



Report to General Manager

Attachment:

1. Comparison of Parking Rates with Select Councils

SUBJECT: Parking Provision in North Sydney

AUTHOR: Marcelo Occhiuzzi, Manager Strategic Planning

ENDORSED BY: Joseph Hill, Director City Strategy

EXECUTIVE SUMMARY:

At its meeting on 30 July 2018, Council resolved:

THAT the parking provisions within Council's Development Control Plan be urgently reviewed to facilitate an increase in the supply of off-street parking.

This report reviews the current parking provisions outlined in Council's Development Control Plan (DCP), discusses the rationale behind the establishment of these rates, explores the implications for their amendment and provides Council with options to address this resolution.

North Sydney Council has traditionally taken a progressive approach to parking policy; incentivising walking, cycling and public transport use. This has included carefully managing increases in parking supply so that its availability is maximised while the impacts of traffic are minimized and managed. This balanced approach to parking planning has been fundamental to the development of a broad range of North Sydney's land use, transport and local planning studies developed over the last 5-10 years particularly the lead transport document, the North Sydney Transport Strategy (2018).

This report explores the following options for Council's consideration:

1. Change all rates from maximum to minimum rates
2. Increase specific maximum rates of parking
3. Recognise the diversity of North Sydney's travel/household characteristics and formulate amendments to Council's parking controls accordingly.

This report recommends that a nuanced and place-based approach to the amendment of Council's parking controls would best serve Council's longer-term aspirations and objectives relating to levels of amenity, neighbourhood character, city building and economic prosperity. This would be embodied in the option 3 approach. This may see some areas with increases in parking whilst others may not, depending on area transport characteristics and conditions.

FINANCIAL IMPLICATIONS:

The preparation of an informed and evidence-based amendment to Council's parking controls can be conducted in house. Staff have commenced early preparation of a wide-ranging *North Sydney Parking and Traffic Plan*, which at its core, is taking an informed and place based review of both on street and off street parking management and control to achieve Council's wider place based objectives and aspirations.

RECOMMENDATION:

1. **THAT** Council note the contents of this report.
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LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- Direction: 1. Our Living Environment
- Outcome: 1.2 North Sydney is sustainable and resilient
- Outcome: 1.3 Quality urban greenspaces

- Direction: 2. Our Built Infrastructure
- Outcome: 2.1 Infrastructure and assets meet community needs
- Outcome: 2.2 Vibrant centres, public domain, villages and streetscapes
- Outcome: 2.3 Sustainable transport is encouraged
- Outcome: 2.4 Improved traffic and parking management

- Direction: 3. Our Future Planning
- Outcome: 3.1 Prosperous and vibrant economy

- Direction: 4. Our Social Vitality
- Outcome: 4.1 North Sydney is connected, inclusive, healthy and safe

- Direction: 5. Our Civic Leadership
- Outcome: 5.1 Council leads the strategic direction of North Sydney

BACKGROUND

In July 2017, Council adopted the *North Sydney Transport Strategy (NSTS)*. The *NSTS* built on the directions, outcomes and strategies detailed in North Sydney's Community Strategic Plan 2013-23 (CSP) and *Ecologically Sustainable Development Best Practice Project 2014 (ESD)* to create an over-arching transport planning and management framework. The *NSTS* was based on extensive feedback from community consultation undertaken in 2016.

The *NSTS* also identified overarching principles and key outputs for a suite of mode specific transport action plans, including a *North Sydney Parking and Traffic Action Plan (NSP&TAP)*.

In March 2018, the *Greater Sydney Commission* released its *North District Plan*, a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, *A Metropolis of Three Cities*, at a district level and provides a bridge between regional and local planning.

Action 20 of the *North District Plan* identifies an integrated approach to land use and transport planning based on place and accessibility with consideration of the potential opportunities afforded by unbundling, car sharing and adaptive re-use of parking infrastructure in response to emerging trends and technologies.

On 30 July 2018, the following Notice of Motion was adopted by Council:

NoM02 DCP Parking Provisions

THAT the parking provisions within Council's Development Control Plan be urgently reviewed to facilitate an increase in the supply of off-street parking.

A Councillor Briefing was held in August 2019 to help:

- Define the parking problem/s.
- Identify potential impacts of emerging trends and technologies.
- Outline constructive parking planning and management options.

