

SUTHERLANDSHIRE

VEHICULAR ACCESS TRAFFIC PARKING AND BICYCLES

DCP 2015 CHAPTER 36



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Vehicular Access Traffic Parking and Bicycles

This chapter supplements the vehicular access, traffic, parking and bicycle controls provided for specific types of developments throughout the DCP. It provides detailed controls which apply across most forms of development and establishes what Council will consider acceptable design solutions in regard to these issues. It also sets controls for the subdivision of land.

This chapter must be read in conjunction with the development specific controls contained in the relevant chapter of this DCP. In addition the following environmental planning instruments, Council documents, Australian Standards and other guidelines apply as relevant:

Environmental planning instruments:

State Environmental Planning Policy (Infrastructure) 2007
Sutherland Shire Local Environmental Plan 2015

Council documents:

Sutherland Shire Public Domain Design Manual

Australian Standards and other Guidelines:

AS2890.1: Parking Facilities – Off-street Car Parking
AS2890.2: Parking Facilities – Off-street Commercial Vehicle Facilities
AS2890.3: Bicycle parking facilities
AS2890.6: Off street car parking for people with disabilities
AS4299 - 1995: Adaptable Housing
RTA Guide to Traffic Generating Developments
Austroroad Guide to Traffic Engineering Practice – Part 14 – Bicycles

Parking

Accommodating vehicles can have a significant impact on the design of new development. The location, layout and design of the parking will influence the layout and design of buildings and landscaping.

Development must provide sufficient on-site parking to meet the demand it generates. Parking is required for different types of vehicles according to the proposed use. Vehicles include passenger vehicles, motor bikes, light vehicles and heavy vehicles and pushbikes.

The provision of on and off street parking must not compromise vehicles, pedestrian or cyclist safety.

1. Number of Parking Spaces

1.1 Objectives

1. Ensure all land uses and/or combination of activities provide sufficient parking on site to satisfy the demand for parking by different vehicle types generated by the development
2. Minimise reliance on street parking.

1.2 Controls

1. Car parking shall be provided in accordance with the car parking requirements set out in Table 1.
2. Where the car parking requirement is expressed as a minimum number of spaces the development shall not provide less spaces than that minimum.
3. When the calculations for the numbers of parking spaces results in a part or fraction of a parking space of 0.5 or greater for the whole development, then the actual number shall be rounded up. For example 1.5 spaces shall be rounded up to 2 spaces for the whole development.
4. Where a development proposal contains two or more land uses the parking requirement shall be the sum of parking required for the individual land uses. However, where the proposed land uses comprise different peak parking demands, the total requirement may be reduced such that the peak demand is met at any one time, where supported by a study by a suitably qualified traffic engineer.
5. Where car parking requirements for a proposed development are not listed in the DCP, or where the development proposal raises unique traffic and parking issues, or where development is identified as Traffic Generating Development, then a Traffic Report shall be completed.
6. A Traffic Report is also required for a Traffic Generating Development as defined by State *Environmental Planning Policy (Infrastructure) 2007*.
7. Motor cycle parking shall be provided for all non residential development at a rate of 1 motorcycle space per 25 car spaces or part thereof. For example where 26 car parking spaces are required then 2 motorbike parking spaces are to be provided. Motor cycle parking spaces shall comply with the relevant standards.

Table 1 – Car Parking Numbers

Use	Rate
Residential Accommodation	
Dwelling Houses	Minimum: 2 spaces per dwelling Maximum: 3 spaces per dwelling * Only 2 spaces are to be evident when viewed from the street
Secondary Dwellings	No requirement
Dual Occupancies	Minimum 1 space per dwelling Maximum 3 spaces per dwelling.* Only 2 spaces are to be evident (per development) when viewed from the street
Multi Dwelling Housing	Zones R2, R3, R4, B1, & B2 Minimum 1 space per 1 bed; plus, 1.5 spaces per 2 bed; plus, 2 spaces per 3 bed; plus, 1 visitor space per 4 dwellings Maximum: up to 3 spaces per dwelling*
Residential Flat Building/Shop Top Housing	Zones R4 & R3 Minimum: 1 space per 1 bed, 1.5 spaces per 2 bed, 2 spaces per 3 bed, 1 visitor space per 4 units Zone B1, B2, B3 & B4 Minimum 1 space per unit – No visitor parking Maximum: up to 3 spaces per dwelling*
Seniors Housing	Car parking rates consistent with State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 where the SEPP does not otherwise apply
Boarding House (not subject to ARH SEPP)	Zone B3 1 space for every 2 bedrooms; plus, 1 space for any residential manager; plus 1 space for every 2 employees working at any one time. All other zones: 1 space for every 2 bedrooms; plus, 1 space for any residential manager; plus, 1 space for every 2 employees working at any one time.
Tourist and Visitor Accommodation – minimum rates	
Bed & Breakfast accommodation	1 space per guest room Note –This parking requirement is in addition to the parking required for the dwelling house.
Hotel or Motel accommodation	1 space per 4 rooms; plus, 1 space per 2 employees
Serviced Apartments	1 space per 2 units; plus, 1 space per 2 employees
Backpackers' Accommodation	Traffic Report
Commercial Premises – minimum rates	

