

Draft amendments to Hornsby Development Control Plan 2013			
Section	Title	Page	Details of Amendment
1A.5	Relationship to other plans and policies	1-4	<ul style="list-style-type: none"> <li>- Amend paragraph (a) to update reference to Section 3.43 of EPAA.</li> <li>- Amend paragraph (d) to remove reference to Clause 5.9 of the HLEP and replace with 'preservation'. (Clause 5.9 no longer applicable due to amendment to Standard Instrument LEP)</li> </ul>
1A.6	Development Contributions and Planning Agreements	1-4	<ul style="list-style-type: none"> <li>- Amend paragraph (a) to references Council's current Section 7.11 and Section 7.12 Development Contribution Plans.</li> </ul>
1B.1	How to Use this DCP	1-5	<ul style="list-style-type: none"> <li>- Amend Table 1B.1(a) to remove reference to Clause 5.9 of HLEP.</li> </ul>
1B.2	Desired Outcome, Prescriptive Measures, Figures and Notes	1-7	<ul style="list-style-type: none"> <li>- Amend paragraph (e) to update reference to Section 4.15 of the EPAA.</li> </ul>
1B.5.2	Notification of Applications	1-8	<ul style="list-style-type: none"> <li>- Amend paragraph (b) to update references to Section 4.55(1) and Section 4.55(1A) of EPAA.</li> <li>- Amend Table 1B.5(a) to update references to Section 8.2 Applications, Section 4.55(2) and Section 4.56 of EPAA.</li> </ul>
1B.5.3	Submissions	1-10	<ul style="list-style-type: none"> <li>- Amend paragraph (c) to update reference to Section 10.4 of EPAA.</li> </ul>
1C.1.3	Watercourses	1-32	<ul style="list-style-type: none"> <li>- Amend paragraph (h) to correct reference to Clause 6.5 of HLEP.</li> </ul>
1C.2.1	Transport and Parking	1-37 1-38 1-39 1-40 1-41 1-42 1-43 1-44	<ul style="list-style-type: none"> <li>- Remove references to Epping Town Centre under Car Parking, Motorcycle Parking, Car shire and Bicycle parking.</li> <li>- Paragraphs amended include (o), (p), (x), (y), (ah)-(al)</li> <li>- Tables amended include 1C.2.1(c), 1C.2.1(d) and 1C.2.1(e)</li> </ul>
		<i>Note: Section 1C.2.1 Transport and Parking within City of Parramatta LGA (p.1-36a to 1-44-a) contains transport and parking controls for City of Parramatta and is to remain unchanged.</i>	
4.5.4	Scale within Hornsby LGA Scale within City of Parramatta LGA	4-68 4-69 4-68-a 4-69-a	<ul style="list-style-type: none"> <li>- Section 4.5.4 Scale within Hornsby LGA and Section 4.5.4 Scale within City of Parramatta LGA reordered so that each reads as a complete set of controls.</li> </ul>
<p>EPAA = Environmental Planning and Assessment Act 1979</p> <p>HLEP = Hornsby Local Environmental Plan 2013</p>			
<p>HDCEP amendments are indicated in the following pages:</p> <ul style="list-style-type: none"> <li>- Deletions to the DCP are in red text and strikethrough (e.g. <del>delete</del>)</li> <li>- Additions to the DCP are in green Text (e.g. Add).</li> </ul>			

### Hornsby Shire Housing Strategy (2010)

- f. The Hornsby Shire Housing Strategy identifies areas suitable for the provision of additional housing to assist meet Council's housing obligations into the future. The Strategy has been prepared in response to the State Government's Metropolitan Strategy and draft North Subregional Strategy.
- g. A concentrated housing model has been adopted, with housing located in planned precincts rather than dispersed throughout urban areas. The housing form identified includes some mixed use commercial precincts and consists predominantly of 5 storey apartment buildings, along with a mix of townhouses, 3 storey walk-up flats, and 8-10 storey apartments. The Housing Strategy precincts are identified in Figure 3(a) of this DCP.

### Hornsby Shire River Settlements and Foreshores Review (2007)

- h. The Hornsby Shire River Settlements and Foreshores Review investigated the suitability of the existing planning controls for the River Settlement areas having regard to emerging issues and current best practices.

### Hornsby Shire Rural Lands Study (1995) and Hornsby Shire Rural Lands Planning Provisions Review (2009)

- i. The Hornsby Shire Rural Lands Study investigates the role of rural lands within the Local Government Area and provides controls for development to improve the environment. Development should aim to protect rural activities, resource lands, rural landscapes and biodiversity. To conserve the desirable values of the rural lands, the Study (1995) identified the qualities which give the areas its scenic and rural character.

### Epping Town Centre Precinct and the Urban Activation Precinct Program

- j. The planning controls within this DCP are also informed by the Epping Town Centre Study 2011 and the Epping Town Centre Precinct Structure Plan and Public Domain Plan 2013 prepared for the Precinct by the then Department of Planning and Infrastructure.

## 1A.5 Relationship to other plans and policies

- a. This DCP is made under Section ~~74C~~ 3.43 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).
- b. This DCP must be read in conjunction with an environmental planning instrument (EPI) that applies to the land. EPIs include local environmental plans (LEP) and state environmental planning policies (SEPP).
- c. The *Hornsby Local Environmental Plan 2013* (HLEP) is the only local environmental planning instrument that applies to land to which this DCP applies. A number of State Environmental Planning Policies (SEPPs) may also apply to a development application. The provisions of any EPI prevail in the event of any inconsistency with this DCP.
- d. Section 1B.6 prescribes trees or other vegetation for the purpose of ~~Clause 5.9 of the HELP~~ preservation.

## 1A.6 Development contributions and planning agreements

- a. Some developments generate the need for development contributions where they result in an increase in the demand for community services and infrastructure. These developments will also need to address:
  - The *Hornsby Shire Council Section ~~94~~ Development Contributions Plan 2012-2021 7.11 Development Contributions Plan 2020 – 2030.*
  - The *Hornsby Shire Council Section ~~94A~~ Development Contributions Plan 2012-2021 7.12 Development Contributions Plan 2019 – 2029.*
- b. Planning agreements may also be made in accordance with the requirements of the EP&A Act and are voluntary agreements between Council and an applicant for development.

