

Council Meeting**AGENDA NO. 6/11**

Meeting Date: Tuesday 10 May 2011
Location: Council Chambers, Level 6
Time: 7.30pm

Note: *This meeting will be recorded on audio tape for minute-taking purposes as authorised by the Local Government Act 1993.*

SUPPLEMENTARY ITEMS

Item	Page
13 ADVISORY COMMITTEE - Crime Prevention Advisory Committee 21 April 2011	2
14 PLANNING FOR COMMUNITY OUTCOMES CONFERENCE - 2 June 2011	8
15 PROJECTED COSTS FOR THE REPLACEMENT OF AIR HANDLING UNITS AT THE RYDE AQUATIC LEISURE CENTRE.....	15
16 PARKING DEVELOPMENT CONTROL PLAN REVIEW	19

RECISSION MOTIONS

1 BOARDING HOUSE ENFORCEMENT AND EDUCATION PROJECT - Item 8, Committee of the Whole 3 May 2011 - Councillor Sarkis Yedelian OAM, Councillor Roy Maggio, Councillor Bill Pickering	55
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SUPPLEMENTARY ITEMS**13 ADVISORY COMMITTEE - Crime Prevention Advisory Committee 21 April 2011**

Report prepared by: Road and Community Safety Projects Officer**Report dated:** 29 April 2011**File No.:** GRP/11/4/3 - BP11/318

Report Summary

The Crime Prevention Advisory Committee met on 21 April 2011. There were two recommendations of the Committee submitted in the Minutes for Council's consideration.

RECOMMENDATION:

- (a) That Council write to NSW Police requesting advice on possible CCTV in Eastwood and a statistical context for Eastwood (including crime trends and comparison data on town centres where CCTV has been installed). The letter will also request the introduction of bilingual English/Korean speaking police officers at the station.
- (b) That Council write to the Rotary Club of Ryde requesting an update on the Graffiti Free Zone (Ryde) initiative.

ATTACHMENTS

1 Minutes

Report Prepared By:

Chris Hellmundt

Road and Community Safety Projects Officer

Report Approved By:

Jonathan Nanlohy

Social Policy and Planning Co-Ordinator

Baharak Sahebekhtiari

Manager - Community and Culture

Simone Schwarz

Group Manager - Community Life

ITEM 13 (continued)**Background**

The Crime Prevention Advisory Committee meets every two months. The primary role of the Crime Prevention Advisory Committee is to:

- Facilitate a multi-faceted and coordinated approach to the development of crime prevention strategies to prevent and deter future criminal activity in the Ryde Local Government Area.
- Facilitate the development of a Crime Prevention Policy and Action Plan.
- Promote cooperation between Council, the community, government and non-government agencies in relation to crime issues.

Report

Recommendation One – That Council write to NSW Police requesting advice on possible CCTV in Eastwood and a statistical context for Eastwood (including crime trends and comparison data on town centres where CCTV has been installed). The letter will also request the introduction of bilingual English/Korean speaking police officers at the station.

The Korean Chamber of Commerce have submitted a request and petition to the Mayor to install CCTV cameras in public places in Eastwood. The Mayor tabled this correspondence and members of the Chamber spoke on the issue.

The Committee recommends that before advice can be provided to Council on this issue, a full report on the context and benefits/disadvantages is necessary. Therefore, the Committee recommends that Council write to NSW Police (Eastwood Local Area Command) requesting advice and a statistical context (including crime trends and comparison data on town centres where CCTV has been installed) for the June meeting of the Crime Prevention Advisory Committee.

The Korean Chamber of Commerce members also requested that in the letter to Eastwood Local Area Command, Council advocates for an English/Korean speaking police officer to be located at Eastwood Police Station. The Chamber members and the Committee believe this will assist the Korean community feel safer and increase reporting for crime.

Recommendation Two – That Council write to the Rotary Club of Ryde requesting an update on the Graffiti Free Zone (Ryde) initiative.

Last year, Council funded a Rotary Club of Ryde request (\$4,000) to purchase graffiti removal equipment for its Graffiti Free Zone (Ryde). The Committee requested Council write to the Rotary Club of Ryde to provide information and if possible present on progress of the project.

Consultation

Internal Council business units consulted included:-

- Not Applicable

Internal Workshops held:-

- Not Applicable

ITEM 13 (continued)

City of Ryde Advisory Committees consulted included:-

- Crime Prevention Advisory Committee

External public consultation included:-

- Not Applicable

Comments

Comments raised are located in the Minutes.

Critical Dates

There are no critical dates or deadlines to be met.

Financial Impact

Adoption of the option(s) outlined in this report will have no financial impact. There will be no on-going costs of maintaining this project.

Policy Implications

There are no policy implications through adoption of this recommendation.

Other Options

Council takes no action.

Conclusion

The Committee has made two requests of staff to facilitate related projects including writing to NSW Police regarding CCTV in Eastwood and the Rotary Club of Ryde regarding their graffiti removal program.

ITEM 13 (continued)**ATTACHMENT 1**

Subject:	Crime Prevention Advisory Committee – Minutes of Meeting	Page 1 of 3
File No:		
Document Ref:		
Venue:	Civic Centre, Level 5, Room 2	
Date:	21 April 2011	
Time:	5.30pm	
Chair:	Councillor Maggio (City of Ryde)	
Meeting Support (MS):	Elizabeth Blazevska, Technical Support Officer	
Staff Convenor:	Baharak Sahebekhtiari, Manager – Community and Culture	

Participants

Present	Apology	Name	Position Title	Organisation
✓		Artin Etmekdjian	Mayor/Councillor and delegate	City of Ryde
✓		Roy Maggio (Chair)	Councillor and Delegate	City of Ryde
	×	Nicole Campbell	Councillor and delegate	City of Ryde
	×	Justin Li	Councillor and delegate	City of Ryde
	×	Duncan Eddington	Duty Officer – Eastwood LAC	NSW Police
	×	Jason Reimer	Duty Officer – Gladesville LAC	NSW Police
✓		Lorraine Cox		Ryde Business Forum
	×	Sean Parsonage		Ryde Chamber of Commerce
	×	Mick Nelson		West Ryde Chamber of Commerce
	×	Wayne Abrahams	Chairperson	Eastwood Gladesville Liquor Accord
	×	Gary Beavan		Railcorp
✓		Judy Harris		Lions Club
	×	Gavin Mussone	Property Manager	Eastwood Chamber of Commerce, Australian Asian Association of Bennelong and Eastwood Shopping Centre
	×	Paul Savelburg	Retail Manager	Top Ryde City Shopping Centre
	×	Craig Oliver	CEO, Campus Experience	Macquarie University
	×	Connie Netterfield		Gladesville Rotary Club
	×	Baharak Sahebekhtiari	Manager – Community & Culture	City of Ryde
✓		Chris Hellmundt	Road and Community Safety Project Officer	City of Ryde

ITEM 13 (continued)**ATTACHMENT 1****Details****Action Responsibility and Date**

1.	Present: Members of the Korean Chamber of Commerce were present as guests.	Noted	Noted
2.	Apologies: As above	Noted	Noted
3.	Confirmation of Minutes from 17 February 2011: The Chair, Cr Maggio, extended his appreciation to the Mayor, Councillor Artin Etmekdjian for chairing the previous meetings in his absence.	Noted	Noted
4.	<p>Agenda Item 1 – CCTV in Eastwood – Letter from Korean Chamber of Commerce</p> <p>David Kwon from the Korean Chamber of Commerce addressed the meeting in relation to this item. The Committee thanked him for his presentation.</p> <p>Concerns were raised about the need for CCTV as a result of some events around Eastwood Centre (Rowe Street in particular). It was noted that occurrences of stealing, robberies and anti-social behaviour are often between 9pm and 12pm. The Korean Chamber of Commerce believe CCTV cameras will reduce incidents of crime during these times.</p> <p>It was suggested that Installation of cameras should be by priority in the following order:-</p> <ul style="list-style-type: none"> • Rowe Street walkway in front of Eastwood Centre • Public carpark in Rowe Street • In front of Eastwood Library <p>There was discussion regarding the cost involved with the installation of CCTV and monitoring. It was also noted that action has been taken to reduce crime in the area, such as improvements to Glen Reserve.</p> <p>Chris Hellmundt advised that the police were already investigating CCTV in the vicinity and advised that he would provide further information, including costings to the Committee at the next meeting based on their advice.</p> <p>In order to more effectively involve the Eastwood businesses and community it was suggested that the next Committee Meeting be held at Eastwood. It was agreed that the relevant business, police and community representatives be invited and that the Korean Chamber and Chris Hellmundt will action this together.</p> <p>It was also recommended that Council write to the Police to ensure regular patrols are continuing in the area and to suggest that a Korean speaking liaison officer is available at Eastwood Police station, as Korean Chamber representatives believe that this will increase reporting of crime.</p>	<p>A full report including costing re CCTV to be provided</p> <p>NSW Police to provide crime context</p> <p>Meeting to be held in Eastwood</p> <p>CH to contact Police</p>	<p>CH – by next meeting</p> <p>Eastwood Police</p> <p>CH – by next meeting</p> <p>CH and Korean Chamber</p>
5.	<p>Agenda Item 2 – Graffiti Action Day (15 May) – Rotary invitation to join event</p> <p>The Crime Prevention Advisory Committee members were invited to a community event on Graffiti Action Day in partnership between, Rotary, City of Ryde, Macquarie Park Rotary and the Salvation Army.</p> <p>It was agreed that the City of Ryde should be appropriately recognised for its contribution to this event and will conduct the role of Media Liaison for the event which would include a Mayoral presence.</p> <p>The Committee requested a status report regarding the removal of graffiti by Ryde Rotary.</p>	<p>CH to facilitate CoR involvement</p> <p>CH to provide a further report</p>	<p>Graffiti Action Day 15 May 2011</p>

ITEM 13 (continued)

ATTACHMENT 1

Details	Action	Responsibility and Date
<p>6. Agenda Item 3 – Other Business</p> <p>a) <u>Community Safety Information Booklet</u></p> <p>The Mayor recently launched the City of Ryde Community Safety Information Booklet. It was circulated to Committee Members and was distributed to all customer service centres and many community organisations.</p> <p>It was noted that the booklet includes a survey to encourage community feedback.</p> <p>b) <u>City of Ryde Crime Prevention Plan</u> (July 2011 – July 2014)</p> <p>An appropriately design copy of the Plan was circulated to the Committee. The Committee also requested that an electronic version be provided to members who were unable to able to attend the meeting. The Plan has been submitted to the NSW Government and comments are expected back by the end of June.</p> <p>c) <u>Community Strategic Plan</u></p> <p>The CSP has been adopted by Council and sets out the strategic direction (including crime prevention) for the next 10 years.</p>	Noted	
<p>9. Next Meeting: 16 June 2011 – To be held in Eastwood</p> <p>David Kwon undertook to advise Chris Hellmundt of the most effective way to consult with the Eastwood Korean community to encourage their participation at the next meeting</p>	Venue to be determined	

The Meeting closed at 6.25pm.