Office and Business Premises	Zones B1, B2, B3 & B4: 1 space per 30m ² GFA Zones B5 & B6: 1 space per 45m ² GFA
Retail Premises	Zones B1, B2, B3 & B4: 1 space per 30m ² GFA Zones B5 & B6: 1 space per 45m ² GFA
Land Use Terms Outside Commercial Premises Group Term – minimum rates	
Industrial retail outlets	1 space per 45m ²
Restricted premises	1 space per 30m ² GFA
Sex services premises	1 space / 2 employees (non-sex workers); plus, 1 space per sex worker on the premises at any one time, or per work room, whichever is greater.
Service stations:	6 spaces per service bay. 1 space per 30m ² of any convenience store within the service station. 1 space per 8m ² of gross floor area for any food shop within the service station. Where no service / work bays, 1 space per 2 employees.
Pubs Registered Clubs	Refer to RTA Guidelines for Traffic Generating Development
Industrial Premises – minimum rates	
	1 space per 100m ² , with a minimum of 2 spaces for each industrial unit. Any ancillary office component to an industrial development shall provide 1 space per 30m ² of gross floor area.
Land Use Terms Outside Industry Group Term – minimum rates	
Boat building and repair facilities	Traffic Study
Vehicle body repair workshops Vehicle repair stations	4 spaces/service bay.
Heavy Industrial Storage Establishment Hazardous storage establishment, Liquid fuel depots Offensive storage establishments	1 space per 100m ² , with a minimum of 2 spaces for each industrial unit. Any ancillary office component to an industrial development shall provide 1 space per 30m ² of gross floor area.
Storage Premises – minimum rates	
Self storage units; Transport depots Wharf or boating facilities	Traffic study.
Depots Warehouse or distribution centres	1 space per 300m ² , with a minimum of 2 spaces for each industrial unit. Any ancillary office component to an industrial development shall provide 1 space per 30m ² of gross floor area. 1 space per 30m ² for any ancillary shop/retail space.
Educational Establishment	
Schools	Traffic Study

Health Services Facilities – minimum rates	
Medical Centres	Zones B1, B2, B3,B4 1 space per 30m ² Caringbah Medical Precinct (R4) 1 space per 35m ²
Health consulting rooms	3 spaces per consultation room or surgery room
Other Uses – minimum rates	
Childcare Centres	1 space per 4 children in attendance. Provision for flexibility if : -centre is near a public reserve - centre is located on a corner block - centre provides a safe drop off zone on the street - the centres has a street frontage greater than 15m, or -if the centre operates as a long day care centre.
Amusement Centres, Entertainment facilities, Function centres Highway service centres, Registered clubs Veterinary hospitals Mortuaries Places of public worship Respite day care centres Jetties, Recreation facilities (indoor) Recreation facilities (outdoor)	Traffic Study
Marinas	1 space for every 3 berths (wet and dry); plus, 1 space for every 2 employees on duty at any one time.
Caravan Park Ecotourist Facility	1 space per caravan site or ecotourist unit. 1 visitor space per 20 caravan site or ecotourist unit. 1 space for site manager.

*Where more than the minimum parking spaces are proposed per dwelling, the additional space/s will only be considered to meet Councils requirement for parking, and be excluded from the calculations of gross floor area, if it is provided within a basement and meets the objectives and controls for basement specified in the relevant SSDCP2015 chapter.

Maximum parking rates in a basement meet Councils requirements for parking, and as such are not included in the calculations of gross floor area.