CONSULTATION REQUIREMENTS

This report recommends the preparation of a draft *North Sydney Parking and Traffic Plan* which seeks to provide for the maximising of parking efficiency, both on-street and off-street. Comprehensive consultation will be required to prepare this document.

SUSTAINABILITY STATEMENT

Council's approach to parking planning and management will inherently affect the potential for traffic growth and associated traffic externalities resulting from new development.

Sustainability Assessment	
Environmental Implications	The extent to which Council parking policy manages traffic growth will affect the potential growth of: <ul style="list-style-type: none"> • greenhouse gas emissions; • local particulate pollution; and • noise.
Social Implications	The extent to which Council parking policy manages traffic growth will affect: <ul style="list-style-type: none"> • road safety - conflict, crashes and injuries; • personal security - on-street activity, active and passive surveillance and ground floor activation; • incidental social interactions, community connectedness/civic pride, social isolation, anti-social behaviour; and • community health.
Economic Implications	The extent to which Council parking policy manages traffic growth will have economic implications for the North Sydney community. These will include: <ul style="list-style-type: none"> • parking costs – while the cost of supplying off-street parking can be deferred back to the private sector, the cost of traffic externalities is borne by the community (e.g. road safety); • congestion – unless Council allocates significant funding to increase traffic capacity in line with traffic growth, increasing parking supplies will result in increased congestion and travel times;
Governance Implications	Council's current parking policies reflect industry best practice and are comparable to similar controls used by the City of Sydney and other similar jurisdictions.

BACKGROUND

1 Council's Current Parking Controls

Council's approach to regulating parking design and numbers associated with new development are outlined in the North Sydney Development Control Plan (DCP). These controls are included in Sections 10 and 11 of the DCP and are expressed as *maximum* parking rates. Maximum parking rates are designed to place a cap on the total number of parking spaces within a development as a tool to manage traffic generation. Some Councils in Sydney use *minimum* parking rates which allow more parking than is identified in the DCP to be provided on site.

1.1 Minimum and Maximum Parking Rates

Minimum parking rates are generally applied in local government areas or precincts that have limited access to an efficient public transport system. In these areas, private car-based travel tends to be the overwhelming method of travel by residents and workers. This approach allows more than the minimum rate of parking to be provided on development sites.

Maximum rates of parking, as has been adopted in the North Sydney DCP, effectively cap the amount of parking that can be provided on a development site. This approach tends to be used in areas that have good access to public transport and act as an effective method of limiting traffic growth and therefore congestion. This is used by the City of Sydney and Waverley Councils as well as parts of Parramatta, Newcastle and Inner West Councils.

The table at attachment 1 provides a rundown of some of the rates adopted by adjoining Councils and those Councils that share some of the characteristics of North Sydney. There are a variety of approaches to both the question of minimum versus maximum rates as well as the quantum of parking to be provided on site. The City of Sydney requires very little on-site parking which reflects the congested nature of the city, its low car ownership rates and excellent access to public transport. To various extents, other Councils reflect this nuanced approach particularly with regard to proximity to public transport, congestion or desire to create pedestrian environments (Mosman at Military/Spit Road, Lane Cove for St Leonards, Newcastle in its city centre, Inner West Council at Leichardt, Liverpool for its city centre, Willoughby for Chatswood).

1.2 Congestion

It is universally acknowledged that parking supply has a direct relationship to traffic generation and congestion. Traffic modelling has, as a core input, parking provision and growth is a major contributor to increased levels of traffic. In a city growing as quickly as Sydney, increasing local and regional traffic capacity is, at best, a short-term proposition resulting in population-wide increases in car dependency, induced traffic demand and resulting in even greater demand for traffic capacity projects in the short/medium term.

As an example, in the development of the *North Sydney CBD Integrated Transport Program*, Council's current approach to parking planning has been vital in justifying a program of works that support public domain, walking, cycling and public transport improvements while including the closure of Miller Street to create Miller Place.

1.3 Social Trends

North Sydney’s age demographic is skewed towards 25-45-year-old adults (ID Profile) with no children. In addition, 76.7% of households in North Sydney have no children compared to the Greater Sydney average of 54.2%. Even before the 2016 census, when ride sourcing was an emerging trend rather than an established travel type, these “Generation X-ers” and “Millennials” were less likely to have a driving license or own a car than previous generations. Analysis of the 2016 census combined with RMS driving license datasets, shows that almost 25% of 20-34-year-olds do not hold a driving license across Metro Sydney. Figure 1 below identifies the density of households within North Sydney that do not own a car. There is a tangible correlation to areas well served by rail or bus routes.