14 PLANNING FOR COMMUNITY OUTCOMES CONFERENCE - 2 June 2011

Report prepared by: Councillor Support Coordinator**Report dated:** 3 May 2011**File No.:** CLR/07/8/25 - BP11/335

Report Summary

This report is presented to Council for determination of Councillor attendance to the Planning for Community Outcomes Conference: A Results Based Accountability 1 Day Conference with Mark Friedman held on 2 June 2011.

RECOMMENDATION:

That Council determine the attendance of Councillor/s to the Planning for Community Outcomes Conference: A Results Based Accountability 1 Day Conference with Mark Friedman held on 2 June 2011.

ATTACHMENTS

- 1 Councillor Attendance at Conference Guidelines
- 2 Conference Brochure

Report Prepared By:

Sheron Chand
Councillor Support Coordinator

Report Approved By:

Shane Sullivan
Manager - Governance

Roy Newsome
Group Manager - Corporate Services

ITEM 14 (continued)**Background**

The Planning for Community Outcomes Conference: A Results Based Accountability 1 Day Conference with Mark Friedman is presented by the Results Leadership Group Australia. The conference is held on 2 June 2011 at the Menzies Hotel, 22 Carrington Street, Sydney.

Report

The conference is proposed to be opened by the Honorable Barry O'Farrell, Premier of New South Wales; however, this is yet to be confirmed. The conference aims to deliver the following:

- Enhance integrated planning and reporting
- Create measurable outcomes for your communities
- Demonstrate effective service delivery
- Demonstrate how your services benefit your community in plain language
- Collect only relevant data
- Improve the well-being of your citizens

A notice was placed in the Councillors' Information Bulletin dated Thursday, 5 May 2011 inviting interested Councillors to indicate their interest to attend the conference by Monday, 9 May 2011. Councillor Petch has expressed his interest to attend this conference.

Consultation

Internal Council business units consulted included:-

- Not Applicable.

Internal Workshops held:-

- Not Applicable

City of Ryde Advisory Committees consulted included:-

- Not Applicable

External public consultation included:-

- Not Applicable

Critical Dates

In order to receive Early Bird Registration discount, payment must be received by Results Leadership Group Australia by 25 May 2011.

Financial Impact

Registration costs for the Conference is \$385.00 per person.

Currently there is an allocation of \$30,000 in the 2010-2011 budget for Councillor attendance at conferences. The table below outlines an estimate of the balance remaining.

ITEM 14 (continued)

Date of Resolution	Item – including total cost	Cost per attendee	Councillors	Balance
1 July 2010	Budget for 2010/11			\$30,000
27 July 2010	LGA Conference - \$13,800	\$2,300	Etmekdjian Campbell Maggio Yedelian OAM Petch O'Donnell	\$16,200
27 July 2010	One Convention - \$297	\$297	Yedelian OAM	\$15,903
13 August 2010	Bike Futures Conference - \$3,230	\$1,615	Maggio Perram	\$12,673
12 October 2010	2010 Australian Local Government Women's Association National Conference - \$1,000	\$500	Campbell O'Donnell	\$11,673
25 October 2010	2010 Local Government Procurement Conference - \$495	\$495	Etmekdjian	\$11,178
9 November 2010	Knowledge Cities World Summit - \$4,693.76	\$2,346	Pickering Tagg	\$6,484
*8 February 2011	7th Annual Australian Roads Summit - \$2,495	\$2,495	Tagg	\$3,989
8 March 2011	2011 National General Assembly, Canberra	\$1,878	Etmekdjian Petch	\$2,728
5 April 2011	2011 Local Government Manager's Association National Congress, Cairns	\$2,843	Etmekdjian Salvestro-Martin	- \$2,958
19 April 2011	2011 Australian Local Government Women's Association NSW Conference, Blacktown	\$800	O'Donnell Campbell	- \$4,558

Estimated Balance: Overdrawn \$4,558

Additional funds will be recommended for adjustment in the March Quarterly Review to provide this allocation an additional \$10,000 in funding.

ITEM 14 (continued)**Policy Implications**

The Policy on the Payment of Expenses and Provision of Facilities for the Mayor and Other Councillors sets out the entitlements for Councillors attending such Conferences, and the Guidelines for Councillor Attendance at Conferences are **ATTACHED**.

The Guideline provides that in addition to the Local Government Association Conference and the Australian Local Government Conference, every Councillor is entitled to attend a conference in either NSW, Canberra, metropolitan Brisbane or metropolitan Melbourne.

In addition, the guideline provides that a Councillor can attend more than one conference per year but this determination will be dependant on budgetary constraints and with an emphasis on ensuring that all Councillors have equal access to conferences.

Other Options

Council could resolve to not attend this conference.

Conclusion

It is recommended that Council determine the Councillor attendance to the Planning for Community Outcomes Conference: A Results Based Accountability 1 Day Conference with Mark Friedman held on 2 June 2011.

ITEM 14 (continued)

ATTACHMENT 1



Councillor Attendance at Conferences Guideline

Related Policy

This guideline sets out the criteria to determine the attendance of Councillors at Conferences. It relates to the Policy on the Payment of Expenses and Provision of Facilities for the Mayor and Other Councillors.

Guidelines

Council acknowledges the value of Councillor attendance at conferences to enable them to be both knowledgeable and current on issues affecting the City of Ryde. In order to ensure that attendance at Conferences is equitable, transparent and consistent, attendance will be limited as follows:

1. Local Government Association Conference – the number of voting delegates plus one. Details of the delegates and attendee to be determined by resolution of Council.
2. Australian Local Government Association Conference.
3. In addition, to 1 and 2 above, every Councillor is entitled to attend one conference in either NSW, Canberra, metropolitan Brisbane or metropolitan Melbourne. The conference must directly relate to the business of Council. More than one Councillor may attend the same conference if Council resolves that this will be beneficial for both Council and the Councillors concerned.
4. Within 2 months after the conference the attending Councillor must report to Council on the proceedings of the conference. That report will be included in the Councillors Information Bulletin.
5. No Councillor can attend a Conference without the prior approval of Council. Reports to Council are to include details of the Conference and an estimate of the associated costs including registration, transport and accommodation.
6. Council may resolve that a Councillor can attend more than one conference per year but this determination will be dependant on budgetary constraints and with an emphasis on ensuring that all Councillors have equal access to conferences.
7. Each year, as part of the review of the Policy on the Payment of Expenses and Provision of Facilities for the Mayor and Other Councillors, Council officers will provide a full report of expenditure and Conference attendance by Councillors.

Councillor Attendance at Conferences guideline		
Owner: Governance Unit	Accountability: Mayoral and Councillor support service	
Trim Reference: D10/77193	Policy: Payment of Expenses and Provision of Facilities for the Mayor and other Councillors	One Page only

ITEM 14 (continued)

ATTACHMENT 2



Results Leadership Group Australia presents
**Planning for Community Outcomes
A Results Based Accountability™
1 Day Conference with Mark Friedman**
author of *Trying Hard is Not Good Enough*
for Australasian Local Government and Councils

LOGISTICS

9am–4.30pm
Thursday 2 June, 2011
The Menzies Hotel,
22 Carrington Street, Sydney
\$350 (PLUS GST) per person

**WHO SHOULD
ATTEND?**

- ▲ General Managers
- ▲ Executive Officers
- ▲ Strategic Planning Officers
- ▲ Corporate Planners
- ▲ Community Services
Managers
- ▲ Mayors
- ▲ Councillors

WHY ATTEND?

- Results Based Accountability™ will support you to:
- ▲ Enhance integrated planning and reporting
 - ▲ Create measurable outcomes for your communities
 - ▲ Demonstrate effective service delivery
 - ▲ Demonstrate how your services benefit your community
in plain language
 - ▲ Collect only relevant data
 - ▲ Improve the well-being of your citizens

TO REGISTER

Click here for more information and to register
or go to <https://www.regodirect.com.au/p4co/>

E: helpline@vmsconferences.com.au

To learn more about Results Based
Accountability™ go to www.raguide.org

To learn more about the Results
Leadership Group go to
www.resultsleadership.org

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ITEM 14 (continued)

ATTACHMENT 2



What is Results-Based Accountability?

Results Based Accountability™ is a disciplined way of thinking and taking action that can be used to improve the quality of life in communities, cities, states, territories and nations. Results Based Accountability™ can also be used to improve the performance of programs, agencies and service systems.

How does it work?

Results Based Accountability™ starts with ends and works backward, step by step, to means. For communities, the ends are conditions of wellbeing for children, adults, families and the community as a whole such as 'Residents with Good Jobs', 'Children Ready for School', 'A Safe Neighbourhood', or 'A Clean Environment'. For services, the ends are how customers are better off when the program works the way it should such as the percent of people in a job training program who get and keep good paying jobs.

Q: What do Montgomery County, Ohio; Newcastle, England; Kruidenbuurt Tilburg, Netherlands; and Christchurch, New Zealand all have in common?

A: They have implemented the Results Based Accountability™ framework which is designed to measurably improve the well-being of their citizens.

Q: Can Local Government effectively and efficiently administer the needs of whole populations at one level and the needs of client populations at another?

A: Results Based Accountability™ is made up of 2 parts ... Population Accountability which is about the well-being of whole populations (for communities, cities, provinces, states and countries) and Performance Accountability which is about the well being of client populations (for Programs, Agencies/services and Service systems).