2. Design of Car Parking Areas and Basements

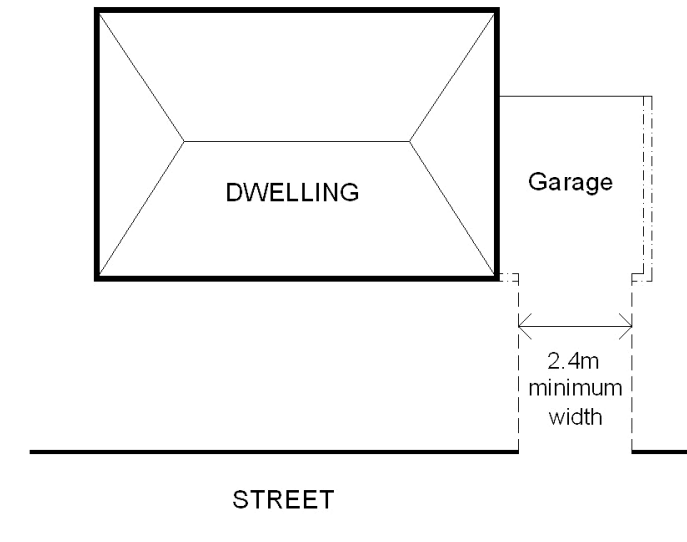
2.1 Objectives

1. Provide safe and easy access to and from the site for all vehicles and active transport modes.
2. Minimise pedestrian and vehicle conflicts.
3. Ensure access where pedestrians and/ or drivers may have a disability or mobility constraint (e.g., accompanied by young children).
4. Provide adequate turning areas for manoeuvring into and out of car parking spaces and/or garages.
5. Ensure minimal disruption of vehicles on public roads.
6. Ensure that all elements of development visible from the street, waterways and public domain make a positive contribution to the foreshore, streetscape and natural features of the area.
7. Ensure development is compatible with the scale, character and landscape setting of the adjoining streetscape, natural setting and scenic quality and that the environment's natural qualities dominate.
8. Ensure basements are sympathetic to the natural landform including natural rock outcrops and topographical features of the site and minimise the extent of excavation.
9. Basements must not compromise the safety of the on-street and off-street environment for vehicles, pedestrians or cyclist.

2.2 Controls

1. The dimensions of on-site car parking spaces shall be in accordance with Australian Standard – AS 2890.1 (as amended) and Australian Standard – AS 2890.6.
2. All parking spaces shall be designed to comply with the dimensional and manoeuvring requirements of the 85th percentile vehicle as defined by AS2890.1 (as amended).
3. Parking spaces shall have a minimum clearance of 2.2 m from the finished floor level of a parking space and adjacent driveway area to any structure over a parking space.
4. Parking spaces adjoining walls and other structures or within single garages shall be 5.5 m long and 3.0 m wide with a clear garage opening of 2.75m. The garage opening (doorway width) may be reduced to 2.4m wide where the driveway leads straight into the garage (as shown in Figure 1). A double garage in a residential development shall be 5.5 metres long and 5.7m wide with a clear garage opening of at least 5m.

Figure 1



5. Parking spaces shall have a grade no greater than 1:20.

2.3 Additional Controls for Development with Parking Ramps

1. This clause applies to all development where ramps are required for vehicle access to connect between substantially different levels.
2. Parking areas shall be designed in accordance with *Australian Standard – AS2890.1* (as amended), except where otherwise specified in this chapter.
3. Ramp grades within parking areas shall be designed in accordance with the following table:

Ramp Length	Maximum Ramp Grade
Less than 20m	1:5 (20%)
Greater than 20m	1:6 (16.6%)

4. A 1.4m minimum transition length is required when a change in driveway and ramp grade equals 11% (1 in 9). Maximum changes of grade shall not exceed 11% except where transitions comply with AS2890.1.

2.4 Additional Controls for Adaptable Housing and Development Requiring Disabled Parking

1. The dimensions of onsite car parking for adaptable housing shall be in accordance with *Australian Standard – AS 4299 Adaptable Housing* (as amended).
2. The minimum internal width for a double garage for an Adaptable Unit shall be 6.2 metres.

