

**PART B**      **GENERAL PROVISIONS**

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## 8.1 PARKING RATES

The controls for car parking vary across Waverley but are generally based on proximity to existing public transport services, proximity to services and where the provision of parking is constrained. Based on this, Waverley is divided into ~~four~~ **two** Parking Provision Zones. These zones are summarised in Table 2 **1** and the Parking Zone Map in Figure 7. **Note that parking rates and controls relating to dwelling house development are contained in WDCP Part C1 Lower Density Housing Development.**

Parking Zone	Description	Location	Rate of Provision
<b>Bondi Junction</b>	High accessibility to public transport and services, high density and prone to traffic congestion.	• B3 Commercial Core	Low
<b>A</b>	High accessibility to public transport and services, high density and prone to traffic congestion.	• Properties zoned R4 High Density; • B4 Mixed use; and	Low-Moderate
<b>B</b>	Good accessibility to public transport and services, medium/high density and some on-street parking pressures	• Properties outside of Zone A or Zone C.	Moderate
<b>C</b>	Fair accessibility to public transport and some services, relatively low density and on-street parking available.	• Residential properties north of Murrivier Rd (inc. southern properties)	High

Parking Zone	Description	Location	Rate of Provision
<b>1</b>	High accessibility to public transport and services, high density and prone to traffic congestion.	• Within 800m of Bondi Junction railway station where multi-dwelling housing is permissible.	Low
<b>2</b>	Good to fair accessibility to public transport and services, mainly low and medium density, with some high density, and varied on-street parking pressures.	• Properties outside Zone 1.	Moderate - Medium

**Table 1** Parking Provision Zones – updated table

### 8.1.1 Car Parking

#### Objectives

- (a) To provide car parking rates which reflect the proximity of development to existing public transport, services and the availability of on-street parking.
- (b) To balance the need to meet parking demand on site with the need to contain parking and promote sustainable transport.
- (c) To establish controls for parking that reflect the characteristics of the area in terms of urban form, land use and proximity to public transport.

#### Controls

- (a) Where a DA involves a change of use, the parking rate for the new use is to be calculated as the difference between the parking rates required for both the present and proposed uses (under this Part).
- (b) Council reserves the right to require the parking provision rate based on the total requirement for the use if, in its opinion, the DA involves a re-construction of the building.
- (c) When calculating the provision of parking spaces or loading facilities, the following method is to be applied:
  - (i) the number of spaces for each use on the site is to be calculated separately; and
  - (ii) the total number of facilities or spaces to be provided is to be rounded to the nearest whole number, i.e. 2.15 spaces equals a requirement for 2 spaces and 2.50 spaces equals a requirement for 3 spaces.
- (d) Car parking rates are provided in Table 2. Each parking zone is identified in the Parking Zone Map in Figure 7.
  - (i) Variations to Parking Rates

Variations to the relevant parking standards will only be accepted where the applicant can demonstrate that the requirement cannot be reasonably achieved (provision of less than the standard); or that exceeding the standard is in the public interest. Matters that the Council may consider in assessing variations include, but are not limited to, any of the following as are relevant:

    - Particular site design requirements such as setbacks, landscaping, solar access and streetscape controls
    - Site and building constraints such as the physical and topographical nature of the site,
    - Impacts of any increased building bulk on the streetscape or adjoining land, including overshadowing and loss of views
    - Compliance with deep soil landscape area requirements (side and rear boundary setbacks)
    - Impacts of excavation, including land form, structural integrity of buildings and structures on adjoining land, and stability of land on the subject site and adjoining sites
    - Impacts from any increase in hard surface driveways and the building footprint on the availability of water permeable ground spaces.

Variations to the car parking standards will only be supported where the applicant can demonstrate that the development is unlikely to create significant additional demand for on-street car parking in surrounding streets.