Q: Is there a way to manage the unique needs and circumstances of different communities and the services you provide?

A: The Results Based Accountability™ framework is flexible and readily adapted to fit the needs of a variety of Local Government agencies and their partners.

Q: How can Local Government and their partner agencies align the performance of programs and initiatives with the impact they create in communities?

A: Results Based Accountability™ assists Local Government sector to create measurable outcomes for their communities through collaboration, data driven decision making and aligning the performance of programs and initiatives with the impact they create in the community.

Results Leadership
Group Australia presents

Planning for Community Outcomes

A Results Based Accountability™ 1 Day Conference with Mark Friedman

author of *Trying Hard is Not Good Enough*
for Australasian Local Government and Councils

Click here for more information and to register
or go to <https://www.regodirect.com.au/p4co/>

**15 PROJECTED COSTS FOR THE REPLACEMENT OF AIR HANDLING
UNITS AT THE RYDE AQUATIC LEISURE CENTRE**

Report prepared by: Centre Manager**Report dated:** 6 May 2011**File No.:** GRP/11/4/3 - BP11/367

Report Summary

To advise Council of the estimated costs to replace the air handling units at the Ryde Aquatic Leisure Centre.

RECOMMENDATION:

- (a) That Council notes the costs as detailed in the report.
- (b) That Council tenders for the supply only of the preferred air handling units and project manage the installation of the units internally.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Paul Hartmann
Centre Manager

Report Approved By:

Simone Schwarz
Group Manager - Community Life

ITEM 15 (continued)**Background**

At the Committee of the Whole meeting held 5 April 2011, Council resolved to reject submissions received for tender COR/RFT 05/11, the supply, installation and commissioning of air handling units for the leisure pool at the Ryde Aquatic Leisure Centre. Council further resolved for a further report be provided to Council detailing the costs for the Ryde Aquatic Leisure Centre to project manage the works.

Report

Council tendered for the supply, installation and commissioning of air handling units for the Leisure Pool area at the Ryde Aquatic Leisure Centre in September 2010. Four (4) submissions were received and evaluated by the panel.

Despite the scoring of the tender suggesting that one of the organisations be the preferred tender, the evaluation panel recommended for Council to reject all submissions, as 3 of the 4 submissions (including the highest scoring one) having costs greater than allocated in the current budget, and the lack of substantiating evidence by the best priced submission that was technically non-conforming due to the failure to include requested information in relation to a number of areas (such as evidence of capability, insurances and financial capacity).

Council resolved at the 5 April 2011 meeting:

- (a) The tender panel recommends that Council not accept any of the tender submissions for the Supply, Installation and Commissioning of Air Handling Units at the Ryde Aquatic Leisure Centre.
- (b) Council tenders for the supply only of the preferred air handling units and project manage the installation of the units internally.
- (c) That prior to works commencing, a further report be provided to Council detailing the costs of the works.

This report shows the indicative costs for work associated with the replacement of the air handling units that will be done within the current budgeted amount of \$497,000.

The following table details the items and preliminary quotes that have been obtained by the Coordinator Assets, Ryde Aquatic Leisure Centre. The Coordinator Assets in conjunction with the Centre Manager will manage the installation and commissioning of the new units, as well as the removal of the existing units. This will be accomplished by utilising the existing skills within Council including those of Council's Manager Risk and Audit, Urban Planning Client Manager, the Manager Environmental Health and Building, and Property's Facilities Manager. Where necessary, external contractors will be engaged to prepare plans and documentation to ensure compliance with regulatory obligations.

ITEM 15 (continued)

Item	Cost
Plan preparation	\$5,000
Approval Costs	\$3,000
Site preparation	\$14,000
Air Handling Units	\$260,000
Plumbing work	\$12,000
Electrical work	\$30,000
Duct Work	\$55,000
Sound attenuation	\$10,000
BMS Connection	\$14,000
Removal of old units	\$10,000
Contingency - 10%	\$41,300
	\$454,300

The Coordinator Assets, who has a Diploma in Mechanical Engineering and is also nearing completion of the Diploma of Project Management qualification, has overseen all of the Ryde Aquatic Leisure Centre's capital works programs for the past seven years. This includes the replacement of the air handling units for the competition pool, and the recent renovations to the ladies leisure pool change rooms where a saving to Council of more than 20% was achieved by managing the project internally, rather than tendering the whole project to an external contractor.

Council's procurement policy will be followed for all components of the work ensuring that a tender process is undertaken for the manufacture of the air handling units, and the recommended number of quotes be obtained for all other works.

Manufacture time for the units would be approximately 12 weeks, during which time, site preparation and manufacturing of duct work would be completed. It is estimated the total project will be completed within a five month timeframe.

Consultation

Internal Council business units consulted included:-

- Environmental Health and Building
- Urban Planning
- Buildings and Property
- Risk and Audit

Internal Workshops held:-

- Not Applicable

City of Ryde Advisory Committees consulted included:-

- Not Applicable

External public consultation included:-

- Not Applicable

ITEM 15 (continued)**Critical Dates**

There are no critical dates or deadlines to be met.

Financial Impact

The Centre has allocated funds in its capital budget for the replacement works in the current financial year. These funds will need to be carried forward to the 2011/12 financial year. Recurrent costs of energy and maintenance of the units are already factored into the RALC's base budget.

Policy Implications

There are no policy implications through adoption of the recommendation.

Other Options

Council could instruct the General Manager to re-tender for the works, however, additional funds would need to be allocated for the works to ensure adequate provision is available to meet anticipated costs, using the original tender submissions as an indication.

Conclusion

Estimations show that all works can be completed within the existing allocated budget utilising the resources and skills within the various units of Council, and that all components have been considered to ensure the work is completed in a satisfactory and compliant manner.

16 PARKING DEVELOPMENT CONTROL PLAN REVIEW

Report prepared by: Team Leader Strategic Planning**Report dated:** 7 April 2011**File No.:** GRP/11/6/3/3 - BP11/279

Report Summary

This report proposes to review Ryde Development Control Plan Part 9.3 Parking. The review aims to enhance certainty, clarity and ease of use of the controls. The review proposes to:-

- Make no significant change to residential parking rates;
- Eliminate parking rate inconsistencies within Ryde Development Control Plan (DCP) 2010;
- Ensure consistency in terminology with Ryde Local Environmental Plan (LEP) 2010;
- Provide design guidelines in respect of Parking; and
- Provide Council with the flexibility to respond to local conditions (such as site constraints, proximity to public transport and the like).

The report recommends that Council:-

- Prepare a Draft Parking DCP;
- Place Draft Ryde DCP Part 9.3 Parking on public exhibition with an invitation for the community to comment; and
- Report the outcomes of the public exhibition to Council as soon as practicable after the exhibition closes.

RECOMMENDATION:

- (a) That a Draft Development Control Plan 2010 Part 9.3 Parking Controls be prepared to address the issues raised in this report.
- (b) That the Draft Development Control Plan 2010 Part 9.3 Parking Controls be placed on public exhibition for a period of 28 days in accordance with the Environmental Planning and Assessment Act.
- (c) That a further report regarding community comment is provided to Council as soon as practicable after completion of the public exhibition.

ATTACHMENTS

- 1 CoR DCP Parking Controls - 9.3: EXHIBITION with COVER

Report Prepared By:

Lexie Macdonald
Team Leader Strategic Planning

ITEM 16 (continued)

Report Approved By:

Meryl Bishop
Manager - Urban Planning

Dominic Johnson
Group Manager Environment and Planning

ITEM 16 (continued)**Background**

The existing City of Ryde Parking DCP was brought into effect in January 2003. It now forms Part 9.3 Parking Controls of Ryde DCP 2010.

DCP Part 9.3 Parking Controls contains Council's required parking rates, guidelines on loading facilities, and some general controls. It requires some revision to address:

- Inconsistencies within Ryde DCP 2010: Sections of Ryde DCP 2010 were prepared independently over many years and there are now inconsistencies in the parking controls between different parts of the DCP. For example parts of the DCP dealing with some urban centres specify a different parking rate from that specified in DCP Part 9.3 Parking Controls. Similarly controls in the DCP for some development typologies such as Part 3.2 Child Care Centres also specify a different parking rate from Part 9.3 Parking Controls.
- Inconsistencies between the RTA parking rates and DCP Part 9.3 Parking Controls: The RTA has different parking requirements for some development types which are derived from traffic generation rates and experience. The RTA rates are accepted as the industry standard and in the event of court action the RTA rate is often preferred to the council rate if there is a discrepancy. Closer alignment between the RTA and Council parking rates will therefore assist Council's Traffic Committee, development professionals and others prepare and assess development applications.
- Inconsistencies between Ryde LEP definitions and terms used in DCP Part 9.3 Parking Controls: Ryde Local Environmental Plan 2010 has new definitions for some development per land use types and floor space. DCP Part 9.3 lacks clarity in relation to floor areas sometimes using nett lettable area and sometimes the concept of "*floor area accessible to the public*". The LEP uses a state-wide standard definition for gross floor area which has exclusions such as storage areas, vertical circulation, plant, garbage areas and so on. The floor area and land use definitions in the DCP are standardised and brought into alignment with the LEP.
- Local Study: adopted by Council in December 2010, recommends review of DCP Part 9.3 to establish a consistent set of off street parking rates in centres and to update bicycle and parking provision.
- The local context: The DCP requires some revision to allow council the flexibility to permit additional or less parking to reflect local conditions. The DCP will provide guidelines for departures from the required parking rate.

In considering revisions to the parking controls the following were also taken into account:

- Relationship of Ryde Parking DCP to the Ryde s94 Development Contributions Plan
Ryde's existing parking DCP provides for development contributions in lieu of required parking where parking cannot be provided on site or where Council

ITEM 16 (continued)

considers that parking would be better provided in a consolidated form (for example as a centralised public car park). Some revision of the DCP control is proposed to enhance its practicability and flexibility to allow; for example:

- Development in proximity to public transport to provide s94 contributions in lieu of parking.
- Constrained and restricted sites to provide s94 in lieu of parking.