#### Note:

The above Development Contributions Plans are available for viewing on Council's website [hornsby.nsw.gov.au](https://hornsby.nsw.gov.au)

# 1B Administration

## 1B.1 How to Use this DCP

- a. This DCP consists of a written document and figures, and is divided into a number of Parts. Within each Part are a number of Sections.
- b. The Parts to the DCP relate either to all land, the zoning of land, a development type or a specific area. An application may be required to meet development controls contained in a number of parts of the DCP. Table 1B.1(a) provides a summary of the DCP parts and where they should be applied.
- c. DCP Part Nos.2 to 9 inclusive incorporate an Introductory statement that identifies a more detailed strategic context for the planning controls that follow.
- d. The applicability of each Part and/or Section of the DCP is described under the heading to each Part and/or Section of the DCP. An example of the applicability of the DCP to various development types is provided in Table 1B.1(b).

Table 1B.1(a): Description of DCP Parts

DCP Part	Summary of Applicability
Part 1 - General	Part 1 provides general controls that apply to all <b>Development Applications</b> . Part 1A explains the purpose of the DCP. Part 1B provides administrative provisions including how to use the DCP, Notification and Exhibition requirements and Tree and Vegetation preservation controls <del>pursuant to Clause 5.9 of the HLEP</del> . Part 1C establishes the general development controls for all development, including controls for the natural environment, built environment and hazards.
Part 2 - Rural	Part 2 provides controls for development of land in the Rural area, as defined by Figure 2(a). Section 2.1 provides controls for Rural Buildings within defined zones. Section 2.2 provides controls for certain rural landuses. Section 2.3 provides Village Masterplans within the rural area. Section 2.4 provides controls for land zoned RU5 in Rural Village. Section 2.5 provides controls for Extractive Industries.
Part 3 - Residential	Part 3 provides controls for development of prescribed residential landuses within prescribed residential localities (identified by the HLEP zone and HLEP height map).
Part 4 - Business	Part 4 provides controls for development of land in a Business Zone.
Part 5 - Industrial	Part 5 provides controls for development of land in Industrial Zones IN1 and IN2.
Part 6 - Subdivision	Part 6 provides specific additional controls for the subdivision of land.
Part 7 - Community	Part 7 provides specific controls for certain types of developments such as: childcare centres, schools, places of public worship, community housing, telecommunications, temporary events and health service facilities.
Part 8 - River Settlements	Part 8 provides controls for development of land in the River Settlements, as defined by Figure 8(a). Section 8.1 provides controls for buildings within defined zones. Section 8.2 provides controls for certain types of River Settlement Landuses, such as boat sheds, jetties and seawalls. Section 8.3 provides Masterplans for Berowra Waters and Kangaroo Point.
Part 9 - Heritage	Part 9 provides controls for development that may impact on heritage items or areas. Section 9.1 provides administrative controls for development involving heritage. Section 9.2 provides controls for development involving listed heritage items. Section 9.3 applies to Heritage Conservation Areas. Section 9.4 applies to land in the vicinity of heritage items and Heritage Conservation Areas. Section 9.5 applies to development of land (including undisturbed land) that may contain an Aboriginal relic or place. Section 9.6 provides specific controls for the Beecroft Heritage Precinct (redevelopment area).
Annexures	Contains detailed information referenced throughout the DCP

## 1B.2 Desired Outcome, Prescriptive Measures, Figures and Notes

- a. Each DCP section includes desired outcomes, prescriptive measures, figures and notes.

### Desired Outcomes

- b. Desired outcomes are statements that describe the outcomes sought.

### Prescriptive Measures

- c. Prescriptive measures are requirements that are likely to achieve the desired outcomes.
- d. Where an application proposes a variation to the prescriptive measures of the DCP, justification should be provided with the application.
- e. Compliance with the prescriptive measures does not guarantee approval of an application. Each Development Application will also be assessed having regard to the *HLEP*, the provisions of this DCP, and other matters listed in Section ~~79C~~ 4.15 of *EP&A Act*.
- f. The provisions of this DCP will be consistently applied by the consent authority.

### Figures

- g. Figures fulfil different functions within the DCP, as follows:
- Figures are Prescriptive Measures when specifically referenced in the text above and are indicated by the annotation (C),
  - Figures interpret the prescriptive measures in the text. These Figures are not referenced in the text above and are indicated by the annotation (I). For Example, Figure 3.1(a) explains how the building height controls should be interpreted, and
  - Figures provide an example of how the prescriptive measures could be applied. The Figure title identifies that this is an example and are indicated by the annotation (E). For Example, Figure 3.1(e) is an example of how sun shading devices could be incorporated into the design of a dwelling house. (E)

### Notes

- h. Notes fulfil different functions within the DCP, as follows:
- Notes include definitions and are essential for the interpretation of the DCP,
  - Notes provide references for further information,

guidelines and cross-references to other legislative requirements,

- Notes include educational material to assist in interpreting the DCP controls and identify preferred and/or discouraged outcomes, and
- Notes identify some Development Application submission requirements.

## 1B.3 Interpretation

- i. Where this DCP uses terms that are defined in the *HLEP*, the definitions in the *HLEP* are adopted. Other terms used throughout this DCP are defined in Annexure A Glossary of Terms.
- j. In addition, certain provisions of this DCP include definitions that are specific to those provisions.
- k. A reference in this DCP to any Australian Standard or legislation includes a reference to any amendment or replacement as made.

## 1B.4 Submitting an Application

- l. Development applications should be accompanied by information as described within:
- the Hornsby Shire Council Development Application Submission Guideline,
  - this DCP,
  - environmental planning instruments (eg *HLEP* and applicable SEPPs), and
  - Environmental Planning and Assessment Regulation 2000* (Schedule 1).
- m. Development Applications for buildings 10 storeys or more, should be accompanied by a digitally produced, 3D massing model and information as described within:
- SEPP 65 - Design Quality of Residential Apartment Development*, Apartment Design Guide; and
  - Clause 6.8 Design Excellence* of the *HLEP*.

Note:

For further information refer to the Hornsby Shire Council Development Application Submission Guideline available at Council's website [hornsby.nsw.gov.au](https://www.hornsby.nsw.gov.au).