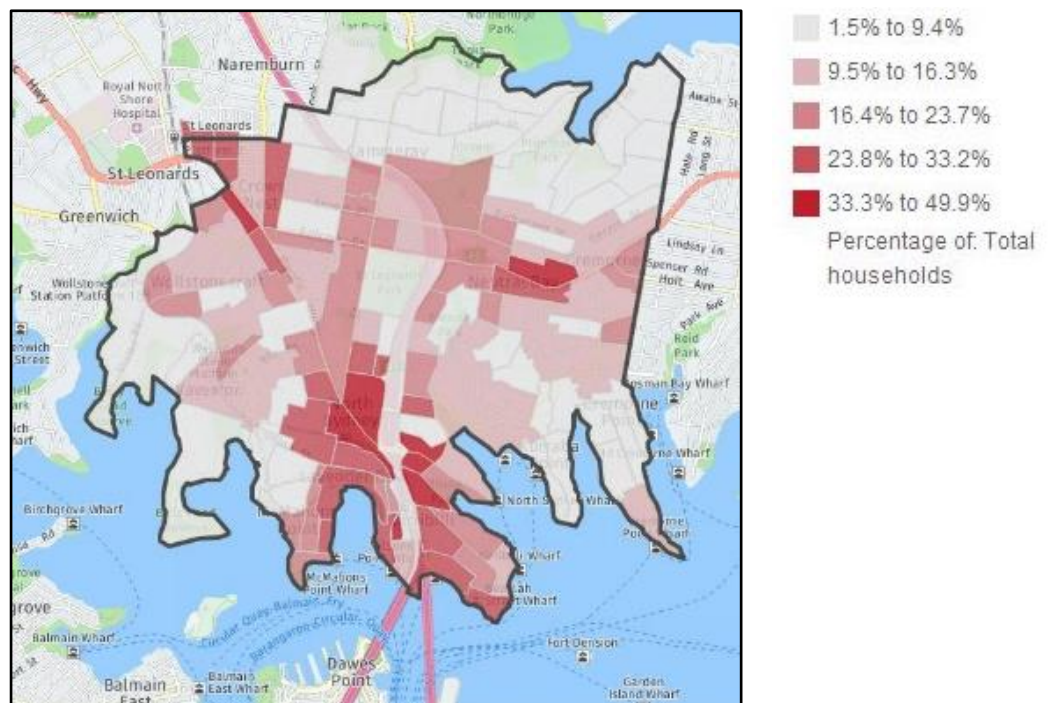


Figure 1: North Sydney Households with No Car, 2016 Census by Profile.id

1.4 Work Trends

E-business; small business start-ups; remote working, hot desking and co-working spaces have the potential to partially or wholly off-set population-led demand for commercial floor space and associated commuter demand.

In North Sydney, most commuter journeys are made either on foot, by bike, by public transport or by ridesharing with only 28.7% of residents’ and 27.5% of workers’ commuting to/from North Sydney by single occupant car journey in 2016. These figures reflect an on-going trend of decreasing car-based commuting that will be accelerated by the opening of the Crows Nest and Victoria Cross Metro stations in 2024. The Metro EIS forecasts that approximately 53% of North Sydney commuter journeys will be rail-based in 2036.

1.5 Emerging Technologies

Current approaches to parking planning have the potential to be disrupted by on-line asset sharing/car parking marketplaces, which offer individuals the opportunity to rent or lease under utilised parking assets, similar to the way in which “AirBnB” allows property sharing.

Many experts predict that evolving transport technologies will make tomorrow’s transport systems almost unrecognisable from today’s. Traditional car manufacturers (e.g. Ford & BMW) and technology-based entrants into the car industry (e.g. Google & Tesla) have announced plans for commercially available fully autonomous vehicles by 2021. TfNSW’s Future Transport Strategy (2018) suggests that almost 100% of new vehicle sales will be autonomous vehicles by 2045. Whether these vehicles are privately owned or offered as part of ride-sharing services, they will dramatically reduce parking demand in the medium term future.