Council's current s94 Development Contributions Plan sets specific rates for contributions in lieu of parking to be applied to all retail and commercial development in the following centres:

- Eastwood
- West Ryde
- Ryde
- Gladesville
- Putney

The s94 Plan indicates that the funds currently collected for parking are to be spent on transport and accessibility activities such as pedestrian access and mobility plans, traffic signal modifications and the footpath paving program. The funds have been allocated to these activities as part of council's strategic direction to address the traffic generated by new development in a way that does not reinforce dependence on private vehicles for trips. The DCP permits s94 contributions in lieu of parking in all centres.

The Draft City of Ryde 2021 Community Strategic Four Year Delivery Plan (now on exhibition) provides for a review of the s94 Development Contributions Plan in 2012/13 in order to respond to anticipated changes to the legislative framework. It is recommended that the review of the s94 Development Contributions Plan in 2012/13 considers the provision of key community infrastructure, such as consolidated public parking in centres. This will be addressed when the legislative framework is known and the review project commences.

- Approaches to setting parking rates

Ryde Council has historically interpreted its DCP parking requirement as a minimum and where possible required neither more nor less parking. This inflexibility has been raised by applicants. While the parking rates across council areas are similar for residential development many Councils take a different philosophical approach within centres particularly (i.e. for commercial, retail and mixed development). Four examples of differing approaches are provided below. These are within the Parramatta, Canada Bay, North Sydney and Kurrungai Council areas.

Development and parking rates for the Parramatta City Centre and surrounds is governed by the Parramatta Regional Environmental Plan No 28 which sets the parking rates as maximum requirements. In some instances Parramatta Council has approved development applications in proximity to rail stations with little or no parking.

ITEM 16 (continued)

North Sydney Council expresses parking requirements as maximums, but go on to say that significant reductions will generally not be accepted. However, the North Sydney parking requirements are much lower than for Ryde. For example for office development the proposed Ryde parking requirement is 1 space per 40m² while North Sydney requires 1 space per 400m². For the residential component of mixed use development the North Sydney requirement is 0.5 spaces per 1 bedroom apartment and 1 space per 2 bedroom apartment. In the proposed Ryde controls the requirement is 0.6-1space per 1 bedroom apartment and 0.9-1.2 spaces per 2 bedroom apartment.

In Canada Bay the rates are similar to those proposed in this report with one exception – a “parking free threshold” is set for some types of development such as restaurants. For example, in the proposed Ryde controls the requirement for restaurants is 1 spaces per 5 m² or 1 space per 25 m² in centres. In Canada Bay the requirement is 1 space per 6 m² or 1 space per 4 seats. However, the Canada Bay controls permit a parking free threshold of 20 seats regardless of location. That is to say no parking is required for restaurants with less than 20 seats. A parking free threshold of 40 seats is permitted in specified areas, such as along Victoria Road.

Business and commercial parking rates in the Kurringai LGA town centres are expressed as minimums and are similar to those proposed for the Ryde DCP. It is noted however in the Kurringai DCP, that certain parking requirements are “desirable” and council will consider reductions subject to meeting specified guidelines, such as adequate adjacent on-street or off-street parking during trading hours.

Administrative requirements

In accordance with the legislative framework, Council must resolve to prepare a new Draft DCP. This report will therefore include a recommendation to prepare a Draft Parking Controls DCP in accordance with the Environmental Planning and Assessment Act.

Report

Ryde DCP Part 9.3 is being reviewed as part of the 2010/2011 Urban Planning Work program to review elements of the DCP. As part of this review, it is not proposed to make large scale change to the parking the DCP. The DCP revisions include:

- Providing the flexibility for Council and developers to respond to local conditions by:-
 - permitting s94 payments in lieu of parking (This is permitted now but the control is simplified and broadened to apply to the whole Ryde Local Government Area).
 - permitting more parking than council’s requirements, subject to the additional parking floor space being included in floor space ratio calculations. (This control is new and will guide departures from Council’s specified requirement.)

ITEM 16 (continued)

- Expressing the parking rate as a range where practicable – with the higher end of the range being required outside centres (in areas that are further from public transport / rail stations etc) and the lower end being supported by a Traffic and Parking Impact Study.
- Consistency in terminology and approach with Ryde LEP 2010 by:-
 - Standardising Gross Floor Area as the unit of measurement in the parking controls;
 - Adopting LEP definitions for land use / development typologies;
- Introducing a rate for bicycle parking and a maximum of 10% provision for “small” cars. The small car provision has been proposed as developers have tried to argue for greater quantities of spaces for small cars to get around minimum size requirements for parking spaces.
- Enhancing certainty, clarity and ease of use by eliminating discrepancies within the DCP. Part 9.3 will prevail in the event of discrepancies and simplifying the rates table so that it is easy to read at a glance and expressing controls in plain English.
- A new section to guide variations to the required parking rates for large developments (defined as development with more than 100 parking spaces). Any such variation must be based on a traffic and parking study. Large Developments must also consider providing for both parking and service vehicle (such as garbage trucks) on new estate roads.
- Revised Parking rates:-
 - Eliminate anomalies across the LGA and standardise rates for centres (with exception of Macquarie Park which is controlled by the LEP)
 - Distinguish centres from suburban areas by permitting lower rates in centres
 - Bring parking into line with RTA requirements as far as practicable by utilising the RTA rate (except where the difference is significant).

ITEM 16 (continued)

TABLE: PROPOSED REVISED CAR PARKING RATES APPLICABLE IN THE CITY OF RYDE (BELOW) outlines the anomalies in the existing DCP, the applicable RTA rates, the changes recommended for inclusion in the DRAFT Parking DCP and an explanation for why.

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Residential				
Boarding Houses	<ul style="list-style-type: none"> • 1 space / 2 bedrooms • 1 space / manager • 1 space / 2 employees 	No different parking rate elsewhere		<p>NO CHANGE to Part 9.3.</p> <p>EXPLANATION: Provides for consistency over time</p>
Dwelling Houses	2 spaces / dwelling	No different parking rate elsewhere – however Part 3.3 (Dwelling Houses & Duplex Buildings) now states a <u>maximum</u> of 2 spaces / dwelling. The rate in Part 9.3 is not a maximum rate (and theoretically more spaces could be provided).	2 spaces / dwelling	<p>NO CHANGE to Part 9.3.</p> <p>EXPLANATION: Provide for consistency over time</p>
Duplex Buildings	1 space / dwelling	No different parking rate elsewhere		NO CHANGE

ITEM 16 (continued)

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Residential Flats	<p>Within 400m Victoria Rd, Epping Rd or a railway station:</p> <ul style="list-style-type: none"> 1 space / 1br dwelling 1.2 spaces / 2br dwelling 1.6 spaces / 3br dwelling 1 visitor space / 4 dwelling <p>Otherwise:</p> <ul style="list-style-type: none"> 1 space / 1br dwelling 1.4 spaces / 2br dwelling 1.6 spaces / 3br dwelling 1 visitor space / 4 dwellings 	<p>Part 4.2 (Meadowbank Employment Area) contains the same rates for residential flats – except that for 3br dwellings, 1.5 spaces / dwelling (not 1.6 spaces as / Part 9.3) are required.</p> <p>Part 4.3 (West Ryde Urban Village) prescribes the following rates:</p> <ul style="list-style-type: none"> 0.75 space / 1 bedroom dwelling 1 space / 2 bedroom dwelling 1.25 space / 3 bedroom dwelling 1 space / 4 dwellings for visitors 	<p>Generally 1 space / unit + 1 space / 5 x 2 bed unit + 1 space / 2 x 3 bed unit + 1 visitor space / 5 units</p> <p>(equates to 1 / 1 bed unit 1.2 / 2 bed unit and 1.6 / 3 bed units)</p> <p>In sub-regional centres 0.6 / 1 bed 0.9 / 2 bed unit 1.4 / 3 bed unit</p>	<p>PROPOSED NEW CONTROL /mit a range from</p> <ul style="list-style-type: none"> 0.6 to 1 space / 1 bed unit 0.9 to 1.2 spaces / 2 bed unit 1.4 to 1.6 spaces / 3 bed unit <p>1 space / 5 dwellings for visitors</p> <p>Sites outside centres should provide the maximum parking requirement. (refer Centres Map in Ryde DLEP 2011)</p> <p>EXPLANATION: A range is provided to reflect RTA guidelines Allows the flexibility within centres (which are well served by public transport) to provide less parking. This permits developers to make their own assessments in relation to development costs, marketability and sustainability.</p>
Urban Housing (Now known as Multi dwelling Housing)	<p>As / rates in Part 3.6 – Urban Housing which are:</p> <ul style="list-style-type: none"> 1 space / 1 or 2 br dwelling 2 spaces / 3+ br dwelling 1 visitor space / 4 dwellings 	No different parking rate elsewhere	<p>1 / 1 bed unit 1.2 / 2 bed unit and 1.6 / 3 bed units 1 visitor space / 5 units</p>	<p>NO CHANGE</p> <p>EXPLANATION Provide for consistency over time</p>

ITEM 16 (continued)

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Housing for aged and disabled	<p>As / SEPP No. 5 (now SEPP (Seniors Living)) below</p> <p>Self contained dwellings 0.5 spaces / bedroom OR 1 space/ 5 dwellings if developed in conjunction with a social housing provider</p> <p>Residential Care Facility 1 visitor space / 10 beds and 1 space / 2 employees and 1 space / ambulance</p> <p>Hostel 1 space / 5 dwellings and 1 space/2 employees and 1 space / ambulance</p>	No different parking rate elsewhere	<p>Resident funded development Self contained units 2 spaces / 3 units + 1 visitor space/ 5 units</p> <p>Hostel, nursing or convalescent homes 1 visitor space/10 beds + 1 space/2 employees + space / ambulance</p> <p>Subsidized development Self contained units 2 spaces / 10 units + 1 visitor space/ 10 units</p> <p>Hostel, nursing or convalescent homes 1 visitor space/10 beds + 1 space/2 employees + space / ambulance</p>	<p>NO CHANGE SEPP 5 provides the rate</p> <p>EXPLANATION: SEPP 5 is the dominant control</p>