## 1B.5 Notification and Exhibition 1B.5.1

### Public Exhibition Strategy

- a. The public exhibition strategy for a notifiable Development Application (DA) comprises the following steps:
- Adjoining property owners are notified via letter when a DA is lodged,
  - Property owners and occupiers in the broader area, who may have an interest in the DA, are notified via a sign that is to be erected on the site,
  - In addition, all significant applications are advertised in a Local Paper,
  - Neighbours are able to remain up to date with the status of the application via the DA tracking facility provided on line,
  - All submissions are taken into consideration in the Council's Development Assessment Report, and
  - All submitters are advised of the determination of the application via letter.

## 1B.5.2 Notification of Applications

### General

- a. Council will publicly exhibit applications in accordance with the *EP&A Act* and the provisions of this DCP including Table 1B.5(a).
- b. The following applications do not require public notification or exhibition:
- Section ~~96(1)~~ 4.55(1) modifications for minor errors, misdescription or miscalculation,
  - Section ~~96(1A)~~ 4.55(1A) modifications of minimal environmental impact,
  - Temporary community advertisements, or
  - Any other development which in Council's opinion would not adversely impact upon the amenity of the locality.

### Sign On Property

- c. The applicant should display a Council issued A4 sized notice on the site in a prominent position that can be read by members of the community for the duration of the exhibition period, in accordance with Table 1B.5(a).
- d. The applicant should provide Council with evidence that the sign was in place on the site at the commencement of the exhibition period.

Note: Evidence could include a dated photo or statutory declaration.

Table 1B.5(a): Notification and Exhibition of Application

Application Type	Sign on Property	Local Paper Advertisement	Letter to adjoining property owner	Exhibition Period
Designated, Advertised and Nominated Integrated Development ( <i>Heritage Act and Water Management Act</i> )	Yes	Yes	Yes	30 days
Integrated Development	Yes	Yes	Yes	14 days
Local Development (other than listed below)	Yes	Yes	Yes	14 days
Local Development involving <ul style="list-style-type: none"> <li>• dwelling houses and ancillary work, or</li> <li>• advertising signs, or</li> <li>• temporary use of land per Clause 2.8 of <i>HLEP</i></li> </ul>	Yes	No	Yes	14 days
Section <del>82A</del> 8.2 Applications	Yes	As per original DA	Yes, and to any objectors of original DA	14 days
Section <del>96(2)</del> 4.55(2) and <del>96(AA)</del> 4.56 Applications	Yes	As per original DA	Yes, and to any objectors of original DA	14 days

### 1B.5.3 Submissions

#### Lodging a Submission

- a. Any person may make a submission in response to a development application whether or not a notification letter has been forwarded to the person.
- b. Submissions must be made in writing (including e-mail). The submission should clearly identify the:
  - name and address of the writer (and email address where available),
  - the address of the proposed development,
  - Council's application number, and
  - the reasons for any objection to, or support of, the proposal.
- c. In accordance with Section ~~147~~ 10.4 of the *EP&A Act*, any person or organisation who has made a submission in respect of a relevant planning application, and who has made a reportable political donation or gift to a Councillor or employee of the Council, must make a Political Donations Disclosure Statement.

#### Consideration of Submissions

- d. Council does not acknowledge receipt of submissions. However, all submissions received within the exhibition period will be included in the assessment of the application.
- e. Submissions are not regarded as confidential and may be placed on Council's website.
- f. Where an application is to be determined at a Council meeting, rather than by Council officers, Council will extend an invitation to the applicant and all submitters to attend the meeting.
- g. Where a petition has been received, all correspondence will be directed to the lead petitioner only. The responsibility to inform co-petitioners rests with the lead petitioner.

#### Notes:

Applicants can check on the status of development applications on Council's website [hornsby.nsw.gov.au](https://hornsby.nsw.gov.au).

Whilst every effort will be made to consider a submission received by Council outside of the prescribed exhibition period, this can not be guaranteed.

A petition will be recorded as one submission containing x number of signatures.

### 1B.5.4 Determination of Applications

#### Post Determination Notification

- a. Council will notify submitters of its determination of the application in writing.
- b. Council will publish determination of all applications in a locally circulated newspaper, being one of the following:
  - Hornsby and Upper North Shore Advocate,
  - Hills News, or
  - Northern District Times.
- c. All applications determined will be notified on Council's website.



### 1C.1.3 Watercourses

#### Desired Outcomes

- a. Watercourses such as creeks and rivers are retained and enhanced to promote the improvement, and protection of the environment.
- b. Native riparian vegetation areas are retained and enhanced, and degraded riparian areas are rehabilitated

#### Prescriptive Measures

##### General

- a. Existing natural drainage lines and water bodies on a site should be utilised as part of the major drainage network rather than piping stormwater flows.
- b. All work should not cause bed and bank instability and any bank stabilisation measures should preferably use soft engineering techniques.
- c. Watercourses should be linked with other areas of indigenous vegetation, wildlife corridors and/or natural or visually important site features.
- d. Stormwater outlets proposed in the vicinity of a watercourse should:
  - point downstream for the final entry point of the structure,
  - be graded to the bed level of the stream, or just below any permanent water, and
  - be located to avoid existing native vegetation
- e. The environmental flow characteristics of down stream watercourses should be maintained.
- f. Watercourses should not be piped, filled, excavated, or relocated. In some instances, Council will permit these works to occur. In determining whether to retain or restore a watercourse, consideration should be given to the following:
  - the sustainability of actual or potential biodiversity and habitat,
  - the actual or potential ability of the watercourse to enhance water quality,
  - the actual or potential visual/aesthetic character of the watercourse,
  - the actual or potential recreational value of the watercourse,
  - the effect on the watercourse of the existing and likely future development in the catchment,

- the effect on the catchment and existing development of any treatment to the watercourse,
- the influence of previously altered sections on the watercourse,
- the actual or potential influence of the watercourse on public health and safety, and
- the mitigation of flooding and the hazard to property.