2. Increasing Access to Parking - Way Forward

In response to Council’s resolution and in the context of the characteristics and trends discussed above, the following options are presented for Council’s consideration:

1. Change all rates from maximum to minimums rates
2. Increase specific maximum rates of parking (i.e., to a more ‘suburban setting’)
3. Recognise the diversity of North Sydney’s travel/household characteristics and formulate amendments to Council’s controls accordingly.

These are discussed in detail below.

2.1 Option 1: Move to Minimum Parking Rates

Various Councils in Sydney have adopted maximum parking rates to effectively limit parking within development sites. This approach recognises that parking supply is a fundamental input into traffic generation and increased congestion. Moving to minimum parking rates will mean that developers are able to provide unlimited on-site parking for new developments. This is an important principle in a local government area like North Sydney where there are general levels of good public transport availability. This level of accessibility will of course be reinforced with two new Metro stations at North Sydney and Crows Nest.

This approach will almost inevitably lead to increased on-site parking being provided by developers as apartments become more marketable with on-site parking provision. However, some of the reasons for capping parking supply as is characteristic of the North Sydney DCP include:

- Managing traffic generation/volumes
 - Encouraging public transport use as a more sustainable form of transport in a large city and fast growing city
 - Working towards more pedestrian, safer human scale/speed urban environment
 - Contributing to a more vibrant of city
 - Limits emissions/pollution
 - Limits the passive use of valuable and limited land
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A move to minimum rates of car parking is not recommended as it undermines the fundamental traffic generating characteristics that additional off-street parking represents.

2.2 Option 2: Increase all Residential and Commercial Parking Rates

The North Sydney DCP contains areas of nuance in car parking provision that recognise different levels of public transport access and travel patterns in different parts of the local government area. For example, the North Sydney CBD requires relatively low levels of car parking in recognition that:

- a) The area is served by excellent levels of public transport
- b) The working population have very high rates of public transport usage and is the easiest cohort to influence in terms of public transport behaviour.

As discussed in 1.3 above, the current public transport usage will generally only be reinforced and increased as a result of the commencement of the operation of Metro in 2024.

This option can be informed by a more in-depth analysis and comparison with parking rates of similar Councils' approach to parking and their rates. The very significant disadvantage of this approach is that whilst relatively easy to roll out and implement, it will ignore the very significant diversity across North Sydney in terms of access to public transport, proximity to diversity of urban services, car ownership rates and other factors that may influence sensible and sustainable parking rates.

2.3 Option 3: Amend Parking Rates to Reflect Local Differences and Characteristics

Identifying roads within North Sydney that share similar place and accessibility characteristics will allow for a more targeted approach to off-street parking planning that helps to:

- minimise traffic growth;
- maintain road safety/amenity for existing residents; and
- manage the mobility expectations of new residents based on the accessibility of local centres and public transport.

Amending parking rates in the DCP to reflect differences in access to public transport, car ownership rates and levels of local access to activity centres will mean that some areas have higher parking rates than others. Research into car ownership rates, access to high levels public transport provision, easy access to everyday services will provide relevant input into the formulation of these rates.

As place functions and public transport accessibility are improved over time, either as a result of developer-led improvements or through Council interventions, precinct parking requirements will also change.

This more nuanced approach to the setting of Council's off-street parking rates, will also require the management of on street parking, to ensure that Council's approach is holistic, given the complex and sensitive nature of parking supply and access in North Sydney and more generally in the metropolitan area.

Recommended Option: That Council pursue option 3 as outlined above which considers precinct-based parking rates and on street management of parking, thereby responding to local

differences and characteristics.

2.3.1 Targeted On-Street Parking Management

Parking rates should be seen as a component of the total parking picture. On-street parking should be assessed and managed as part of this exercise.

Roads that share similar place and accessibility characteristics (e.g. walkable proximity to trip attractors and public transport) tend to share similar parking demand characteristics. A holistic review of current parking precincts based on place and accessibility analysis as well as community consultation, is recommended as part of the development of the recommended review of parking rates.

2.3.2 Precinct-based Parking Restrictions & Parking Permit Allowances

A precinct-based approach to on-street parking management, including parking restrictions and resident parking permit allowances, will help to deliver a more balanced approach to managing competition between resident and visitor on-street parking demand to achieve target on-street parking saturation rates. Delivery of precinct-specific resident parking schemes is a significant change to Council's current *Resident Parking Scheme* (2009). Community consultation will help to identify a more contextual and balanced approach to the management of resident and visitor parking demand (e.g. higher priority for visitor parking near retail centres) as well as competition from other kerb-side uses (e.g. disabled parking).