Business				
Office Premises	1 space/30m ² (minimum)	<p>1. Part 4.1 (Eastwood Town Centre) contains a different rate of <u>not more than</u> 1 space / 46m². (ie maximum)</p> <p>2. Part 4.2 (Meadowbank Employment Area) prescribes 1 space/50m². (minimum).</p>	<p>1 space / 40m² gross floor area</p> <p>Restrained situation – refer to Council code</p>	<p>PROPOSED CHANGE 1 space/40m²</p> <p>EXPLANATION: RTA is applied</p>

ITEM 16 (continued)

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Professional Consulting Rooms (Now Health Services Facility and Health Consulting Rooms)	<ul style="list-style-type: none">1 space / doctor or dentist1 space / 2 employees1 patient's space / doctor or dentist	No different parking rate elsewhere.	Comparisons with similar developments	NO CHANGE
Retail premises	1 space / 25m ² floor area accessible to the public	<p>1. Part 4.1 (Eastwood Town Centre) contains the same parking rate, and also a rate of 1 space / suite. Unclear if this is in addition to the 1 space / 25m² floor area accessible to the public.</p> <p>2. Part 4.2 (Meadowbank Employment Area) prescribes 1 space / 30m² floor area accessible to the public.</p>	GLFA Spaces/100m ² GLFA 0-10,000 6.1 10-20,000 5.6 20-30,000 4.3 Over 30,000 4.1	PROPOSED CHANGE 1 space / 25m² GFA EXPLANATION: The RTA rates are between 1 Space/18m ² GFA and 1 Space / 27m ² GFA. Council's existing rate is preferred and within the range of the RTA rates
Child Care Centre	As / rates in Part 3.2 – Child Care Centres which are: <ul style="list-style-type: none">1 space / 8 children and1 space / 2 staff	<p>Part 4.1 (Eastwood Town Centre) contains the following rates for child care centres, which differs slightly from the rate in Part 9.3:</p> <ul style="list-style-type: none">1 space / 2 employees, drop-off/pick-up area to Council satisfaction (no rate prescribed / number of children). <p>Part 4.2 (Meadowbank Employment Area) contains differing rates for child care centres,:</p> <ul style="list-style-type: none">1 space/3 employees, drop-off pick-up area to Council's satisfaction (no rate prescribed / child).	1 space / 4 children	NO CHANGE to Part 9.3 EXPLANATION: Part 9.3 is consistent with Part 3.2 Child Care Centres

ITEM 16 (continued)

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Drive-in take-away food shops	1 space / 5m ² of dining areas, with minimum requirement of 30 spaces / shop.	Part 4.1 (Eastwood Town Centre) has the same rate as Part 9.3. Part 4.2 (Meadowbank Employment Area) contains a slightly different rate which is 1 space/10m ² of dining areas with a minimum requirement of 15 spaces/shop.	With NO seating 12 spaces / 100m ² GFA With seating 12 spaces / 100 m ² GFA OR whichever is the greater of 1 space / 5 seats (internal & external) 1 space / 2 seats (internal)	PROPOSED CHANGE Whichever is the greater of 1 space / 10 m² GFA OR 1 space / 5 seats (internal & external) EXPLANATION: The proposed control adopts and simplifies the RTA guidelines
Registered Clubs	<ul style="list-style-type: none"> 1 space / 5m² of bars, lounge, dining areas 1 space / 10m² or auditorium and games rooms 	Part 4.1 (Eastwood Town Centre) contains the following rates for clubs, which differs slightly from the rate in Part 9.3: <ul style="list-style-type: none"> 1 space / 10m² of bars, lounge and dining areas. The rates for auditorium and games rooms are the same as Part 9.3. Part 4.2 (Meadowbank Employment Area) contains the same rates as Part 4.1 (Eastwood Town Centre) above. 	Draw comparisons with similar developments	PROPOSED CHANGE 1 space / 5m ² 1 space / 10m² auditorium and games rooms EXPLANATION: To bring into alignment with GFA definitions (Note: common vertical circulation, parking, storage, plant and garbage areas are not included in GFA)
Hotel (Now Pub which does not include accommodation)	<ul style="list-style-type: none"> 1 space / 5m² of lounge areas, bar and dining areas available to public 1 space / suite 	Part 4.1 (Eastwood Town Centre) has the same rate as Part 9.3. Part 4.2 (Meadowbank Employment Area) prescribes 1 space / 10m ² of lounge areas, bar and dining areas available to public; and 1 space/suite.	Comparisons with similar developments	PROPOSED CONTROL 1 space / 5m² (Refer also Hotel / Motel Accommodation for spaces / suite and Registered Clubs for games room /auditorium parking rates) EXPLANATION: Consistency

ITEM 16 (continued)

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Motel (Now Hotel or Motel Accommodation)	<ul style="list-style-type: none"> 1 space / suite 1 space / 10m² of dining areas, bar area, etc. if such is available to the public 1 space / 2 employees 	<p>Part 4.1 (Eastwood Town Centre) contains the same rates but without the requirement for 1 space / 2 employees.</p> <p>Part 4.2 (Meadowbank Employment Area) prescribes the same rates except it requires 1 space/3 employees</p>	<p>1 space / unit + 1 Space / 2 employees</p> <p>If restaurant included 15 spaces / 100m² GFA OR 1 space / 3 seats</p>	<p>PROPOSED CHANGE 1 space / 1.5 units/suites</p> <p>If restaurant included Refer restaurant –</p> <p>EXPLANATION: On 29.11.2007 Traffic Committee supported LDA2007/522 proposal for 1 space/1.5 units and resolved that council should review the parking rate for motels. It is recommended that the rate adopted by the Traffic Committee is adopted.</p>
Restaurant & reception houses (Reception Houses are now Function Centres)	<ul style="list-style-type: none"> 1 space / 5m² of dining areas 1 space / 25m² in established commercial areas <p>Where the property does not have frontage to a Main or County Road and where the hours of operation are restricted to outside normal business hours, this requirement may be reduced, at Council's discretion.</p>	<p>Part 4.1 (Eastwood Town Centre) only prescribes a rate of 1 space / 5m² of dining areas.</p> <p>Part 4.2 (Meadowbank Employment Area) has the same rates as Part 9.3.</p> <p>Part 4.3 (West Ryde Urban Village) distinguishes between different locations of restaurant as follows:</p> <ul style="list-style-type: none"> Restaurants, cafes, etc. <i>that front onto a public road, footway, or the like, at ground level</i> = 1 space / 25m² floor area accessible to the public. Nil for outdoor dining area on or abutting public roads. Other restaurants, cafes etc = 1 space / 5m² dining area. 	<p>15 spaces / 100m² GFA (equates to 1 space / 6.6m²) OR 1 space / 3 seats</p>	NO CHANGE

ITEM 16 (continued)

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Motor Showroom (now vehicle sales or hire premises)	<ul style="list-style-type: none"> 1 space / 2 employees 1 space / 10 vehicles displayed with a minimum of 3 spaces 1 space / service bay with a minimum of 5 spaces 	<p>Part 4.1 (Eastwood Town Centre) contains the same rates but without the requirement for 1 space / service bay.</p> <p>Part 4.2 (Meadowbank Employment Area) also prescribes the same rates except it requires 1 space / 3 employees.</p>	0.75 spaces / 100m ² GFA + 6 spaces / work bay (for vehicle servicing facilities)	<p>PROPOSED CHANGE - APPLY RTA CONTROL EVERYWHERE</p> <p>0.75 spaces / 100m² GFA + 6 spaces / work bay (for vehicle servicing facilities)</p>
Service stations and car repairs	<ul style="list-style-type: none"> 1 space / 2 employees 1 space / service bay, with a minimum of 6 spaces <p>If a convenience store is provided additional parking at the rate of 5 spaces / 100m² gross floor area must be provided.</p>	<p>Part 4.1 (Eastwood Town Centre) contains the same rate of 1 space / 2 employees but requires 1 space / service bay with a minimum of 10 spaces (not 6). Also, it contains no statement regarding convenience stores.</p> <p>Part 4.2 (Meadowbank Employment Area) also contains the same rates except it requires 1 space / 3 employees (not 2), and also it contains no statement regarding convenience stores.</p>	5 spaces / 100m ² GFA for convenience store + 6 spaces / work bay (for vehicle servicing facilities)	<p>PROPOSED CHANGE - APPLY THE RTA CONTROL EVERYWHERE</p> <p>1 space / 20m² GFA for convenience store + 6 spaces / work bay (for vehicle servicing facilities)</p>

ITEM 16 (continued)

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Industrial				
Industry	<ul style="list-style-type: none"> 1 space / 46m² of nett usable floor area, or 1 space / 2 employees <p>whichever is the greater, provided that, where the total parking required exceeds 1 space/2 employees, parking areas may be constructed on the employee basis only provided that a plan is submitted and approved for parking on a floor area basis and such land is set aside and used only for landscaping until such time as Council requires the construction of additional parking space up to the full floor area requirement. The necessity of providing such parking in excess of 1 space/2 employees and up to 1 space/46m² of usable floor area being at Council's discretion.</p>	<p>Part 4.2 (Meadowbank Employment Area) prescribes 1 space / 60m² of net usable floor area or 1 space / 3 employees whichever is the lesser.</p> <p>Where the total parking required exceeds 1 space / 3 employees, parking areas may be constructed on the employee basis, provided that a parking plan is submitted and approved on a floor area basis.</p> <p>Land must be set aside and used for landscaping only until such time as Council requires the construction of additional parking space up to the full requirement. The necessity of providing such parking in excess of 1 space / 3 employees and up to 1 space/60m² of useable floor area will be at Council's discretion.</p>	<p>1.3 to 1.5 spaces / 100m² GFA</p> <p>(Land uses such factories and the like are at the lower end of the scale while land-uses such as business parks, plant nurseries etc are at the up/ end of the scale)</p>	<p>PROPOSED CHANGE Adopt RTA Control 1.3 to 1.5 spaces / 100m² GFA</p> <p>EXPLANATION: The proposed change provides a range of options for parking to cater for different development types and greater flexibility.</p>

ITEM 16 (continued)