#### Riparian Areas

- g. The design and location of any development should seek to maintain an effective riparian area and comply with best practice guidelines, that may require:
  - A core riparian zone (CRZ) that is the land within and adjacent to the channel. The width of the CRZ from the banks of the stream is determined by assessing the importance and riparian function of the watercourse, and
  - A vegetated buffer (VB) that protects the environmental integrity of the CRZ, with a minimum width of 10 metres.
- h. In addition, development should comply with any applicable Foreshore Building Line as prescribed by Clause ~~6.4~~ 6.5 of the HLEP.
- i. The riparian area should be fully vegetated with local native vegetation (trees, shrubs and groundcover species) at a density that would occur naturally. Species should be consistent with the existing native species present and Council's Riparian Species List.
- j. A permanent physical barrier should be placed at the landward extent of the riparian area to prevent inadvertent damage to riparian vegetation where vehicle access to the riparian land, or mowing or slashing of vegetation may otherwise occur.
- k. Any Bushfire Asset Protection Zone (APZ) should be measured from the asset to the outer edge of the vegetated buffer (VB). The APZ should contain managed land which should not be part of the CRZ or VB.

## 1C.2 Built Environment

The following section provides general controls for the protection of the built environment and applies to all forms of development. -

### 1C.2.1 Transport and Parking

#### Desired Outcomes

- a. Development that manages transport demand around transit nodes to encourage public transport usage.
- b. Car parking and bicycle facilities that meet the requirements of future occupants and their visitors.
- c. Development with simple, safe and direct vehicular access.

#### Prescriptive Measures

##### General

- a. Direct vehicular access to main roads should be avoided and/or access points consolidated.
- b. For development (other than single dwelling houses on existing lots), vehicle access and parking should be designed to allow vehicles to enter and exit the site in a forward direction.
- c. Design and dimensions of car parks, loading areas and driveways should comply with AS2890.1 and AS2890.2.
- d. Planning and design layout of parking areas for people with disabilities should be in accordance with AS2890.6 and AS1428.1.
- e. Planning and design layout of loading and manoeuvring areas should be provided in accordance with AS2890.2 and:
  - preferably be located to the side or rear of buildings,
  - screened from view from local and main roads, and
  - located so that vehicles do not stand on any public road, footway, laneway or service road.
- f. Planning and design layout of bicycle parking (rails, racks or lockers) should be designed in accordance with AS2890.3.

##### Dwelling Houses (additional general controls)

- g. The driveway to a single dwelling house should be located at least 6 metres from an intersection in accordance with AS2890.1.
- h. Driveways for single dwelling houses on existing lots should incorporate a dedicated turning area, designed to allow the 85% Design Car Turning Path, where:
  - there is poor sight distance from the driveway to pedestrian or vehicular traffic,
  - the accessway fronts a main road or highly pedestrianised area, or
  - where vehicles would otherwise have to reverse more than 50 metres.

- i. The minimum dimensions of car parking spaces for single dwelling houses should be in accordance with AS2890.1, as summarised in Table 1C.2.1(a):

Table 1C.2.1(a) Dwelling House - Parking Design Guide

Parking Type (residential)	Minimum Dimensions
Unobstructed parking space	2.4m(w) x 5.4m(l)
Single lock-up garage	3m(w) x 5.4m(l)
Double lock-up garage	5.7m(w) x 5.4m(l)

- j. The maximum grade for a driveway to a single dwelling house should be no greater than 25% with a maximum transition for changes of grade of 8% per plan metre. Table 1C.2.1(b) may be used as a guide in designing driveways.

Notes:

#### Main roads

Development adjoining roads that are subject to Clause 101 (2a) of the *Infrastructure State Environmental Planning Policy 2007* require separate approval from the RMS for access to State and Regional Roads as classified by the Roads and Maritime Services (RMS). A list of classified and unclassified main roads for Hornsby Shire as of September 2016 is provided in Annexure C.

#### Designated roads

Designated roads are Council identified roads that require development to have an increased setback from the road edge, consistent with the established streetscape. A list of designated roads is provided in Annexure C.

**A highly pedestrianised area** includes sites located in close proximity to schools, shopping centres, bus stops, places of worship and other busy community facilities.

**Australian Standard AS2890** is available at [www.sai-global.com](http://www.sai-global.com).

\*\*Design levels at the top of the adjacent kerb and gutter/crown or road must be obtained from Council's Works Division and the driveway design amended to comply with AS2890.1.



Table 1C.2.1(b) Dwelling House - Driveway Design Guide

Distance of parking area from the Front Boundary (Property higher than road)	Level of the parking area above the top of adjacent road* (Property higher than road)	Level of the parking area below the top of adjacent road * (Property lower than road)
5.5m	1.067m	0.567m
6.0m	1.192m	0.692m
7.0m	1.442m	0.942m
8.0m	1.692m	1.192m
9.0m	1.942m	1.442m
10.0m	2.192	1.692m
11.0m	2.442	1.942
12.0m	2.692	2.192m

### Service Vehicles

- k. On site loading and unloading areas for non-residential developments should be provided in accordance with the RTA Guide to Traffic Generating Development (2002).
- l. The on site loading and unloading area in a non residential development should incorporate provision for 1 car space and 1 motor cycle space for use by couriers, sited in a convenient location. Larger developments may require more.
- m. On site pick up and manoeuvring areas for waste collection vehicles should be provided in accordance with the waste collection provisions at Section 1C.2.3 of the DCP.
- n. On site parking for a removalist vehicle should be provided for a residential development with more than 20 dwellings that adjoins a public road where kerb side parking for removalist vehicles is difficult or restricted. Parking for a removalist vehicle should be designed to accommodate at least a small rigid vehicle (SRV), and preferably a medium rigid vehicle (MRV) as defined by AS2890.2.