While primary parking restrictions and permit allowances will help to deliver a broad and more balanced approach to managing competition between resident and visitor on-street parking, these must be bolstered with locality-specific parking restrictions based on proximity to particular trip attractors such as schools, parks, community facilities and religious buildings. These secondary parking restrictions will limit parking supply/demand imbalances and traffic externalities caused by site-specific travel demand (e.g. restrictions that limit the impact of school-based trips on the safety and amenity of residential streets at drop-off/pick-up times). This approach to the setting of on-street parking restrictions should also help to maintain consistency and limit the number of parking restrictions that apply to an area, thereby limiting potential for confusion.

2.4 Travel Planning & Car Share Requirements

While developers have, traditionally, provided a "traffic impact assessment" as part of required planning documentation, this underpins a "predict & provide" approach to development planning that reinforces existing mode share paradigms rather than encouraging development that supports the North Sydney community's transport Vision.

Precinct-based "travel planning" requirements for new development should be applied and should include requirements for:

- an empirical analysis of travel demand, including off-street parking demand;
 - site-specific objectives and targets that reflect the North Sydney community's transport Vision as detailed in the North Sydney Transport Strategy;
 - developer-led actions to support walking, cycling and public transport and car share use, minimise the potential for displacement of resident/worker parking demand to on-street parking and minimise the negative impacts of traffic growth/traffic externalities;
 - car share provisions to help address resident/worker mobility demands in low car
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- ownership/use developments; and
- commitment to on-going evaluation and review of Travel Plan targets and actions.

Conclusion

In a fast-growing city like Sydney with ever increasing levels of congestion, rapid development and the constant balancing of growth and amenity, traditional transport solutions that served the city well in the past, are being reviewed and questioned. Providing for efficient movement around a growing metropolis whilst retaining the fundamental amenity characteristics that Sydney enjoys, are fundamental to effective transport planning. Access to carparking and its careful management is central to this.

This report has highlighted some of the challenges faced with a broad approach to increasing parking rates for new development. It promotes and recommends a more nuanced approach to precinct based review and adjustment to parking rates based on local transport and urban characteristics. It is recommended that a more holistic approach would be represented by also including the more efficient management of on street parking, in recognition that both work in tandem in our neighbourhoods.

Council	Type of rate (min/max)	Residential Parking Rates		Commercial Parking Rates	Notes
		<u>Dwelling House</u>	<u>RBFs/multi-dwelling housing</u>	<u>Office/business premises</u>	
North Sydney (North Sydney DCP 2013)	Max	1/dwelling (1-2 bed)	<u>RBFs in B4 Zone (outside St Leonards) :</u> 0.5/studio and 1-bed dwelling 1/2+ bed dwelling 1/10 car spaces motorcycle parking	<u>For North Sydney Centre :</u> 1 space per 400 sqm GFA	Retail rates same as office/business premises rates
		2/dwelling (3+ bed)			
			<u>RBFs in B4 Zone (St Leonards) :</u> 0.25 spaces per studio/1-bed dwelling 0.5 spaces per 2+ bed dwelling 1 space per 10 car spaces motorcycle parking	<u>For B1 zone :</u> 1 space per 100 sqm non-residential GFA	
			<u>RBFs and multi-dwelling housing in all other zones :</u> 1 space per studio/1-bed/2-bed 1.5 spaces per 3+ bed 0.25 spaces per dwelling visitor parking	<u>B3 Zone (outside North Sydney Centre) :</u> 1 space per 400 sqm non-residential GFA	
				<u>B4 Zone - North Sydney Centre/Milsons Point/St Leonards :</u> 1 space per 400 sqm non-residential GFA <u>B4 Zone - Crows Nest/Neutral Bay/Cremorne:</u> 1 space per 60 sqm non-residential GFA	
			<u>IN2 Zone :</u> 1 space per 100 sqm non-residential GFA		

