

**Proposed Amendments to the
Site Specific Development Control Plan in response to the submissions by
Transport for NSW and the Road and Maritime Services**

Bicycle and Car Parking Rates Amendment

Under the heading of “Residential (maximum car parking rate per dwelling)”, delete the existing table and instead insert the following table:

Studio	0.6 spaces
1 bedroom	0.9 spaces
2 bedrooms	1.2 spaces
3 or more bedrooms	1.5 spaces
Visitors	0.2 per dwelling
Accessible Parking Spaces	1 space per adaptable/accessible apartment.
Car Share Spaces	A minimum of 1 car share space. If a car share provider is not obtained, then the car share space is to be used as a visitor parking space.
Motorcycle Parking	1 space for every 25 parking spaces
Bicycle Parking	1 space per dwelling & 1 visitor space per 10 dwellings

Under the heading of “Retail and Commercial”, delete the existing table and instead insert the following table:

Retail	Maximum of 1 car space per 50m ² of GFA
Commercial	Maximum of 1 car space per 70m ² of GFA
Accessible Parking Spaces	Minimum of 1% of all spaces to be readily accessible spaces designed in accordance with the Australian Standards
Motorcycle Parking	1 space for every 25 onsite car parking spaces.
Bicycle Parking Spaces	
• <i>Retail</i>	Employee; 1 per 250m ² GFA Visitor: 2 spaces + 1 per 100m ² GFA
• <i>Commercial</i>	Employee: 1 per 150m ² GFA Visitor: 1 per 400m ² GFA

Active Transport Management Plan Amendment

In the Design Control C.5. of the Traffic and Transport section after the words, “A detailed traffic model and assessment” insert the words, “and an active transport (pedestrian and cyclists) management plan”.

The amended Design Control C.5. shall read: “A detailed traffic model and assessment and an active transport (pedestrian and cyclist) management plan must be provided with a development application”.