3. As a minimum, parking for people with a disability shall be provided, in accordance with the Building Code of Australia and the design and dimensions of such spaces shall be in accordance with the relevant Australian Standard.
4. Disabled parking spaces shall have a grade no greater than 1: 40, as detailed in AS2890.1.
5. Where the Right of Carriageway/access driveway leads to an adaptable dwelling, then the minimum width of the paved driveway required shall be 3.5m to accommodate an emergency vehicle as defined by the small rigid vehicle (SRV) in *Australian Standard AS2890.2* (as amended). A turning head shall be provided adjacent to the adaptable house to enable a small rigid vehicle to manoeuvre within the Right of Carriageway/access driveway and to proceed in a forward direction following a maximum three point turn. The intent of this control is to apply to adaptable dwellings served by an internal driveway/road and not dwellings that are located directly off a street, where emergency vehicles can park on the street.
6. Where a proposed driveway or circulation/access aisle in a basement carpark provides pedestrian access to an adaptable dwelling the driveway shall be widened to the extent required to provide an accessible path of travel compliant with AS1428.1. This widened portion of the driveway or circulation/ access aisle shall be treated with a different colour or texture as required by *Australian Standard AS4299*. Alternatively, disabled car parking should be provided adjacent to or as close as possible to an accessible lift within a basement and the path of travel treated with a different colour or texture as required by AS4299.

3. Vehicular Access and Driveways

Vehicular access across footpaths to roadways presents a potential point of conflict between vehicles, pedestrians and cyclists. As such, the design and location of vehicle footpath crossings requires careful consideration to ensure public safety is optimised.

Driveways provide vehicle access within the development site, and are designed to ensure pedestrian and driver safety.

Footpaths, by definition, are not designed for vehicle use, with the exception of shared bicycle and pedestrian footpaths which may be required, as appropriate. Footpath pavements are located within the footpath reserve of the road reserve. Footpaths need to be controlled and designed in a way so as to ensure that there is a safe access for pedestrians, and that pedestrian and vehicle conflicts are reduced.

3.1 Objectives

1. Maximise safety for residents and visitors to a development.
2. Ensure efficiency of vehicle circulation.
3. Ensure the safe and orderly movement of traffic, pedestrians and cycling movement.
4. Minimise the impact of noise and glare from vehicle movements on dwellings within or external to the site
5. Restrict vehicular access to development sites from arterial roads to optimise traffic flows and public safety, and reduce conflict between vehicles, pedestrians and cyclists.

3.2 Vehicular Access Controls for All Development except Subdivision

1. Where development has two (2) or more road frontages, vehicular access shall be from the lowest order road shown on Sutherland Shire Council's Road Hierarchy Map.
2. Where a site has more than one road frontage, an applicant may make a submission to Council to gain access from the higher order classified road shown on Sutherland Shire Council's Road Hierarchy Map. The submission shall demonstrate that the proposed access provides safe and convenient access; supports the defined road hierarchy; that the proposed access location fits well within the surrounding streetscape; and the proposed access location will not have any negative consequences for adjoining landowners.
3. Where a development is on the lower side of the roadway or where basement car parking is proposed, the driveway is to be a maximum grade of 5% for 3 m immediately inside the boundary to provide suitable sight lines and stopping distance for pedestrian safety.
4. Developments should minimise potential conflicts between pedestrians and vehicles in the design and use of driveways, roadways and footpaths, and by separating pedestrian and vehicles movements.

3.3 Vehicular Access Controls for Subdivision Creating New Public Roads

1. New roads shall comply with the following widths:

Public Roads	Minimum Reserve Width (m)	Minimum Carriageway width (m)	Footpath Reserve Width (m)	Max no. dwellings served
Minor Cul-de-sac (<6 sites)	12.5	5.5	3.5	20
Minor local street	14.5	7.5	3.5	75
Local Street	16.0	9.0	3.5	150
Collector and distributor	18.0	11.0	3.5	>150
Perimeter	20m	9.0	Variable	N/A

2. Identified or planned bus routes and roads acting as perimeter roads in bush fire interface areas are to have a minimum 9 metre carriageway.
3. Proposed roads shall comply with the following gradients:

Public Roads	Longitudinal Gradient Max (%) ¹	Grade Min (%)	Max Desirable Vehicular Speed (km/hr)	Stopping sight distance speed (km/hr)
Minor Cul-de-sac sites (<6 sites)	16	1.0	15-25	30
Minor Local Street	16	1.0	20-30	40
Local Street	16	1.0	20-30	40
Collector and Distributor	16	1.0	30-40	60
Perimeter	16	1.0	40-60	60

1 - Maximum gradient applies to the critical (inner) wheel path on the inside of the curve.

4. The gradient on a minor cul-de-sac which may serve up to and including 5 dwellings may extend up to 18% where it can be demonstrated that provides benefits in terms of minimising excessive earthworks while ensuring appropriate vehicle and pedestrian access and access for Council's waste disposal vehicle, NSW Fire Brigade and NSW Rural Fire Service vehicles. Special provision shall be required in such circumstances for pedestrian access along the road, including stairs and/or stairs and handrails.