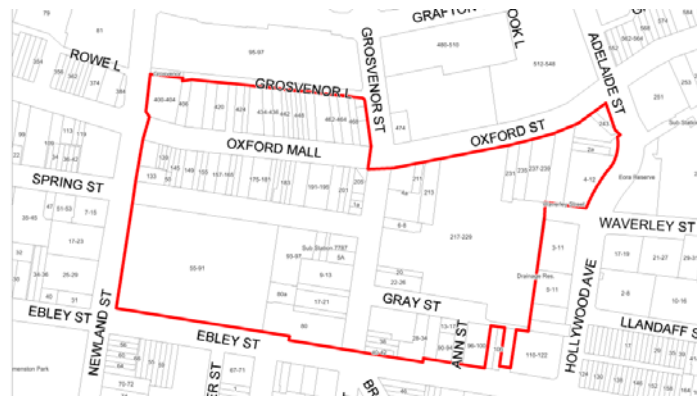
When a development application seeks to vary the car parking provisions, the following priority is to be adopted:

1. Residential parking
2. Visitor parking
3. Commercial parking (i.e. business, office, retail).

Land Use	Bondi Junction		Parking Zone A		Parking Zone B		Parking Zone C	
	Min	Max	Min	Max	Min	Max	Min	Max
<b>Multi Dwelling/Unit Housing and Shop Top Housing</b>								
1 Bedroom	0	1.0	0	1.0	0.4	1.2	0.5	1.4
2 Bedroom	0	1.2	0	1.4	1.0	1.6	1.0	1.8
3+ Bedroom	0	1.6	1.0	1.8	1.0	2.0	1.0	2.4
<b>Business/ Office</b>	0	0.66/ 100m <sup>2</sup> of GFA	0	1.0/ 100m <sup>2</sup> of GFA	0	1.0/ 100m <sup>2</sup> of GFA	0	1.0/ 100m <sup>2</sup> of GFA
<b>Retail</b>	0	1.6/ 100m <sup>2</sup> of GFA	0	2.0/ 100m <sup>2</sup> of GFA	0	3.3/ 100m <sup>2</sup> of GFA	0	3.3/ 100m <sup>2</sup> of GFA
Land Use	Parking Zone 1				Parking Zone 2			
<i>Medium density residential flat building (less than 20 dwellings)</i>								
Studio	0.5				0.5			
1 bedroom	1 space per unit <b>plus</b>				1.0			
2 bedroom	1 space per (5 x 2 bedroom unit) <b>plus</b>				1.5			
3 bedroom +	1 space per (2 x 3 bedroom unit) or part thereof				2.0			
Visitor	1 space per 5 units				1 space per 5 units			
<i>High density residential flat building</i>								
Studio	0.5				0.5			
1 bedroom	0.6				1.0			
2 bedroom	0.9				1.5			
3 bedroom +	1.4				2.0			
Visitor	1 space per 5 units				1 space per 5 units			
	Minimum	Maximum			Minimum	Maximum		
<i>Business and office premises</i>	0	0.66/100m <sup>2</sup> GFA			0	1.0/100m <sup>2</sup> GFA		
<i>Retail premises</i>	0	2.0/100m <sup>2</sup> GFA			0	3.3/100m <sup>2</sup> GFA		