Council	Type of rate (min/max)	Residential Parking Rates		Commercial Parking Rates	Notes
		<i>Dwelling House</i>	<i>RBFs/multi-dwelling housing</i>	<i>Office/business premises</i>	
City of Sydney (Sydney LEP 2012)	Max	Three categories: <u>A</u> - 1/dwelling	Three categories: <u>A</u> : 0.1 spaces per studio dwelling 0.3 spaces per 1-bed dwelling 0.7 spaces per 2-bed dwelling 1 space per 3+ bed dwelling	Three categories: <u>D</u> - 1 space per 175 sqm GFA (FSR<3.5:1)	For office/business premises on any land category with an FSR greater than the one specified for the category the following formula is used: $M = (G \times A) / (50 \times T)$ M - maximum number parking spaces G - GFA in sqm (of commercial component) A - site area in sqm T - total GFA of all buildings on the site in sqm For retail premises on category D land where the FSR is greater than 3.5:1 the same formula is used The categories used for parking: <u>A, B and C</u> - relate to land use and transport integration, with A being the most integrated (CBD and surrounds) and C the least <u>D, E and F</u> - relate to accessibility to public transport, D is the most accessible (CBD and surrounds) and F is the least
		<u>B</u> - 2/dwelling (2+ bedrooms) and 1/each other dwelling	<u>B</u> : 0.2 spaces per studio dwelling 0.4 spaces per 1-bed dwelling 0.8 spaces per 2-bed dwelling 1.1 spaces per 3+ bed dwelling 0.167 spaces for each dwelling up to 30 dwellings 0.1 spaces for each dwelling between 30 and 70 dwellings 0.05 spaces for each dwelling 70+ dwellings	<u>E</u> - 1 space per 125 sqm GFA (FSR<2.5:1)	
		<u>C</u> - 2/dwelling	<u>C</u> : 0.4 spaces per studio dwelling 0.5 spaces per 1-bed dwelling 1 space per 2-bed dwelling 1.2 spaces per 3+ bed dwelling 0.2 spaces for each dwelling up to 30 dwellings 0.125 spaces for each dwelling between 30 and 70 dwellings 0.067 spaces for each dwelling 70+ dwellings	<u>F</u> - 1 space per 75 sqm GFA (FSR<1.5:1)	

Council	Type of rate (min/max)	Residential Parking Rates		Commercial Parking Rates	Notes
		<u>Dwelling House</u>	<u>RBFs/multi-dwelling housing</u>	<u>Office/business premises</u>	
Parramatta (Parramatta LEP 2011 and Parramatta DCP 2011)	Max for City Centre Min for rest of LGA	1/dwelling (<125 sqm)	Two categories: Not within 400m of public transport stop 0.6 spaces per studio apartment 1 space per 1-bed unit 1.25 spaces per 2-bed unit 1.5 spaces per 3-bed unit 2 spaces per 4-bed unit 0.25 spaces per dwelling visitor parking one car wash bay	<u>Outside Parramatta City Centre :</u> 1 space per 50 sqm GFA 1 loading bay per 400 sqm GFA	For RBFs/multi-dwelling/mixed use residential the distinction between categories is: "[not within or within] 400 metres walking distance of a transitway bus stop with a service frequency of an average of 10 minutes or less during the morning peak hour (7am-9am) in either direction, or of a railway station" City Centre residential parking rates only apply to 7 lots of land in total
		2/dwelling (> 125 sqm)	Within 400m of public transport stop 1 space per 1 or 2-bed unit 1.2 spaces per 3-bed 2 spaces per 4-bed 0.25 spaces per dwelling visitor parking one car wash bay	<u>For Parramatta City Centre :</u> 1 space per 100 sqm GFA 1 space per 30 sqm GFA (shops) For certain land where residential accommodation is permitted: 0.1 spaces per studio apartment 0.3 spaces per 1-bed apartment 0.7 spaces per 2-bed apartment 1 space per 3-bed apartment	
Chatswood (Willoughby DCP 2006)	Neither (compulsory rate)	1/dwelling (< 2 beds)	<u>Outside railway precincts or major public transport corridors :</u> 1 space per studio/1-bed 1.2 spaces per 2-bed 1.5 spaces per 3+ bed 1 space per 4 dwellings visitor parking	<u>Outside Railway Precinct and Major Public Transport Corridor :</u> 1 space per 60 sqm GFA	Railway precincts denote areas with 500m of a railway station Major public transport corridor denotes any block adjoining identified roads
		2/dwelling (3+ beds)			
			<u>Inside Railway Precinct/Major Public Transport Corridor :</u> 0.5 spaces per studio 1 space per 1-bed 1 space per 2-bed 1.25 spaces per 3+ bed 1 space per 4 dwellings visitor parking	<u>Within Railway Precincts/Major Public Transport Corridor :</u> 1 space per 110 sqm GFA	
			<u>In Chatswood Centre :</u> 1 space per 200 sqm GFA		