3.4 Vehicular Access Controls for Subdivision that Creates Internal Lots with Access Handles and/or Rights of Carriageway

1. Access handles to internal allotments are to be treated to the same standard as Rights of Carriageway.
2. Internal allotments are to be able to provide adequate on-site parking areas sufficient to cater for three vehicles together with turning facilities within each lot. The parking area is to be separate from the Right of Carriageway.
3. The reserve width for a Right of Carriageway or an access handle includes any easement for services.
4. All Rights of Carriageway/ access handles shall be 3.0m in width, with concrete pavement with kerb and relief drainage within a 3.65m reserve width to serve a maximum of three dwellings.
5. Proposed Rights of Carriageway/access handle serving 3 dwellings or less shall comply with the following longitudinal gradient maximum of 25%, gradient minimum of 1%, maximum desirable speed 0-5 km/hr and stopping sight distance speed of 20 km/hr. The maximum gradient applies to the critical (inner) wheel path.
6. Rights of carriageway shall comply with the requirements of a Circulation Roadway as described in AS2890.1 (as amended).
7. In the re-subdivision of existing allotments, the potential for redevelopment on adjoining lands is to be considered. An overall subdivision plan may be prepared by Council if necessary.
8. A Right of Carriageway shall be permitted to service only three allotments in addition to the road frontage allotment.
9. Where three (3) internal allotments are proposed, the minimum width of the allotments burdened by the Right of Carriageway shall be 22m including the Right of Carriageway. The Right of Carriageway shall be 4m wide including a 3m carriageway and a 1m service strip, except where the NSW Fire Service or NSW Rural Fire Service requirements exist.
10. Access to the front allotment is to be via the Right of Carriageway unless otherwise specified by Council.
11. The design of the Right of Carriageway shall ensure that all vehicles can exit in a forward direction at all times.
12. The Right of Carriageway for internal allotments is to comply with AS2890.1 (B85 design vehicle). Where the length exceeds 50m or contains sight line restrictions the turning area shall accommodate a small rigid vehicle as defined by Australian Standard AS2890.2. Where access to the site for NSW Rural Fire Service or NSW Fire Brigade vehicles is required, passing bays and turning heads shall comply with the requirements of those services. Where any waste disposal vehicle is to gain access to the Right of Carriageway the turning head shall be designed to accommodate Council's standard waste service vehicle.

13. Where a proposed Right of Carriageway gradient is more than 12.5% and less than 20%, and no separate pedestrian facility exists, provision for steps and a handrail shall be made.
14. Where a proposed Right of Carriageway gradient exceeds 20% a separate pedestrian access stair with handrails shall be provided. Paths and steps shall be a minimum 1.0 metre wide.
15. The minimum vertical clearance above the finished surface level of a Right of Carriageway or any associated turning head shall be 4.5m.

3.5 Driveway Design Controls for All Developments

1. The dimensions of on-site driveways giving access to parking spaces shall be in accordance with Australian Standard – AS 2890.1 (as amended), except where otherwise provided by this chapter. A driveway is classified as a circulation roadway as described by AS 2890.1 (as amended).

3.6 Additional Driveway Design Controls - Where Waste Service Vehicle Access to Site is proposed

1. Where an internal driveway is a through driveway with entry and exit on separate streets and waste service vehicles are to enter the site, all manoeuvring and passing bays must be designed to accommodate the swept manoeuvring area of Council's standard waste service vehicle.

3.7 Pedestrian Access Controls for All Development within the Site

1. Where a proposed pathway/footpath pavement gradient is more than 12.5% and less than 20%, provision for steps and/or handrail shall be made. Where a proposed pathway/footpath pavement gradient equals or exceeds 20% a separate pedestrian access stair with handrails shall be provided.
2. Paths and steps shall be a minimum 1.0 m wide within development sites.

3.8 Additional Pedestrian Access Controls for All Development within the Site except Dwelling Houses

1. The design of footpaths within car parking areas shall be in accordance with *Australian Standard – AS 2890.1* (as amended) except where otherwise provided by this chapter.
2. The use of contrasting pavement material shall be used to define pedestrian access and vehicular areas.
3. The pedestrian access path of travel shall be compliant with AS2890.6/ AS1428.1 and shall be separate from all other activities, and shall allow uninterrupted travel by people with a disability.