### Notes:

The RTA Guide to Traffic Generating Development (2002) is available at [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au). For servicing rates refer to Table 5.1 (page 5-3)

### Car parking

- o. Car parking should be provided on site in accordance with the minimum parking rates in Tables 1C.2.1(c d) and 1C.2.1(e). Parking spaces are for cars, unless otherwise specified. ~~The minimum parking rates in Table 1C.2.1(e) should apply for development within Epping Town Centre Core. Where the land use is not specified in Table 1C.2.1(e), the relevant rate in Table 1C.2.1(d) will apply.~~
- p. ~~The parking rate for sites located within the Epping Town Centre Core referred to in Table 1C.2.1(d) and paragraphs 1C.2.1(y)-(ak) refers to residential, educational and business development sites that fall within those areas identified as "Town Centre Core" on Figure 4.6(a) in Part 4 - Business. Where a development site falls partly within the Epping Town Centre Core, the parking rate for the Town Centre Core is to apply to the whole development.~~
- q. The car parking rate for sites less than (<) 800 metres from a railway station in Table 1C.2.1(c d) is a radial distance from the main pedestrian entry. Where a development site falls partly within the 800 metre radius, the parking rate for "sites <800m" is to apply to the whole development.
- q. A Car Parking Demand Assessment should be provided for:
  - any significant variation proposed to the minimum parking rates prescribed in Table 1C.2.1(c d),
  - land uses not specified in Table 1C.2.1(c d), or
  - intensive traffic generating developments.
- r. Before granting approval to depart from on-site parking rates specified in Table 1C.2.1(c d), Council will consider the Car Parking Demand Assessment and any other relevant planning consideration.
- s. A Car Parking Demand Assessment should address at minimum the following matters:
  - any relevant parking policy,
  - the availability of alternative car parking in the locality of the land, including:
    - efficiencies gained from the consolidation of shared car parking spaces on the same site,
    - public car parks intended to serve the land,
    - extent of existing on-street parking in non residential zones,

- extent of existing on-street parking in residential zones,
- the practicality of providing car parking on the site, particularly for constrained development sites,
- any car parking deficiency associated with the existing use of the site,
- local traffic management in the locality of the site,
- the impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas,
- the need to create safe, functional and attractive parking areas,
- access to or provision of alternative transport modes to and from the land, and,
- the character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.

**t u.** The minimum number of car parking spaces is to be rounded up to the nearest whole number if it is not a whole number.

**u v.** Stacked parking spaces may be provided if reserved for use by a particular dwelling, commercial unit or the like.

**v w.** Shade trees should be provided in open parking areas at the ratio of 1 shade tree for every 6 spaces.

Note:

Where a Car Parking Demand Assessment or a Parking Study is required, a report should be prepared by a suitably qualified traffic and transport consultant.

#### **Motor Cycle Parking (excluding Epping Town Centre Core)**

**w x.** In all buildings that provide on site parking

- 1 space suitable for motor cycles should be provided per 50 car parking spaces, or part thereof.
- motorcycle parking should be available as part of the common property for use by residents and visitors.

#### **Motor Cycle Parking (Epping Town Centre Core)**

**y.** Motorcycle parking should be available as part of the common property for use by residents and visitors and should be provided in accordance with Table 1C.2.1(c)

Table: 1C.2.1(c) Motor Cycle Parking (Epping Town Centre Core)

Building Type	Motor Cycle Parking
On-site car parking with less than 25 parking spaces	1 space (minimum)
On-site car parking with more than 25 parking spaces	4 spaces (area equal to a minimum of one car parking space)

Notes:

The Motor Cycle Parking is in addition to the car parking required in Tables 1C.2.1(c d) and 1C.2.1(e) for tenants and/or visitors (not service vehicles which are separately addressed).

Motor Cycle Parking is not required for dwelling houses.

Table: 1C.2.1(c d) On Site Car Parking Rates (Excluding Development Listed in Table 1C.2.1(e) in the Epping Town Centre Core)  
–relevant extracts only

Type of Development	Car Parking Requirement	
	Sites < 800m from Railway Station	Sites > 800m from Railway Station
Residential Accommodation		
Dwelling Houses 0-2 Bedrooms 3 or more Bedrooms		
	1 space/ dwelling 2 spaces/ dwelling	
Secondary Dwellings (see Note* ) 0-2 Bedrooms 3 or more Bedrooms	1 space/ dwelling 2 spaces/ dwelling	1 space/ dwelling 2 spaces/ dwelling
Attached Dual Occupancy 0-2 Bedrooms 3 or more Bedrooms		1 space/ dwelling 2 spaces/ dwelling
Medium and High Density Dwellings in Hornsby LGA (including Universal Design Housing** ) 0-1 Bedroom 2 Bedrooms 3 or more Bedrooms Visitors (see Note*** )	0.75 space/ dwelling 1 space/ dwelling 1.5 spaces/ dwelling 1 space per 7 dwellings	1 space/ dwelling 1.25 spaces/ dwelling 2 spaces/ dwelling 1 space per 5 dwellings
Seniors Housing	per SEPP (Housing for Seniors or People with a Disability) 2004	
Tourist and Visitor Accommodation (see Note** )		
Bed & Breakfast Accommodation, Farmstay Accommodation	1 space/guest bedroom + 2 spaces for the permanent residents	
Short Term Rental Accommodation (Holiday lets)	Apply residential accommodation rates above	
Hotel or Motel accommodation	1 space/room + 1 space per 2 employees	
Caravan Parks	1 space/van, cabin or tent site	
Commercial Premises		
Business or Office Premises	1/48m <sup>2</sup> GFA	1/40m <sup>2</sup> GFA
Shops	1/29m <sup>2</sup> GLFA	1/20m <sup>2</sup> GLFA
Bulky Goods Premises	1/75m <sup>2</sup> GLFA, including space for cars with trailers	1/50m <sup>2</sup> GLFA, including space for cars with trailers
Restaurants or Cafes (ex drive-through take-away restaurants)	1/29m <sup>2</sup> GLFA	15/100m <sup>2</sup> GFA + 15/100 m <sup>2</sup> of outdoor seating area
Vehicle Sales or Hire Premises	1/150m <sup>2</sup> site area + 6 spaces/work bay	
Markets	2 spaces per stall (customers only)	
Marina	0.6 spaces/ berth	

Table: 1C.2.1(c d) On Site Car Parking Rates ~~(Excluding Development Listed in Table 1C.2.1(e) in the Epping Town Centre Core) – relevant extracts only~~