Council	Type of rate (min/max)	Residential Parking Rates		Commercial Parking Rates	Notes
		<u>Dwelling House</u>	<u>RBFs/multi-dwelling housing</u>	<u>Office/business premises</u>	
Newcastle (Newcastle DCP 2012)	Both	1/dwelling (<125 sqm)	1 space per dwelling 1 space per 5 dwellings or part thereof visitor parking	1 space per 50 sqm GFA	Maximum rates are used by default. Certain uses and areas use minimum rates e.g. residential accommodation outside of City Centre/Renewal Corridor, gymnasias, hotels/motels
		2/dwelling (>125 sqm)	<u>For Newcastle City Centre :</u> 0.6 spaces per dwelling (1-bed or < 75 sqm) 0.9 spaces per dwelling (2-bed or 75-100 sqm) 1.4 spaces per dwelling (3+ bed or >100 sqm) 1 space for the first 3 dwellings and 1 space for every 5 thereafter visitor parking	<u>For Newcastle City Centre :</u> 1 space per 60 sqm GFA	
Waverley (Waverley DCP 2012)	Max	<u>Parking Zone 1 :</u> 1/dwelling (2-bed or less) 2/dwelling (3-bed or more)	<u>Parking Zone 1 :</u> 0 spaces per studio 0.4 spaces per 1-bed 0.7 spaces per 2-bed 1.2 spaces per 3+ bed 1 space per 7 dwellings visitor parking	<u>Parking Zone 1 :</u> 0 spaces minimum 0.66 spaces per 100 sqm GFA maximum	Parking Zone 1 - high accessibility to public transport and services, high density, prone to traffic congestion (Within 800m of Bondi Junction Railway Station) Parking Zone 2 - Good to fair accessibility to public transport and services, low and medium density, varied on-street parking pressures
		<u>Parking Zone 2 :</u> 1/dwelling (2-bed or less) 2/dwelling (3-bed or more)	<u>Parking Zone 2 :</u> Medium density (2-19 dwellings) 0 spaces per studio 1 space per 1-bed 1.2 spaces per 2-bed 1.5 spaces per 3+ bed High density (20+ dwellings) 0 spaces per studio 0.6 spaces per 1-bed 0.9 spaces per 2-bed 1.4 spaces per 3+ bed 1 space per 5 dwellings visitor parking	<u>Parking Zone 2 :</u> 0 spaces minimum 1 space per 100 sqm GFA maximum	

Council	Type of rate (min/max)	Residential Parking Rates		Commercial Parking Rates	Notes
		<u>Dwelling House</u>	<u>RBFs/multi-dwelling housing</u>	<u>Office/business premises</u>	
Liverpool <i>(Liverpool LEP 2008)</i>	Min	N/A	<u>Liverpool City Centre</u> : 1 space per 2 studio apartments 1 space per 1- and 2 -bed 1.5 spaces per 3+ bed 1 space per 10 dwellings visitor parking	<u>Liverpool City Centre</u> : 1 space per 200 sqm GFA on ground level 1 space per 150 sqm GFA all other parts of building	
		2 spaces per dwelling	1 space per 1-bed/small dwelling (<75 sqm) 1.5 spaces per 2-bed/medium dwelling (65-110 sqm) 2 spaces per 3+ bed/large dwelling (>110 sqm) 1 space per 4 dwellings visitor parking	1 space per 100 sqm GFA 1 space per 35 sqm LFA	
Randwick <i>(Randwick DCP 2013)</i>	Min	1/dwelling (2 bed or less) 2/dwelling (3-bed or more)	1 space per 2 studio dwellings 1 space per 1-bed dwelling 1.2 spaces per 2-bed dwelling 1.5 spaces per 3+ bed dwellings 1 space per 4 dwellings visitor parking	<u>For residential zones</u> : 1 space per 100 sqm GFA	Rates for retail same as office/business premises
				<u>For non-residential zones</u> : 1 space per 100 sqm GFA	
Inner West <i>(Leichhardt DCP 2013)</i>	Min and Max	Minimum - 0 maximum - 2	0 spaces (min) and 0.5 spaces (max) per studio 0.33 spaces (min) and 0.5 spaces (max) per 1-bed 0.5 spaces (min) and 1 space (max) per 2-bed 1 space (min) and 1.2 spaces (max) per 3+ bed	1 space per 100 sqm GFA (min) 1 space per 60 sqm GFA (max)	Parking rates are given as a range (e.g dwelling houses must provide between 0 and 2 spaces)