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Warehousing	<ul style="list-style-type: none"> • 1 space / 100m² of nett usable floor area, or • 1 space / 2 employees 	<p>Part 4.2 (Meadowbank Employment Area) prescribes the same rates except 1 space / 3 employees (not 2). Also states the following:</p> <p>Where the total parking required exceeds 1 space / 3 employees, parking areas may be constructed on the employee basis, provided that a parking plan is submitted and approved on a floor area basis. Land must be set aside and used for landscaping only until such time as Council requires the construction of additional parking space up to the full floor area requirement. The necessity of providing such parking in excess of 1 space / 3 employees and up to 1 space/100m² of useable floor area will be at Council's discretion.</p>	1 spaces / 300m ² GFA	<p>PROPOSED CHANGE 1 spaces / 300m² GFA</p> <p>EXPLANATION: the RTA rate is adopted to simplify and standardise definitions e.g. Gross Floor Area (GFA) consistent with LEP definitions</p>

ITEM 16 (continued)

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Other				
Educational establishment other than schools	<ul style="list-style-type: none"> 1 space / 2 employees 1 space / 5 students 	<ol style="list-style-type: none"> Part 4.1 (Eastwood Town Centre) has the same rate as Part 9.3. Part 4.2 (Meadowbank Employment Area) has the same rate except 1 space / 3 employees (not 2) Part 4.3 (West Ryde Urban Village) prescribes 1 space / 3 employees and 1 space / 10 students. 		NO CHANGE
Government research establishment (closest definition is "research station" but this is not generally applicable in an urban context)	1 space / 25m ² of floor space	<ol style="list-style-type: none"> No rate in Part 4.1 (Eastwood Town Centre) for government research establishments. Part 4.2 (Meadowbank Employment Area) prescribes 1 space / 35m² floor space. 		NO CHANGE
Gymnasiums	No rate in Part 9.3 for gymnasiums	Part 4.3 (West Ryde Urban Village) prescribes 1 space / 20m ² floor area accessible to the public.	<p>Regional Centre (i.e. Macquarie Park) 3 spaces / 100 m² GFA</p> <p>Subregional centres 4.5 – 7.5 spaces / 100 m² GFA</p>	<p>PROPOSED CONTROL 4.5 – 7.5 spaces / 100 m² GFA</p> <p>EXPLANATION: This equates to 1 – 1.5 spaces / 20m²</p>

ITEM 16 (continued)

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Squash courts (now within the definition of Gymnasium)	3 spaces / court	Part 4.1 (Eastwood Town Centre) has the same rate. Part 4.3 (West Ryde Urban Village) prescribes 1 space / court.	3 spaces / court	NO CHANGE (BUT included with the rates for Gymnasiums)
Tennis courts	3 spaces / court	Part 4.3 (West Ryde Urban Village) prescribes 1 space / court.	3 spaces / court	NO CHANGE
Hospitals, nursing homes, convalescent homes and institution (now Health Services Facility)	<ul style="list-style-type: none"> 1 space / doctor (on the basis of the total number of doctors likely to be on the premises at any one time) 1 space / 4 beds for visitor parking 1 space / 4 beds, plus 1 space / 2 employees (on duty at any one time) 	No different parking rate elsewhere	Comparisons should be drawn with similar developments	NO CHANGE
Places of public worship and places of assembly	<ul style="list-style-type: none"> 1 space / 10m² of nett usable floor area, or 1 space / 10 fixed seats 	Part 4.2 (Meadowbank Employment Area) prescribes 1 space / 20m ² of net useable floor area, or 1 space / 10 fixed seats Part 4.3 (West Ryde Urban Village) has controls relating to places of worship and meeting rooms up to 200m ² floor area – which are 1 space / 30m ² floor area. Car parking requirements for use of floor space in excess of 200m ² will be assessed in accordance with Part 9.3 Car Parking of this Plan		PROPOSED CHANGE Whichever is the greater of 1 space / 10m ² GFA, or 1 space / 10 seats (Note “fixed” is deleted) EXPLANATION: This control updates the existing Note the proposed rate is the same as for Funeral Parlours, Theatres and Cinemas

ITEM 16 (continued)

Development Type	Car Parking Rates in DCP 2010 Part 9.3 Car Parking	Is there a different rate elsewhere in DCP? If yes, what is the other rate?	RTA -	RECOMMENDATION EXPLANATION
Primary and secondary schools	<ul style="list-style-type: none"> 1 space / 2 employees 1 space / 10 students over 17 years of age 	No different parking rate elsewhere.		NO CHANGE
T.V. Stations	<ul style="list-style-type: none"> 1 space / 2 employees, or 1 space / 46m² as / industry 1 space / 10m² of auditoriums, theatres, etc. or 1 space / 10 fixed seating 	No different parking rate elsewhere.		PROPOSED CHANGE Delete EXPLANATION: The rates for various components of the floor space will apply e.g. office.
Funeral parlours (now Funeral Chapel and Funeral Home)	<ul style="list-style-type: none"> 1 space / 2 employees 1 space / 10m² of chapels etc OR 1 space / 10 fixed seats 	No different parking rate elsewhere		PROPOSED CHANGE Whichever is the greater of <ul style="list-style-type: none"> 1 space / 10m²; or 1 space / 10 seats Note the proposed rate is the same as for Theatres and Cinemas and Places of Public Worship
Theatres, cinemas and the like (now Entertainment Facility)	<ul style="list-style-type: none"> 1 space / 10m²; or 1 space / 10 fixed seats 	No different parking rate elsewhere.		PROPOSED CHANGE Whichever is the greater of <ul style="list-style-type: none"> 1 space / 10m²; or 1 space / 10 seats Note the proposed rate is the same as for Funeral Parlours, and Places of Public Worship
Transport terminals, bus depots and the like(now Transport Depot)	<ul style="list-style-type: none"> 1 space / commercial vehicle 1 space / 2 employees 	No different parking rate elsewhere.	Surveys to be undertaken of similar developments	NO CHANGE

Proposed Structure of the Draft Parking Controls DCP

The Draft Parking Controls DCP is structured as follows:

1 Introduction

Describes where the plan applies, definitions etc

2 Parking Required in respect of Specific Development Uses

Sets parking rates by development type. Includes bicycle parking rates

3 General Controls

Provides general guidance in relation to parking provided over and above Council's requirements, calculations (whole numbers) access for people with disabilities etc.

ITEM 16 (continued)**4 Parking Contributions**

Permits parking contributions in lieu of the provision of off-street parking

5 Other Requirements

Sets out detailed design guidelines for on site parking, loading and unloading, etc.

The Draft DCP is **ATTACHED**.

Internal Consultation

Internal Council business units were consulted in the preparation of the Draft DCP Part 9.3 Parking Controls. The units consulted included:-

- Assessment
- Asset management
- Traffic Management
- Building Development Advisory Service
- Environment

One internal workshop was held with all of the above business units in attendance. The Draft Part 9.3 Parking Controls DCP was subsequently prepared and circulated for comment. The comments have been incorporated into the proposed DCP.

Public Consultation

This report recommends that Draft DCP Part 9.3 Parking Controls is placed on public exhibition for a period of 28 days and comments invited from the public.

Public exhibition will include placing an ad in City View inviting public comment and consulting with specific interest groups government agencies and City of Ryde Advisory Committees. Should Council adopt the plan for exhibition it is recommended that the following are specifically consulted:-

- City of Ryde Access Committee
- City of Ryde Bicycle Advisory Committee
- City of Ryde Traffic Committee
- RTA
- Bike North (and other cycle groups)

The Draft Plan together with this report will be placed on Council's website and made available in Council's libraries.

Critical Dates

There are no critical dates or deadlines to be met.

Financial Impact

Adoption of the option(s) outlined in this report will have no financial impact.

ITEM 16 (continued)**Policy Implications**

The recommendations of this report are consistent with:-

- Environmental Planning and Assessment Act
- Ryde LEP 2010
- Ryde Local Study 2010

Other Options

Other options include:

1. No change: Council may choose not to proceed with revising DCP Part 9.3 Parking Controls.
2. Proceed to prepare DRAFT Ryde DCP Part 9.3 Parking Controls. This will have the impact of enhancing clarity and eliminating discrepancies within Ryde DCP 2010. A revised DCP will contribute to:
 - Reduce customer enquiries seeking clarity and explanations regarding interpretation of the various discrepancies in the DCP.
 - Provide greater certainty with respect to the controls that will be applied.

Conclusion

This report proposes to review Development Control Plan 2010 Part 9.3 Parking Controls. The review aims to reduce parking rate anomalies within Ryde DCP 2010, promote development certainty, adopt RTA parking rates as far as practicable and provide Council with the flexibility to respond to local conditions.

ITEM 16 (continued)

ATTACHMENT 1

CITY OF RYDE

**Draft Amending
DEVELOPMENT CONTROL PLAN
for
Parking Controls**



ITEM 16 (continued)**ATTACHMENT 1**

Parking Controls

1.0 INTRODUCTION**1.1 Name of this Plan**

The name of this Plan is City of Ryde Development Control Plan 2010 Amendment No. 3 – Part 9.3 Parking Controls.

1.2 Commencement of this Plan

This Plan was adopted by Council on for the purposes of public exhibition. The Plan comes into effect

1.3 Land to which this Plan applies

This Plan applies to all land within the City of Ryde.

1.4 Purpose of this Plan

The purpose of this Plan is to:

- Replace the existing controls for parking, being Part 9.3 of the City of Ryde Development Control Plan 2010, with revised planning controls (a new Part 9.3);
- Add a schedule of amendments to the City of Ryde Development Control Plan 2010;
- Add a disclaimer that Part 9.3 Parking Controls will prevail in the event of any inconsistencies with respect to Parking Requirements within the City of Ryde Development Control Plan 2010.

1.5 Objectives of this Plan

The objectives of Amendment No. 3 to DCP 2010 are:

- To provide updated controls for Parking within the City of Ryde;
- To provide development certainty, clarity and ease of use in relation to parking controls;
- To provide guidelines for parking design;
- To encourage environmental sustainability in the City of Ryde.

1.6 Relationship with other environmental planning instruments

- Ryde Local Environmental Plan 2010 also applies to the land.