Type of Development	Car Parking Requirement	
	Sites < 800m from Railway Station	Sites > 800m from Railway Station
Industrial Uses and Areas		
Industry and Warehouse or Distribution Centres ( <i>max 20% ancillary office floor area, Note*****</i> )	1/150m <sup>2</sup> GLFA	1/100m <sup>2</sup> GLFA
Vehicle Repair Station and Vehicle Body Repair Workshops	1/150m <sup>2</sup> GFA + 6 spaces/work bay	
Sex Services Premises	1 space/ workroom + 1 space per 2 employees	
Agriculture		
Intensive Plant Agriculture	1 space/ employee	
Plant Nursery	0.5 spaces per 100m <sup>2</sup> of that part of the site used in conjunction with the nursery + parking for any ancillary uses per rates in this table	
Education		
Child Care Centre	1 space per 4 children	
Educational Establishments	1 space per full time teacher + 1 space per 2 students of driving age	
Health Care		
Health Consulting Rooms	3 per surgery	
Medical Centres	4 per surgery	
Halls, meeting places		
Community Halls	1 space per 5 seats min (subject to parking study)	
Places of Public Worship	1 space per 5 seats min (subject to parking study)	
Entertainment Facility	1 space per 5 seats min (subject to parking study)	
Temporary Community Events	Markets to provide 2 spaces per stall (customers only) available on site or in the immediate locality. Other events subject to a parking study	
Other Uses	as per RTA Guide to Traffic Generating Development or a Parking Study	

Table: 1C.2.1(e) On Site Car Parking Rates (Epping Town Centre Core)

Type of Development	Car Parking Requirement
<b>Residential Accommodation</b>	
Residential flat buildings on land within 800 metres of Epping town centre (including Universal Design Housing)**	
Studio	Maximum 0.4 space/dwelling
1 Bedroom	Maximum 0.4 spaces/dwelling
2 Bedrooms	Maximum 0.7 spaces/dwelling
3 or more Bedrooms	Maximum 1.2 spaces/dwelling
Visitors (see Note***)	Minimum of 1 space per 7 dwellings
Commercial Premises/Health Care on land within 800 metres of Epping railway station	
Business or Office Premises	Maximum of 1/50m <sup>2</sup> of GFA
Shops	Maximum of 1/30m <sup>2</sup> , GLFA
Restaurants or Cafes (ex drive through take-away restaurants)	Maximum of 1/30m <sup>2</sup> , GLFA
Accessible Parking	Minimum of 1-2% of all spaces to be provided as readily accessible spaces, appropriately designed for use by people with disabilities.
Health Consulting Rooms/Medical Centres	Maximum of 1/50m <sup>2</sup> of GFA
Other Uses	as per Table 1C.2.1(c)
<p>A condition of consent will be imposed by the consent authority requiring the following restrictions to be placed on the property title prior to the issue of the Occupation Certificate:</p> <ul style="list-style-type: none"> <li>Apartment owners and tenants are excluded from participating in any future Council residential parking permit scheme; and</li> <li>Car share car spaces cannot be reallocated as parking spaces for residents or as visitor parking.</li> </ul>	

Notes:

\*To ensure secondary dwellings do not have an oversized garage area and have the potential to covertly evolve into a larger dwelling that does not comply with the maximum secondary dwelling size in the HLEP, a maximum of 2 car spaces/dwelling is permitted.

\*\* All car parking spaces including Universal Design Housing should be in accordance with AS 2890.1

\*\*\*Visitor parking for medium/high residential development is required for development proposals comprising more than 5 dwellings. On-site parking for visitor accommodation applies to areas accessible by road only.

\*\*\*\*Parking requirements for Industrial Units is increased when ancillary retailing is permitted, or an ancillary office space component is in excess of 20% of the floor area.

**Gross Floor Area** is as defined by the HLEP.

**Gross leasable floor area** means the sum of the area of each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts corridors and other public areas but including stock storage areas.

## Carshare

**z.** Parking carshare spaces are encouraged for:

- any residential development containing more than 25 residential units, or
- any employment generating development with a floor space of 5,000m<sup>2</sup>, and
- is located within 800 metre radial catchment of a railway station, or within a transit node centre that is serviced by a strategic bus corridor.

A car share parking proposal should be:

**aa.** supported by a parking study to be submitted with the Development Application.

**Car share** (~~Epping Town Centre Core and Hornsby West Side~~)

**ab.** A minimum of 1 space is to be allocated to car share for developments with 50 or more dwellings. If agreement with a car share provider is not obtained then the car share space is to be used for additional visitor parking until such time as a car share provider is obtained.

**ac.** For developments which comprise 50 or more dwellings, Council may consider car share spaces in lieu of some resident parking, subject to evidence of an appropriate arrangement with a car share scheme provider.

## Storage Areas within Car Parking Areas

**ad.** Where storage space is provided adjacent to car parking areas or within designated car parking spaces, it should not impede or reduce the area allocated for car parking requirements as set out in the AS 2890 Parking Facilities series, including parking for bicycles and motor cycles.

Notes:

**Car share** is a self service car rental scheme for short periods of time, typically on an hourly basis. Car sharing works best in locations where there is a good level of public transport provision and access to local services and facilities by walking and cycling (eg. commercial centres inside transit nodes).

**Employment generating development** comprises office premises and industries.

**A transit node centre serviced by a strategic bus corridor** comprises land within ~~a 600m radial catchment of the Carlingford commercial centre or~~ a 400m radial catchment of the West Pennant Hills commercial centre.

For further information on Council's carshare parking policy refer to the Policy available for view at Council's website [hornsby.nsw.gov.au](http://hornsby.nsw.gov.au).

## Parking for people with disabilities

**ae.** Car parking for people with disabilities should be provided on-site in accordance with the parking rates in Table 1C.2.1(**d f**):

Table: 1C.2.1(**d f**) Accessible Car Parking Provision

Land uses	Minimum Number of Accessible Spaces
Commercial Premises	1-2% of spaces
Passenger Transport Facility e.g. railway stations, bus/ rail interchanges	1-3% of spaces
Community and Recreation Facilities eg. civic centres and gymnasiums	2-3% of spaces
Educational Establishments	2-3% of spaces
Entertainment Facilities eg. theatres, libraries, sport centres	3-4% of spaces
Health Service Facilities eg. medical centres, clinics, community health centre	3-4% of spaces (See Note <sup>1</sup> )
Places of Public Worship	See Note <sup>1</sup>
Medium and High Density Residential Development	1 for each Adaptable Design unit as per AS 2890.6

Notes:

The percentages in Table 1C.2.1(**d e**) refers to the total number of car parking spaces required in Table 1C.2.1(c).

