

Subject Kensington and Kingsford - Parking Controls

Date 18 November 2016

Job No/Ref 601183

Car Parking Rates

Determining the appropriate number of on-site parking spaces to be provided within developments is frequently a point of conjecture. The requirement to provide an appropriate number of parking spaces to accommodate users (and ensure there are no adverse on-street parking impacts) must be considered in the context of reducing traffic generation resulting from a higher quantum of on-site car parking.

Parking requirements are heavily influenced by factors such as public transport provision, availability and cost of parking nearby parking, mixed use and complementary nature of various land use components and peak traffic generation hours. Some Council's provide both 'maximum' and 'minimum' parking rates for developments to consider these competing requirements. This is considered an appropriate approach for the residential component of the Kensington and Kingsford Town Centres where each development can respond with appropriate rates for its location, its size and its context with surrounding development. The minimum rate has been derived from the City of Sydney DCP and the maximum rate has been derived from the RMS rate as follows:

- The City of Sydney parking requirements are based on locations. For RFBs, Category B in the Land Use and Transport Integration LEP Map was used. Category B includes areas such as Surry Hills, Glebe and Newtown.
- The RMS Guide to Traffic Generating Developments rate is for high density residential flat buildings in a metropolitan sub-regional centre. The building may contain a component of commercial use.

Bicycle Parking Rates

Bicycle parking rates should be increased to recognise high bicycle ownership. The City of Sydney DCP rate has been adopted. The form of the bicycle parking facility should be permitted as follows:

'Secure bicycle parking should be provided for staff and residents. This should be in the form of either Class 1 or Class 2 parking facilities as defined in AS 2890.3:1993 Parking facilities – Bicycle parking facilities. Bicycle racks (class 3 facilities) should be provided for customers and visitors in a visible location adjacent to the main access of the development

Motorcycle Parking Rates

The provision of motor cycle or scooter parking areas is included in the rates to encourage this mode as a viable, energy efficient transport option. A slight increase is recommended and The City of Sydney DCP rate has been adopted.

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Land Use	Existing Car Parking Rates	Proposed Car Parking Rates	
	Randwick	Minimum (Based on City of Sydney)	Maximum (Based on RMS)
RFBs / Shop Top Housing			
Studio	0.5	0	0
1-bed	1	0.4	0.6
2-bed	1.2	0.8	1.0
3-bed+	1.5	1.1	1.4
Visitor	0.25	0.2	0.2
Car Share	Required as per Transport Assessment Study	0 < 60 units 1 per 60 units thereafter	
Service and Delivery	1 per 50-200 units	1 is recommended for over 50 units	
Commercial	Required	Required	
Business Premises	1 per 40m ²	1 per 125m ²	
Restaurants and Cafes	1 per 40m ² (for first 80m ²) 1 per 20m ² (after 80m ²)	1 per 100m ²	
Take Away Food and Drink	As per traffic study	1 per 100m ²	
Medical Centre	1 per 25m ²	1 per 25m ²	
Car Share	Encouraged but rate not specified	Encouraged but rate not specified	
Service and Delivery	1 per 4,000m ² GFA (comm) 1 per 400m ² GFA (retail)	1 per 4,000m ² (comm) 1 per 400m ² (retail)	

Land Use	Bicycle Parking Rates		Motorcycle Parking Rates	
	Existing	Proposed	Existing	Proposed
RFBs / Shop Top Housing				
Residents	0.5/unit	1/unit	5% of car parking spaces	1 per 12 car parking spaces
Visitor	0.1/unit	0.1/unit		
Commercial				
Business Premises	1 per 10 car parking spaces	1/100m ²	5% of car parking spaces	1 per 12 car parking spaces
Restaurants and Cafes				
Take Away Food and Drink				
Medical Centre				