ITEM 16 (continued)**ATTACHMENT 1**

Parking Controls**2.0 AMENDMENTS TO THE CITY OF RYDE
DEVELOPMENT CONTROL PLAN 2010**

The City of Ryde Development Control Plan 2010 is to be amended as follows:

1. City of Ryde Development Control Plan 2010 is to have the following inserted after the list of contents:

Schedule of Amendments

Amend. No.	Date approved	Effective date	Subject of amendment
x	xx-xx-xx	xx-xx-xx	i. Replacement of Part 9.3 Car Parking with anew 9.3 entitled Parking Controls.

2. Part 9.3 Car Parking within the City of Ryde Development Control Plan 2010 is to be replaced by the new Part 9.3 Parking Controls attached to this document.

ATTACHMENT

A new Part 9.3 Parking Controls to replace Part 7.2 Car parking of the City of Ryde Development Control Plan 2010 (DCP 2010).

ITEM 16 (continued)

ATTACHMENT 1

City of Ryde
Development Control Plan 2010

Part 9.3
Parking Controls



City of Ryde

ITEM 16 (continued)

ATTACHMENT 1

Part	Chapter
9.3 Car Parking	

Translation

ENGLISH

If you do not understand this document please come to Ryde Civic Centre, 1 Devlin Street, Ryde Monday to Friday 8.30am to 4.30pm or telephone the Telephone and Interpreting Service on 131 450 and ask an interpreter to contact the City of Ryde for you on 9952 8222.

ARABIC

إذا تعذر عليك فهم محتويات هذه الوثيقة، نرجو للحضور إلى مركز بلدية رايد Ryde Civic Centre على العنوان: 1 Devlin Street, Ryde من الاثنين إلى الجمعة بين الساعة 8.30 صباحاً والساعة 4.30 بعد الظهر، أو الاتصال بمكتب خدمات الترجمة على الرقم 131 450 لكي نتطلب من أحد المترجمين الاتصال بمجلس مدينة رايد، على الرقم 9952 8222، نيابةً عنك.

ARMENIAN

Եթե այս փաստաթուղթը չէք հասկանալ, խնդրում ենք՝ Բայրդ Սիվիկ Սենթրը, 1 Տեվլին փողոց, Բայրդ, (Ryde Civic Centre, 1 Devlin Street, Ryde) ելքաշարքի են Ուղարկեք կառ. ժամը 8.30 – կես. ժամը 4.30, կամ հեռաձայնեցեք Հեռաձայնի եւ Թարգմանության Անջատման ծախսեր 131 450, եւ խնդրեցեք որ թարգմանիչ մը Բայրդ Բաղադրադրարանին հետ կապ հաստատի ձեզի համար, հեռաձայնե՛ք՝ 9952 8222 թիվին:

CHINESE

如果您看不懂本文，請在周一至周五上午 8 時 30 分至下午 4 時 30 分前往 Ryde 市政中心詢問 (Ryde Civic Centre, 地址: 1 Devlin Street, Ryde)。你也可以打電話至電話傳譯服務中心，電話號碼是: 131 450。接通後你可以要求一位傳譯員為你打如下電話和 Ryde 市政廳聯繫，電話是: 9952 8222。

FARSI

اگر این مدرک یا نمی فهمید لطفاً از 8.30 صبح تا 4.30 بعد از ظهر دوشنبه تا جمعه به مرکز شهرداری رايد، Ryde Civic Centre, 1 Devlin Street, Ryde مراجعه کنید یا به سرویس مترجم تلفنی شماره 131 450 تلفن کنید و از یک مترجم بخواهید که از طرف شما با شهرداری رايد شماره 9952 8222 تلفن کنند.

ITALIAN

Se non capite il presente documento, siete pregati di rivolgervi al Ryde Civic Centre al n. 1 di Devlin Street, Ryde, dalle 8.30 alle 16.30, dal lunedì al venerdì; oppure potete chiamare il Telephone Translating and Interpreting Service al 131 450 e chiedere all'interprete di contattare a vostro nome il Municipio di Ryde presso il 9952 8222.

KOREAN

이 문서가 무슨 의미인지 모르실 경우에는 1 Devlin Street, Ryde 에 있는 Ryde Civic Centre 로 오시거나 (월 – 금, 오전 8:30 – 오후 4:30), 전화 131 450 번으로 전화 통역 서비스에 연락하셔서 종역사에게 여러분 대신 Ryde 시청에 전화 9952 8222 번으로 연락을 부탁하십시오.

Amend. No.	Date approved	Effective date	Subject of amendment

ITEM 16 (continued)

ATTACHMENT 1

Part	Chapter	
Car Parking	Contents	9.3

Contents

1.0 INTRODUCTION	4
1.1 Objectives of this Part	4
1.2 General Principals	4
1.3 Application	4
2.0 PARKING REQUIRED IN RESPECT OF SPECIFIC USES	5
2.1 General	5
2.2 Residential	6
2.3 Business and Industrial	7
2.4 Other Land Uses	9
2.5 Large Development	10
2.6 Parking Contributions	10
3.0 OTHER REQUIREMENTS	11
3.1 On- Site Loading and Unloading Facilities	11
3.2 Design of Parking Areas	11

ITEM 16 (continued)

ATTACHMENT 1

9.3	<div>Part</div> <div>Car Parking</div>	<div>Chapter</div> <div>1.0 Introduction</div>
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1.0 INTRODUCTION**1.1 Objectives of this Part****Objectives**

Recognising the varying degrees of availability of public transport within Ryde, the aim of this Part of Ryde DCP is to provide a comprehensive guide for the provision of parking for new development in order:

1. To minimise traffic congestion and ensure adequate traffic safety and management;
2. To ensure an adequate environmental quality of parking areas (including both safety and amenity);
3. To minimise car dependency for commuting and recreational transport use, and to promote alternative means of transport - public transport, bicycling, and walking..
4. To provide adequate car parking for building users and visitors, depending on building use and proximity to public transport.
5. To minimise the visual impact of car parking on streets, public spaces and adjoining sites.
6. To maximise opportunities for consolidated areas of deep soil planting and landscaping.

1.2 General Principals

- a. In the event of a discrepancy between the parking rates specified in this Part of the Ryde DCP and another Part of the DCP, this Part shall prevail
- b. Council will take the following factors into account in determining car parking provision for a particular development:
 - i. The size and type of the development and its traffic generation;
 - ii. The availability and accessibility of other public parking (particularly if within or close to a shopping centre);
 - iii. Traffic volumes on the street network, including expected future traffic volumes relating to the City's road hierarchy; and
 - iv. Hours of operation and any other specific characteristics of the development proposal.
- c. Except where varied by this Part, Council utilises Australian Standard 2890.1 when considering applications.

1.3 Application

- a. This part applies to:
 - i. New floor space or buildings.
 - ii. Alterations or additions to any existing building, whether or not such additions or alterations involve any change in the purpose for which such buildings are used.
 - iii. A change of use which, under this Part, that would require the provision of a greater number of on-site parking spaces than the previous use.
- b. The rates specified in this Part of the DCP do not apply to the Macquarie Park Corridor which are specified in the relevant Ryde Local Environmental Plan.

ITEM 16 (continued)

ATTACHMENT 1

Part

Car Parking

Chapter

2.0 Parking Required in
Respect of Specific Uses

9.3

2.0 PARKING REQUIRED IN RESPECT OF SPECIFIC USES**2.1 General****Controls**

Where the calculation of the parking required results in a fraction, the requirement will be rounded up to the nearest whole number.

- a. Where it is proposed to provide more parking than required the additional parking floor space will be included in the calculation of floor space for the purposes of Floor Space Ratio calculations.
- b. Where a change of use which, under this Part, would require the provision of a greater number of on-site parking spaces than the previous use, the difference between the amount of parking which would be required for the previous use and the amount of parking required for the proposed use must be provided.
- c. All major retail and commercial development shall be required to provide parking facilities and secure storage of electric scooters used by people with disabilities. Facilities should be generally in accordance with the standards laid down in Australian Standard 2890.1.
- d. Up to 10% of the required car spaces may be nominated as "small" car spaces within any development. Small car spaces are generally less than 5.4m long.
- e. Bicycle Parking
 - i. In every new building provide, whichever is the greater, at least 3 bicycle parking spaces on-site OR total bicycle parking equivalent to 10% of the required car spaces or part thereof.

Note: Cycling is approximately 10% of the journey to work. The control provides for minimum quantum of bicycle parking to cater for anticipated increasing demand and additional space to meet current cycling rates.
 - ii. Bicycle parking is to be secure and located with safe and easy access from the street.
 - iii. End of trip facilities accessible to staff (including at least 1 shower and change room) are to be provided in all commercial, industrial and retail developments.
 - iv. Provide secure bicycle storage in all residential developments.

ITEM 16 (continued)

ATTACHMENT 1

9.3	Part	Chapter
	Car Parking	2.0 Parking Required in Respect of Specific Uses

2.2 Residential**Controls**

- a. Car parking spaces are to be provided on-site in accordance with the following requirements:

Boarding houses

- 1 space / two bedrooms and
- 1 space / manager and
- 1 space / two employees

High Density Residential Development (Residential Flat Buildings)

- 0.6 to 1 space / one bedroom dwelling
- 0.9 to 1.2 spaces / two bedroom dwelling
- 1.4 to 1.6 spaces / three bedroom dwelling
- 1 visitor space / 5 dwellings

Medium Density Residential Development (Multi Dwelling Housing)

- 1 space / one bedroom or two dwelling
- 2 spaces / three or more bedroom dwelling
- 1 visitor space / four dwellings

Low Density Residential Development

- Dwelling houses up to 2 spaces / dwelling
- Dual Occupancy 1 space / dwelling

ITEM 16 (continued)

ATTACHMENT 1

Part

Car Parking

Chapter

2.0 Parking Required in
Respect of Specific Uses

9.3

Housing for aged and disabled

- As per State Environmental Planning Policy 5 (Housing for Seniors or People with a Disability)

Note: The following information is provided as a guide. Please note that SEPP 5 may be subject to change and differs from the RTA guidelines.

