and Secondary | 1 per 10 staff members |
| Tertiary | Special consideration |
| SHOWROOMS | 1 per 50 square metres of showroom area |
| CAR SALES YARDS | 1 per 150 square metres of site area excluding area set aside for loading and unloading of delivery vehicles |
| HOSPITALS | 1 per 3 beds including at least 1 per 10 beds on site. |
| NURSING AND CONVALESCENT HOMES | 1 per 8 beds including at least 1 per 20 beds on site |
| MEDICAL CENTRE OR CLINIC | 1 per consulting room |
| CLUBS | 1 per 20 square metres of public area set aside for bar room, lounge and dining room in excess of 100 square metres |
| BOWLING ALLEYS AND SQUASH COURTS | 2 per lane or court |
| BOWLING CLUBS | 15 per green |
| PLACES OF ASSEMBLY AND PUBLIC WORSHIP | 1 per 10 seats |
| ANY OTHER TYPE OF DEVELOPMENT | 1 per 240 sq metres of total floor area |

The contribution would, in general, be assessed by multiplying the applicable number of car spaces by a money sum per space to be determined by Council.

- d) Special parking to the extent indicated in Action Plan No 4 (Car Parking Stations on the Western Perimeter of the Central Business District), to serve as short-term and long-term perimeter parking for District X shall be provided in the blocks bounded by :

Napoleon Street, Kent Street
Druitt Street, and Sussex Street

Bathurst Street, Kent Street
Liverpool Street, and Sussex Street

16. EXTENT OF DISTRICT Q

a) District Q comprises a number of institutional Precincts as follows :

- 5 Railway Precinct
- 6 Macquarie Precinct
- 7 Parklands Precinct
- 12 Garden Island Precinct
- 20 Moore Park Precinct
- 21 Showground Precinct
- 26 Darling Harbour Rail and Docks Precinct

These areas are indicated on Figure 1.

17. REQUIREMENTS FOR DISTRICT Q

Development applications in District Q should be dealt with by special investigation in each case.



18 PROVISION OF DOCKING FACILITIES FOR LOADING AND UNLOADING OF DELIVERY AND SERVICE VEHICLES

Provision shall be made for loading and unloading of delivery and service vehicles in off-street docking facilities.

Table 8 shows the requirements for different types of development.

TABLE 8

PROVISION OF DOCKING FACILITIES FOR DELIVERY AND SERVICE VEHICLES

| Type of Development | Minimum Requirements |
|-------------------------------------|--|
| COMMERCIAL PREMISES | One space per 4,000 square metres of total floor area for the first 20,000 square metres, and one space per 8,000 square metres thereafter. (50 percent of spaces adequate for trucks) |
| DEPARTMENT STORES | One space per 1,500 square metres of leasable floor area for the first 6,000 square metres and one space per 3,000 square metres thereafter. (all spaces adequate for trucks). |
| SUPERMARKETS, SHOPS AND RESTAURANTS | One space per 400 square metres of leasable floor area for the first 2,000 square metres and one space per 800 square metres thereafter. (50 percent of spaces adequate for trucks) |
| WHOLESALE, INDUSTRIAL | One space per 800 square metres of total floor area for the first 8,000 square metres and one space per 1,600 square metres thereafter. (all spaces adequate for trucks) |
| HOTELS AND MOTELS | One space per 50 bedrooms or bedroom suites for the first 200 bedrooms or bedroom suites, and one space per 100 bedrooms or bedroom suites thereafter, plus one space per 1,000 square metres of public area set aside for bar, tavern, lounge and restaurant. (50 percent of spaces adequate for trucks) |
| RESIDENTIAL FLAT BUILDINGS | One space per 50 flats or home units for the first 200 flats or home units and one space per 100 flats or home units thereafter, plus one space per 1,000 square metres of public area set aside for bar, tavern, lounge and restaurant. (50 percent of spaces adequate for trucks) |
| OTHER USES | One space per 2,000 square metres. (50 percent of spaces adequate for trucks) |



Where there is a mix of different types of development, the total spaces required shall be determined by rounding upwards to the nearest space after addition of the individual components as determined from Table 8.

The requirement of Table 8 for residential flat buildings may be waived in cases where visitor parking spaces are accessible to trucks and delivery vans and can be used for the loading and unloading of such vehicles.

Spaces shall be provided for radio controlled taxis to stand while waiting for passengers from hotels, motels or residential flat buildings. In District X, the spaces provided for delivery and services vehicles may be used for this purpose, if these spaces are accessible to taxis. Where such spaces are not accessible to taxis, separate provision shall be made for taxis at the rate of one space per 100 bedrooms or bedroom suits or part thereof in the case of hotels and motels, and one space per 100 flats or home units or part thereof in the case of residential flat buildings. In other Districts the visitor parking spaces may be used for this purpose.