Council	Type of rate (min/max)	Residential Parking Rates		Commercial Parking Rates	Notes
		<i>Dwelling House</i>	<i>RFBs/multi-dwelling housing</i>	<i>Office/business premises</i>	
Inner West (Marrickville DCP 2011)	Neither (compulsory Rate)	1/dwelling	<i>Parking Area One :</i> 0.2 spaces per studio 0.4 spaces per 1-bed 0.8 spaces per 2-bed 1.1 spaces per 3+ bed	<i>Parking Area One :</i> 1 space per 100 sqm GFA (up to 500 sqm GFA) 5 + 1 space per 65 sqm GFA over 500 sqm (500-750 sqm GFA) 9 + 1 space per 45 sqm GFA over 750 sqm (750-1000 sqm GFA) 15 + 1 space per 35 sqm GFA over 1000 sqm (1000+ sqm GFA)	Retail rates same as office/business premises rates Controls seek to constrain parking in terms of public transport access: <i>Parking Area One</i> - most accessible areas (200m around railway stations, local centres, Newtown/Camperdown/Enmore) <i>Parking Area Two</i> - moderately accessible areas (200m around parking area one, 200m around light rail stops and strategic bus corridors, business zones) <i>Parking Area Three</i> - least accessible (mostly general residential areas)
			<i>Parking Area Two :</i> 0.4 spaces per studio 0.5 spaces per 1-bed 1 space per 2-bed 1.1 spaces per 3+ bed 0.1 spaces per unit visitor parking	<i>Parking Area Two :</i> 1 space per 80 sqm (up to 500 sqm GFA) 7 + 1 space per 45 sqm over 500 sqm (500-750 sqm GFA) 12 + 1 space per 35 sqm over 750 sqm (750-1000 sqm GFA) 20 + 1 space per 30 sqm over 1000 sqm (1000+ sqm GFA)	
			<i>Parking Area Three :</i> 0.6 spaces per studio 0.8 spaces per 1-bed 1.2 spaces per 2-bed 1.2 spaces per 3-bed 0.1 spaces per unit visitor parking	<i>Parking Area Three :</i> 1 space per 50 sqm GFA (up to 500 sqm GFA) 10 + 1 space per 30 sqm over 500 sqm (500-750 sqm GFA) 19 + 1 space per 25 sqm over 750 sqm (750-1000 sqm GFA) 29 + 1 space per 20 sqm over 1000 sqm (1000+ sqm GFA)	
Inner West (Ashfield DCP 2016)	Neither (compulsory Rate) Min for RFBs	1/dwelling	<i>Multi-dwelling housing :</i> 1 space per unit 1 additional space for every five 2-bed units 1 additional space for every two 3-bed units <i>RFBs :</i> 1 space per dwelling (minimum) 1 space per 4 dwellings visitor parking	1 space per 40 sqm GFA Developments over 200 sqm must provide 1 courier space	Retailparking rates the same as office/business premises

Council	Type of rate (min/max)	Residential Parking Rates		Commercial Parking Rates	Notes
		<i>Dwelling House</i>	<i>RFBs/multi-dwelling housing</i>	<i>Office/business premises</i>	
Mosman	Min	1/dwelling	<p><i>Multi-dwelling housing and RFBs :</i></p> <p>1 space per 1 bed. unit 1.5 space per 2 bed unit 2 per 3 bed unit</p> <p><i>Within 200m of Military or Spit Road :</i></p> <p>1 space per 1 bed unit 1.2 space per 2 bed unit 1.5 space per 3 bed unit</p>	1 per 37sqm of gross floor space	
Lane Cove	Neither	1/dwelling	<p><i>Multi-dwelling housing and RFBs :</i></p> <p>1 space per 1 bed. unit 1.5 space per 2 bed unit 2 per 3 bed unit</p> <p><i>Within 400m of St Leonards Rail Station :</i></p> <p>0.5 space per 1 bed unit 0.9 space per 2 bed unit 1.4 space per 3 bed unit</p>	1 per 100sqm of gross floor area	