Table 2 Car Parking Rates – updated table

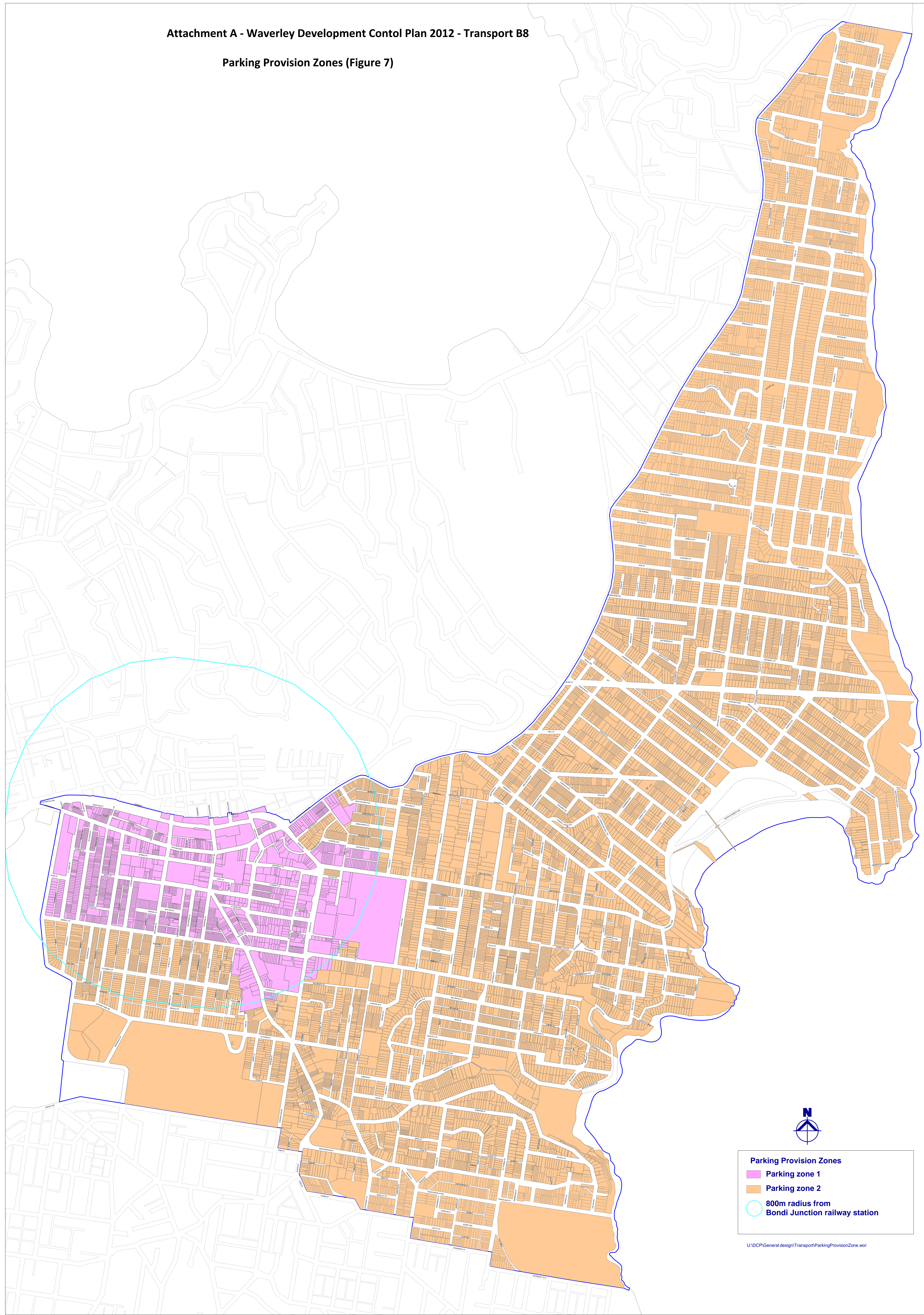
- (e) ~~No visitor parking spaces are required for the first 12 residential units. Thereafter, 1 visitor parking space is required for every 4 additional units or part thereof.~~
- (e) For developments requiring more than 50 car parking spaces, a maximum of 2% of the required parking spaces may be specified as "small car spaces", with a minimum length of 5 metres. Such spaces are to be indicated on the plans submitted and clearly indicated when completed.
- (f) Council may also require on-site parking provision be reduced for development fronting "pedestrian-dominated" streets in the Bondi Junction Centre, as shown in the area marked in Figure 6. The exact reduction in on-site parking provision will be determined by Council on a case-by-case basis.



**Figure 6** Pedestrian dominated streets in Bondi Junction Centre



Parking Provision Zones (Figure 7)



- Parking Provision Zones**
- Parking zone 1
  - Parking zone 2
  - 800m radius from Bondi Junction railway station