In District Z, in cases where the Floor Space Ratio is 2.0 or less and where the requirement for new or renovated development in accordance with Table 8 is two spaces or less, the nature of the proposed development, and of existing and possible developments in the immediate vicinity, and the availability of kerbside spaces or common docks, should be reviewed to determine whether this requirement could be met wholly or partially at the kerbside or in a common dock. This same procedure can be applied in District Y where the requirements is for only one space. This dispensation shall not apply where the development has exclusive frontage to:

William Street
Oxford Street
Cleveland Street
Bourke Street
Crown Street
Palmer Street
Flinders Street
Campbell Street
Elizabeth Street

Bayswater Road
Broadway
Parramatta Road
City Road
King Street (Newtown)
Regent Street
Harris Street (south of
Miller Street)

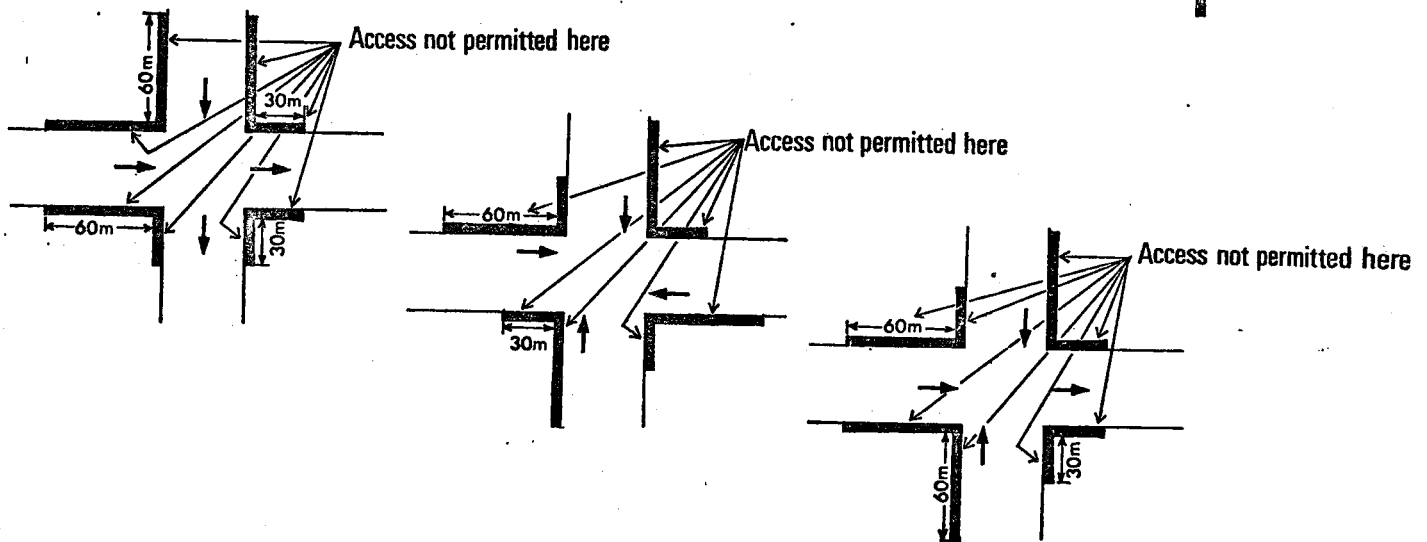


19. PROVISION OF PARKING AND DOCKING FACILITIES FOR RENOVATED BUILDINGS AND ADDITIONS TO EXISTING BUILDINGS OR DEVELOPMENTS

- (a) Where buildings are being renovated without additions exceeding 10 percent of the total floor area of the existing development, or without a change in use which would alter the off-street parking requirement, the owner or developer shall, at his own expense, provide parking spaces at the rate of 50 percent of the requirement that would apply to an equivalent new building. Existing spaces may be included in this requirement.
- (b) Where, through additions exceeding 10 percent of the total floor area of the existing development or through change of use, the parking requirement is increased, the owner or developer shall, at his own expense, in addition to providing the spaces specified under clause (a) above, provide also for the increased number of spaces required through additions or change of use as in accordance with Tables 1 to 7.
- (c) Where, through change of use or reduction in the size of the building, the parking requirement is reduced, the owner or developer shall, at his own expense, provide parking spaces at the rate of 50 percent of the requirement that would apply to an equivalent new building.
- (d) Where the space requirement is determined from Column II of Tables 2 and 4, the limit on the number of spaces which may be provided on-site shall be as shown in Column III of those Tables. Where the existing spaces on-site exceed this limit, Council shall have the discretion of deciding whether the existing excess spaces should be permitted to be retained on the site. In addition, where the existing spaces on-site have access only to those streets listed in Clauses 6(d), 9(d), 12(d) and 15(d) of this Code, Council shall have the discretion of deciding whether these existing spaces should be permitted to be retained on the site.
- (e) Spaces which may not be provided or retained on-site shall be provided by the owner or developer making a money contribution to Council for parking in an alternative location.
- (f) Where renovation is being carried out without any additions exceeding 10 percent of the total floor area of the existing development, or without any change in use that would increase off-street parking requirement, the owner or developer may elect to make a money contribution to Council in lieu of providing additional spaces on-site, where, in the opinion of Council, on-site provision would be detrimental to the effective renovation of the building.



- (g) In Districts Y and Z, these conditions may be waived at Council's discretion in areas zoned Residential Development 2 (b1) and Residential Preservation 2 (g).



The provisions of this clause shall take precedence over the provisions of clause (c) hereunder in this section.

- (c) Vehicular access points serving off-street parking facilities should not be permitted within 30 metres of the nearest alignment of the intersection of one street with another within Districts X and P, within the Kings Cross Precinct, or any intersection along William Street, Oxford Street, Broadway, Campbell Street, and Cleveland Street. This distance may be reduced to 15 metres for any streets or intersections not specified in this clause or clauses (a) and (b). Alignments of intersections shall be related to property lines not kerblines.

The street frontages where access should not be allowed are indicated diagrammatically below :