Note <sup>1</sup> To be provided as needed in consultation with management of the premises.



## Bicycle parking and associated facilities

**ad af.** Bicycle parking and facilities should be provided on site in accordance with the minimum rates in Table 1C.2.1 (e g).

**ae ag.** Secure and safe bicycle parking should be separated from motor vehicles.

Table: 1C.2.1(e g) On site bicycle parking and facilities

Type of Development	Minimum Bicycle Parking Requirement
Medium and High Density Residential Development	1 space per 5 units for residents to be located in a safe, secure and undercover area. 1 space per 10 units for visitors
Commercial Premises (over 1200m <sup>2</sup> GFA)	1 space per 600m <sup>2</sup> (GFA) for staff+ Developments with a gross floor area over 2500m <sup>2</sup> should provide end of destination facilities for staff in the form of at least 1 shower cubicle with ancillary change rooms
Industrial Developments (over 2000m <sup>2</sup> GFA)	1 space per 1000m <sup>2</sup> (GFA) for staff + Developments with a gross floor area over 4000m <sup>2</sup> should provide end of destination facilities for staff in the form of at least 1 shower cubicle with ancillary change rooms
Educational Establishments	1 rack per 20 full-time staff or part thereof, and 5 racks per class (between grades 5 and 12), and lockers for staff at a rate of 1 per 3 staff bicycle racks or part thereof, and end of destination facilities for staff in the form of at least 1 shower cubicle with ancillary change rooms for every 10 bicycle racks required.

Note:

The above rates are based on a rate of 1 bicycle rack/locker per 20 employees, using an average commercial employee ratio of 1 employee per 30m<sup>2</sup> and an industrial rate of 1 employee per 50m<sup>2</sup>.

## Bicycle Parking (Epping Town Centre Core)

**ah.** Bicycle parking for medium and high density development (including mixed use and shop top component) should be provided at the following rate:

- secure resident bicycle parking at a minimum rate of 1 space per dwelling, and
- secure visitor bicycle parking at a minimum rate of 1 space per 10 dwellings.

**ai.** Secure bicycle spaces for residents can be provided individually (per dwelling) or collectively for the use of all residents within a designated area. Bicycle parking and access should ensure that potential conflict with vehicles are minimised.

**aj.** Visitor bicycle parking should be provided close to the street entrance of a residential or mixed use development in accordance with Safer by Design principles and be appropriately designated. Bicycle parking and access should ensure that potential conflict with vehicles is minimised. Council's consent will be required where visitor bicycle spaces are proposed on Council's footpath.

## Access Network

**af. ak.** For large scale development that is 10 storeys or more:

- A Framework Travel Plan should accompany any development application; and
- A Final Travel Plan should be provided to Council prior to the issue of an Occupation Certificate.

Notes:

**A Framework Travel Plan** is a design tool to promote efficient and sustainable modes of transport in building and site planning. The Framework Travel Plan is required where the future tenants are unknown.

**A Final Travel Plan** is a management tool that promotes the implementation and monitoring of a coordinated transport strategy to influence the travel behaviour of employers, employees, residents and visitors towards public transport, walking, cycling, car pooling and car sharing.

For residential flat buildings within 800 metres of Epping railway station, a condition of consent will be imposed by the consent authority requiring a Travel Plan to be provided to the satisfaction of the City of Parramatta Council prior to the issue of the Construction Certificate. A Travel Plan is a package of measures designed to reduce car trips and encourage the use of sustainable transport. It must include, at the minimum:

- Analysis on the existing policy context;
- Analysis on the existing transport conditions;
- Objectives and targets;
- Methods for encouraging modal shift which is to include at the minimum:

- ~~Strategies: these focus on managing car use, promoting public transport, cycling and walking and other mechanisms, for example, a Transport Access Guide.~~
- ~~Actions: this spells out the modal shift mechanisms, for example, reduced car parking rates, car sharing, car pooling and sales of car parking spaces.~~
- ~~Targeted audience: this describes the audience at which the Strategies and Actions are targeted at, for example, residents, visitors, employees and business owners.~~
- ~~Timeline: an indication of when the action is delivered, for example, prior to or upon occupation, on-going, etc.~~
- ~~Responsibility: this outlines the responsible body, for example, the proponent, Council, Building Manager, Residents, Travel Plan Coordinator, etc.~~

e. ~~Management and Monitoring of the Travel Plan.~~

~~Bicycle parking should be designed in accordance with AS 2890.3 Parking Facilities — Bicycle Parking Facilities.~~

~~Accessible parking is to be designed in accordance with the requirements of relevant Australian Standards.~~

a1. ~~End-of-trip facilities~~

~~For development that is within 800 metres of Epping railway station and includes 300 m<sup>2</sup> of commercial floor space, end-of-trip facilities including showers and lockers must be provided to adequately service the number of bicycle parking spaces required for the commercial floor space.~~

Note: No changes to controls. Re-order of pages only.

## 4.5.4 Scale within Hornsby LGA

### Desired Outcome

- a. Development with a height, scale and intensity compatible with the role and function of the centre under the commercial centres hierarchy.

### Prescriptive Measures

#### Floor Space Ratio

- a. The maximum floor space ratio for business lands shall be in accordance with the HLEP *Floor Space Ratio Map* as follows

Table 4.5.3(a): Summary of HLEP FSR Provisions

HLEP Area	Maximum FSR (total)	Maximum FSR (Residential use)
T	2:1	
V	3:1 (+FSR variations for Area 8)	Area 2 - 2:1
Z	5:1	Area 1 - 2:1 Area 3 - 1:1

- b. As detailed in Table 4.5.3(a) above, the proportion of any building in Areas 1, 2, and 3 (as identified on the HLEP Floor Space Ratio Map) able to be used for residential accommodation is limited pursuant to the provisions of Clause 4.4(2A) of the HLEP.
- c. Within the West Side Precinct, Council may consent to development that results in a variation to the floor space ratio shown on the Floor Space Ratio Map. The requirements regarding the floor space variation are provided in Clause 4.4 (2D) of the HLEP.

#### Notes:

Refer to Section 1C.2.12 of the DCP for detailed provisions on Isolated Sites.

