

## Draft amendments to the Hornsby Development Control Plan 2013

The following pages contain proposed amendments to the Hornsby Development Control Plan 2013 (Hornsby DCP). The amendments are indicated by the use of red and green text.

Red strikethrough text shows sections of the Hornsby DCP that have been deleted by the proposed amendment (i.e. ~~delete~~).

Green text shows sections of the Hornsby DCP that have been added by the proposed amendment (i.e. add).

The following pages only contain the parts of the Hornsby DCP that are proposed to be amended. If a part or section of the Hornsby DCP is not replicated below, no changes are proposed to that part or section.

To assist in identifying the location of all the proposed changes, a list of amendments is proposed below:

Section	Title	Page	Details of Amendment
1C.2.1	Transport and Parking	1-36	<ul style="list-style-type: none"><li>Under 'Desired Outcome' heading, insert new outcome (d)</li></ul>
		1-43	<ul style="list-style-type: none"><li>After 'Access Network' section, insert new 'Electric Vehicle Charging' heading and associated prescriptive measures.</li></ul>

## 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.
- d. To encourage and support the use of electric vehicles.

#### 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 Section 2.119(2a) of the State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP) 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 <https://www.saiglobal.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	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	1.942m
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 <https://www.transport.nsw.gov.au/>. For servicing rates refer to Table 5.1 (page 5-3) of the Guide.

### Car Parking

- o. Car parking should be provided on site in accordance with the minimum parking rates in Table 1C.2.1(c). Parking spaces are for cars, unless otherwise specified.
- p. The car parking rate for sites less than (<) 800 metres from a railway station in Table 1C.2.1(c) 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,
  - land uses not specified in Table, or
  - intensive traffic generating developments.
- r. Before granting approval to depart from on-site parking rates specified in Table, 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. 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. Stacked parking spaces may be provided if reserved for use by a particular dwelling, commercial unit or the like.
- v. 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.

### Motorcycle Parking

- w. 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.

Notes:

The Motor Cycle Parking is in addition to the car parking required in Table 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): On Site Car Parking Rates

Type of Development	Car Parking Requirement	
	Sites < 800m from Railway Station	Sites > 800m from Railway Station
<b>Residential Accommodation</b>		
Dwelling Houses		
0-2 Bedrooms	1 space/dwelling	
3 or more Bedrooms	2 spaces/dwelling	
Secondary Dwellings (see Note*)		
0-2 Bedrooms	1 space/dwelling	1 space/dwelling
3 or more Bedrooms	2 spaces/dwelling	2 spaces/dwelling
Attached Dual Occupancy		
0-2 Bedrooms		1 space/dwelling
3 or more Bedrooms		2 spaces/dwelling
Medium and High Density Dwellings in Hornsby LGA (including Universal Design Housing**)		
0-1 Bedroom	0.75 space/ dwelling	1 space/ dwelling
2 Bedrooms	1 space/ dwelling	1.25 spaces/ dwelling
3 or more Bedrooms	1.5 spaces/ dwelling	2 spaces/ dwelling
Visitors (see Note***)	1 space per 7 dwellings	1 space per 5 dwellings
Seniors Housing at all locations others than the combined land described below	per State Environmental Planning Policy (Housing) 2021	
Seniors Independent Housing at combined site comprising Nos. 9, 11, 15, 17 and 19 Ashley Street, Hornsby and Nos. 2 and 4 Webb Avenue, Hornsby	A maximum of 108 resident spaces Visitors and staff – 1 space per 7 dwellings to a maximum of 15 spaces 1 dedicated space for an emergency vehicle	
<b>Tourist and Visitor Accommodation (see Note**)</b>		
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	
<b>Commercial Premises</b>		
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): On Site Car Parking Rates

Type of Development	Car Parking Requirement	
	Sites < 800m from Railway Station	Sites > 800m from Railway Station
<b>Industrial Uses and Areas</b>		
Industry and Warehouse or Distribution Centres (max 20% ancillary office floor area, Note****)	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	
<b>Agriculture</b>		
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	
<b>Education</b>		
Child Care Centre	1 space per 4 children	
Educational Establishments	1 space per full time teacher + 1 space per 2 students of driving age	
<b>Health Care</b>		
Health Consulting Rooms	3 per surgery	
Medical Centres	4 per surgery	
<b>Halls, meeting places</b>		
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	

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

- x. 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

- y. supported by a parking study to be submitted with the Development Application.

### Car share (Hornsby West Side)

- z. 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.
- aa. 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

- bb. 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 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

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

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

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

### Bicycle Parking and Associated Facilities

- dd. Bicycle parking and facilities should be provided on site in accordance with the minimum rates in Table 1C.2.1(e).
- ee. Secure and safe bicycle parking should be separated from motor vehicles.

**Table 1C.2.1(e): 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>.

### Access Network

- ff. 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.

### Electric Vehicle Charging

Car parking for medium and high density residential, seniors independent living and boarding house (3+ dwellings) development should:

- gg. Provide at least one EV ready connection for each dwelling/apartment that is allocated a car parking space.
- hh. Provide EV distribution board(s) of sufficient size to allow connection of all EV ready connections.
- ii. All car share spaces and spaces allocated to visitors must have access to an on-premises shared EV connection.

Car parking for new commercial, business, office, retail, hotel, motel, hostel and co-living development should:

- jj. Provide one shared EV connection for every 10 car spaces distributed throughout the carpark to provide equitable access across floors and floor plates, and across open parking areas.

Garages in low density residential development should:

- kk. Be provided with a private EV connection.

### Electric Bicycles and Mobility Scooters

- ll. All mixed use, commercial and residential flat building developments with on-site car parking should provide at least one dedicated

space and charging point to be used for electric bicycles and mobility scooters.

#### Safety and Energy Collection Data

mm. All EV charging infrastructure is to comply with the applicable Electric Vehicle safety and energy consumption data collection requirements of the National Construction Code.

#### Notes:

- EV ready connection is the provision of a dedicated spare 32A circuit provided in an EV distribution board to enable easy future installation of cabling from an EV charger to the EV distribution board and a circuit breaker to feed the circuit.
- Private EV connection is the provision of a minimum 15A circuit and power point to enable easy future EV connection in the garage connected to the main switch board.
- Shared EV connection is the provision of a minimum Level 2 40A fast charger and power supply to a car parking space connected to an EV distribution board.
- EV distribution board is a distribution board dedicated to EV charging that is capable of supplying not less than 50% of EV connections at full power at any one time during off-peak periods and includes an EV Load Management System.
- The EV distribution board should provide adequate space for the future installation (post construction) of compact meters in or adjacent to the distribution board, to enable individual EV usage to be measured.