Self contained dwellings

0.5 spaces / bedroom OR

1 space/ 5 dwellings if developed in conjunction with a social housing provider

Residential Care Facility

1 visitor space / 10 beds and

1 space / 2 employees and

1 space / ambulance

Hostel

1 space / 5 dwellings and

1 space/2 employees and

1 space / ambulance

2.3 Business and Industrial**Controls**

- Car parking spaces are to be provided on-site in accordance with the following requirements:

Note: All areas relate to gross floor area.

Child Care Centres

- 1 space / 8 children and
- 1 space / 2 employees (see Part 3.2 Child Care-Centres in this DCP).

Drive-in Takeaway Food Shops

Whichever is the greater of:

- 1 space / 10 m²

OR

- 1 space / 5 seats (internal & external)

Entertainment Facility, Places of Public Worship / Assembly, Funeral Chapel and Funeral Home

Whichever is the greater of:

- 1 space / 10 m²

OR

- 1 space / 10 seats

ITEM 16 (continued)

ATTACHMENT 1

9.3	Part Car Parking	Chapter 2.0 Parking Required in Respect of Specific Uses
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Gymnasium and Recreation Facilities (indoor)

1 – 1.5 spaces / 20 m²

Note: Squash Courts are calculated at the rate of 3 spaces / court

Health Consulting Rooms

- 1 space / doctor or dentist and
- 1 space / 2 employees and
- 1 patient's space/doctor or dentist

Hotel and Motel Accommodation, and Serviced Apartments

- 1 space / 1.5 units

Industry and Light Industry

1.3 – 1.5 spaces / 100 m²

Note: The upper end of the range should be applied to land uses that generate more traffic such as garden supplies and business parks. The parking provision and rate is to be addressed in the Statement of Environmental Effects.

Office and Business Premises

- 1 space / 40 m²

Pub and Registered Club

- 1 space / 5 m² generally and
- 1 space / 10 m² auditorium and games rooms
- See also Hotel Accommodation above

Retail Premises and Industrial Retail Outlet

- 1 space / 25 m²

Restaurant / Function Centre

- 1 space / 5 m² OR
- 1 space / 25 m² in centres

Note: Where the property does not have frontage to a Main or County Road and where the hours of operation are restricted to outside normal business hours, this requirement may be reduced at Council's discretion. Council may require a Traffic and Parking Impact Assessment Report

Service Stations, Vehicle Body Repair Workshop and Vehicle Repair Station

- 6 spaces / work bay (for vehicle servicing facilities)
- 1 space / 20 m² for convenience store

ITEM 16 (continued)

ATTACHMENT 1

Part

Car Parking

Chapter

9.3

Vehicle sales or hire premises

- 0.75 spaces / 100 m² and
- 6 spaces / work bay (for vehicle servicing facilities)

Warehouse or Distribution Centre1 space / 300m²**Other Land Uses****Educational Establishment (other than schools)**

- 1 space / two employees and
- 1 space / five students

Health Services Facility

- 1 space / doctor likely to be on the premises at any one time; and
- 1 space / two employees likely to be on duty at any one time; and
- 1 space / four beds; and
- 1 visitor space / four beds.

Primary and Secondary Schools

- 1 space / two employees and
- 1 space / ten students over 17 years of age

Research Station

- 1 space / 25 m²

Tennis Courts

- 3 spaces / court

Transport Depot

1 space / two employees
1 space / commercial vehicle

Other

To establish the parking rate for any development or land use type not specified above comparisons should be drawn with similar development and outlined in a Traffic and Parking Impact Assessment Report submitted together with the Development Application. Such comparisons should include a minimum of three case studies drawn from the Ryde Local Government Area or adjoining Local Government Areas.

Note: In preparing Traffic and Parking Impact Assessment Report the proponent is advised to contact Council.

ITEM 16 (continued)

ATTACHMENT 1

9.3	<div>Part</div> <div>Car Parking</div>	<div>Chapter</div> <div>2.0 Parking Required in Respect of Specific Uses</div>
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2.4 Large Development

- a. To vary the provisions of this Part (particularly required parking) for large scaled development comparisons should be drawn with similar development and outlined in Traffic and Parking Impact Assessment Report submitted together with the Development Application. Such comparisons should include a minimum of three case studies drawn from the Ryde Local Government Area or adjoining Local Government Areas.

Note: Large scaled development will generally be defined as having a parking provision greater than 100 spaces. In considering large scaled development the proponent is advised to contact Council regarding the preparation of a Traffic and Parking Impact Assessment Report.

- b. Where a site is sufficiently large to include a local roads network Council will require the roadways to be designed to allow for two lanes of travel and one parking lane (i.e. the carriageway is to be approximately 9 metres wide). This requirement will be implemented where it is proposed that waste collection services will be carried out on-site and / or to accommodate on site loading and unloading facilities.

Note: The local roads network may include an on-site laneway or existing local roads.

2.5 Parking Contributions

- i. Council may accept or require the payment of a parking contribution in lieu of the provision of off-street parking in centres subject to the developer demonstrating that the proposal meets the objectives of this Part of Ryde DCP.

ITEM 16 (continued)

ATTACHMENT 1

Part

Car Parking

Chapter

3.0 Other Requirements

9.3

3.0 OTHER REQUIREMENTS**3.1 On- Site Loading and Unloading Facilities****Controls**

- a. All developments involving new floor space are required to provide on-site loading and unloading facilities, except:
- b. Dwelling houses, dual occupancies
- c. Residential flat buildings and multi dwelling housing with access from the local roads network.
- d. Residential flat buildings and multi dwelling housing located on Main or County Roads are required to provide on-site loading and unloading facilities to ensure that vehicles do not stand on the road or footway.
- e. Loading docks shall be located in such a position that vehicles do not stand on any public road, footway, laneway or service road and, that where possible, vehicles entering and leaving the site move in a forward direction.

3.2 Design of Parking Areas**Controls****General**

- a. All parking areas shall be designed in accordance with Australian Standards AS 2890.1 and AS 2890.2
- b. The appearance of car parking and service vehicle entries and areas is to be improved by
 - i. locating or screening visually from the street
 - ii. setting back or recessing car park entries from the main façade line
 - iii. avoiding black holes in the façade by providing security doors to car park entries
 - iv. where doors are not provided, it is to be ensured that the visible interior of the car park is incorporated into the façade design and material selection and that building services pipes and ducts are concealed.
- c. Provide safe, (well lit and free of concealment opportunities) and direct 24 hour access to car parking areas for building users.
- d. Where practicable car parking and loading access is to avoid areas where active frontage is required (refer Part 4 of this DCP for Active frontage requirements).

Note: This is to reduce conflict with pedestrians and promote pedestrian safety.

ITEM 16 (continued)

ATTACHMENT 1

Part
9.3 Car Parking

Chapter
3.0 Other Requirements

Basement parking

- e. Basement parking areas should be located directly under building footprints to maximize opportunities for deep soil areas unless the structure can be designed to support mature plants and deep root plants.
- f. Along active frontages, basement parking must be located fully below the level of the footpath. Refer Part 4 for locations of active frontage within Urban Centres.
- g. Basement parking should be contained wholly beneath the ground level along public streets. Where this cannot be achieved due to topography, the parking level must protrude no more than 1.2m above ground level
- h. Ventilation grills or screening devices of car park openings are to be integrated into the overall façade and landscape design of the development.
- i. Basement car parking may be located under roads and hard paved areas to council satisfaction.

At-grade parking

- j. Parking areas must not be located within the front building setbacks including for sites located along Victoria Road, Epping Road and Lane Cove Road. Refer also Part 4 Urban Centres for setbacks.
- k. Parking areas are to be screened from view from the street, public domain and communal open space areas, using site planning and appropriate screen planting or structures.
- l. Provide safe and direct access from parking areas to building entry points.

Construction Standards

- m. All parking areas are to be constructed in accordance with Part 8.1 Construction Activities.

ITEM 16 (continued)

ATTACHMENT 1



Ryde City Council
Civic Centre
1 Devlin Street
Ryde NSW 2112

www.ryde.nsw.gov.au

RECISSION MOTIONS

- 1 BOARDING HOUSE ENFORCEMENT AND EDUCATION PROJECT - Item 8, Committee of the Whole 3 May 2011 - Councillor Sarkis Yedelian OAM, Councillor Roy Maggio, Councillor Bill Pickering**

File Number: GRP/11/5/4/6 - BP11/380

That Council rescind the previous resolution in relation to Item 8, passed at the Committee of the Whole Meeting held on 3 May 2011, namely:

8 DEFERRED REPORT - BOARDING HOUSE - ENFORCEMENT AND EDUCATION PROJECT

- (a) That Council note the report "City of Ryde Integrated Enforcement Project – Boarding Houses" (**attached**) prepared by Ethics and Integrity Research.
- (b) That Council staff develop a factual information sheet targeting students, landlords, developers and residents on what constitutes an unauthorised boarding house. The information sheet be placed on the City of Ryde's website. The information be written in Cantonese, Mandarin, Korean and English.
- (c) That Council work with the University to pursue adequate provision of on-site student accommodation and that the University accepts a duty of care in terms of the accommodation choices made by it's international students.
- (d) That Council staff continue to work with Government agencies in the regulation of boarding houses as required.
- (e) That Council works with the Local Member to strengthen the ability to regulate illegal boarding houses and ensure legal boarding houses match the existing neighbourhood character.
- (f) That Council staff develop a Ryde Boarding House Policy which:
 - 1. Defines what a boarding house is in Ryde; and
 - 2. Identifies development controls for the assessment of boarding houses in keeping with relevant legislation; and
 - 3. Mandates Plans of Management for boarding houses; and
 - 4. Introduces mandatory inspection of approved boarding houses on a fee-for-service basis; and
 - 5. Provides clarity for the enforcement process of illegal boarding houses; and
 - 6. Ensures Council observes its duty of care to the tenants of illegal boarding houses.
- (g) That the General Manager report to Council regarding the development of a webpage to display details of premises that have been confirmed to be operating as illegal boarding houses or have

RECISSION MOTION (continued)

illegal internal modifications consistent with that use. The webpage is to show the address of the property and the name and address of the registered owner with all entries to remain for at least a 12 month period.

- (h) That the General Manager investigate any breach of confidential material relating to this matter and that a confidential report be provided back to Council on the findings of this investigation.