As detailed in Clause 4.5 of the HLEP, the Floor Space Ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area. See the HLEP for the definition of Gross Floor Area.

#### Floorplates - West Precinct

- d. Residential floorplates above the podium should have a maximum GFA of 700 sqm. Balconies and terraces may project from this maximum.
- e. Commercial floorplates above the podium should have a maximum GFA of 1,200sqm.

#### Floorplates - North Precinct

- f. Residential floorplates should have a maximum dimension of 18 metres. Balconies and terraces may project beyond this maximum.
- g. Commercial floorplates should have a maximum dimension of 35 metres, measured perpendicular to the primary retail frontage and between opposing exterior walls at any point.

#### Height

- h. Sites with the following maximum building height under Clause 4.3 of the HLEP should comply with the maximum number of storeys in Table 4.5.3(b) (excluding basement carparking).

Table 4.5.3(b): Translation of Height to Storeys

HLEP Area	Maximum building height (m)	Maximum Storeys - Commercial building	Maximum Storeys Mixed Use building
I	8.5m	2 storeys	2 storeys
O1	16m	4 storeys	4 storeys
S	23.5m	6 storeys	7 storeys
T1	26.5m		8 storeys
U	32.5m	8 storeys	10 storeys
V1	35.5m	9 storeys	11 storeys
V2	38.5m		12 storeys
W1	40m	10 storeys	13 storeys
X	48m	12 storeys	15 storeys
AA1	62.5		20 storeys
AA2	77.5		25 storeys

- i. Basement car parking that protrudes more than 1 metre above existing ground level is counted as a storey.
- j. Buildings within the West Precinct are to incorporate a commercial podium with a height of 2 to 5 storeys (8.5-16.5 metres), in accordance with Figure 4.5(i).

Note: No changes to controls. Re-order of pages only

- k. Mixed use buildings within the North Precinct are to incorporate a commercial podium with a height of 3 storeys (12 metres), in accordance with Figure 4.5(j).
- l. Buildings within the East Precinct are to incorporate a commercial podium with a height of 2 to 3 storeys (8-12metres), in accordance with Figure 4.5(l).
- m. A transition in building height should be provided at sensitive interface areas adjacent to heritage items and adjacent residential areas outside the precinct boundaries.

Notes:

Building height (or height of building) means the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

Storey means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:

- (a) a space that contains only a lift shaft, stairway or meter room, or
- (b) a mezzanine, or
- (c) an attic.

A mixed use building described above comprises a building with a commercial podium and residential floors above.

Note: No changes to controls. Re-order of pages only.

## 4.5.4 Scale within City of Parramatta LGA

### Desired Outcome

- a. Development with a height, scale and intensity compatible with the role and function of the centre under the commercial centres hierarchy.

### Prescriptive Measures

#### Floor Space Ratio

- a. The maximum floor space ratio for business lands shall be in accordance with the HLEP *Floor Space Ratio Map* as follows

Table 4.5.3(a): Summary of HLEP FSR Provisions

HLEP Area	Maximum FSR (total)	Maximum FSR (Residential use)
T	2:1	
V	3:1 (+FSR variations for Area 8)	Area 2 - 2:1
Z	5:1	Area 1 - 2:1 Area 3 - 1:1

- b. As detailed in Table 4.5.3(a) above, the proportion of any building in Areas 1, 2, and 3 (as identified on the HLEP Floor Space Ratio Map) able to be used for residential accommodation is limited pursuant to the provisions of Clause 4.4(2A) of the HLEP.
- c. Within the West Side Precinct, Council may consent to development that results in a variation to the floor space ratio shown on the Floor Space Ratio Map. The requirements regarding the floor space variation are provided in Clause 4.4 (2D) of the HLEP.

#### Notes:

Refer to Section 1C.2.12 of the DCP for detailed provisions on Isolated Sites.

As detailed in Clause 4.5 of the HLEP, the Floor Space Ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area. See the HLEP for the definition of Gross Floor Area.

#### Floorplates - West Precinct

- d. Residential floorplates above the podium should have a maximum GFA of 700 sqm. Balconies and terraces may project from this maximum.
- e. Commercial floorplates above the podium should have a maximum GFA of 1,200sqm.

#### Floorplates - North Precinct

- f. Residential floorplates should have a maximum dimension of 18 metres. Balconies and terraces may project beyond this maximum.
- g. Commercial floorplates should have a maximum dimension of 35 metres, measured perpendicular to the primary retail frontage and between opposing exterior walls at any point.

#### Height

- h. Sites with the following maximum building height under Clause 4.3 of the HLEP should comply with the maximum number of storeys in Table 4.5.3(b) (excluding basement carparking).

Table 4.5.3(b): Translation of Height to Storeys

HLEP Area	Maximum building height (m)	Maximum Storeys - Commercial building	Maximum Storeys Mixed Use building
I	8.5m	2 storeys	2 storeys
O	16m	4 storeys	4 storeys
S	23.5m	6 storeys	7 storeys
T1	26.5m		8 storeys
U	32.5m	8 storeys	10 storeys
V1	35.5m	9 storeys	11 storeys
V2	38.5m		12 storeys
W1	40m	10 storeys	13 storeys
X	48m	12 storeys	15 storeys
AA1	62.5		20 storeys
AA2	77.5		25 storeys

- i. Basement car parking that protrudes more than 1 metre above existing ground level is counted as a storey.
- j. Buildings within the West Precinct are to incorporate a commercial podium with a height of 2 to 5 storeys (8.5-17.5 metres), in accordance with Figure 4.5(i).

Note: No changes to controls. Re-order of pages only.

- k. Mixed use buildings within the North Precinct are to incorporate a commercial podium with a height of 3 storeys (12 metres), in accordance with Figure 4.5(j).
- l. Buildings within the East Precinct are to incorporate a commercial podium with a height of 2 to 3 storeys (8-12metres), in accordance with Figure 4.5(l).
- m. A transition in building height should be provided at sensitive interface areas adjacent to heritage items and adjacent residential areas outside the precinct boundaries.

Notes:

Building height (or height of building) means the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

Storey means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:

- (a) a space that contains only a lift shaft, stairway or meter room, or
- (b) a mezzanine, or
- (c) an attic.

A mixed use building described above comprises a building with a commercial podium and residential floors above.