3.9 Public Domain Pedestrian Access Controls for All Development except Dwelling Houses

1. Paved pedestrian footpaths shall be provided within road reserves. Such footpaths shall have a minimum width of 1.2m.
2. Where footpath pavement is required in accordance with the Sutherland Shire Bicycle Network Map, then such shall be provided in accordance with the Public Domain Design Manual.
3. Proposed pathways/footpaths shall have a gradient of 12.5% or less. The maximum gradient applies to the inner curve radius.
4. A formal footpath width may be reduced or not required where a non-residential use (e.g., bushland) abuts the development site and services are not required along that footpath.

Note:

Until the publication of AS2890.6 refer to Australian Standard 2890.1-1993 for percentage of parking spaces required for parking for people with a disability.

4. Loading and Unloading Facilities

4.1 Objectives for All non-residential Development Requiring Loading and Unloading Facilities

1. Ensure appropriately designed loading and unloading facilities that are easily accessible to delivery vehicles and provide efficient manoeuvrability for vehicles.

4.2 Controls for All Non-Residential Development Requiring Loading and Unloading Facilities

1. This clause applies to all development for the purposes of business or commercial premises, retail development, industrial, warehouse or bulky goods developments, hotels and motels, community facilities, medical facilities and places of public worship and other uses provided for within the RTA Guide to Traffic Generating Development or all other development requiring a dedicated loading and unloading facility.
2. As a minimum standard, developments shall be designed in accordance with the loading and service vehicle requirements within AS2890.2 and the RTA Guide to Traffic Generating Developments, and shall be suitable for a heavy rigid vehicle as defined by AS2890.2.
3. All loading, unloading and manoeuvring of vehicles shall take place within the curtilage of the site, and vehicles are to enter and exit the site in a forward direction at all times.
4. Adequate separation of service vehicles from other vehicular and pedestrian traffic shall be required, including the provision of defined pedestrian pathways in parking areas, and where loading and service vehicle movements occur.
5. Loading areas shall be located so as to:
 - a. reduce on-street loading;
 - b. be freely available for use at all times.
6. Access to loading areas shall be via rear laneways, where possible. Access and manoeuvring from the laneways shall comply with AS2890.2 (as amended).
7. Where it is demonstrated that a vehicle smaller than a heavy rigid vehicle can adequately service the development, a restrictive covenant under Section 88 of the Conveyancing Act shall restrict future uses to those that can be serviced by that class of vehicle.

5. Provision of Facilities for Cycling

5.1 Objectives

1. To reduce car dependency and to support public transport use, development will give priority to walking, cycling and public transport access.
2. To promote and encourage the use of bicycles as a sustainable, safe and convenient means of transport for trip purposes that include shopping, education (to school), work, health and recreation.
3. To provide safe and secure cycle parking facilities that encourage the use of bicycles for the undertaking of a wide range of trips that include shopping, travelling to school and commuting to work.
4. To provide safe and secure cycle parking facilities in locations that reinforce its preference as an alternative to private motor vehicle use.
5. To take account of the Sutherland Shire Bicycle Network Map when determining the location of facilities for cycling and the connections between development sites.

Note:

The Sutherland Shire Bicycle Network Map is a strategy document which forms part of this DCP. The Network map shows where sites are located in relation to the network of active transport routes across the Sutherland Shire. More detail is available on Council's website on Shiremaps and in the Public Domain Design Manual.

5.2 Controls for All Development, Except Dwelling Houses, Dual Occupancies, and Multi Dwelling Housing

1. As a minimum, developments must provide 1 bicycle parking space per 10 car parking spaces for first 200 car spaces, then 1 space per 20 parking spaces thereafter. In addition, 1 unisex shower is required per 10 employees.
2. Bicycle parking facilities are to be installed in accordance with Australian Standard AS2890.3 – Bicycle Parking Facilities (as amended), Austroad's Guide to Traffic Engineering Practice – Part 14 – Bicycles and the Austroads Bicycle Parking Facilities: Guidelines for Design and Installation (AP-R527-16).
3. Bicycle parking facilities must address the following design principles:
 - a. Accommodate all usual types of bicycles such that damage to them is minimised during storage and retrieval.
 - b. Not pose a hazard to bicycle users, pedestrians or motorists.
 - c. Be well lit, safe and secure, easy to access and use.
 - d. Cater for the different needs of residents, employees and visitors to the development.

- e. Be located in convenient and accessible locations within the development that allow for good passive surveillance; such as near key building entrances, the lobby and the lift core.
 - f. When located within a car park, preferably be situated at street level and in a manner that provides the most direct, safe and convenient access while minimising conflict with vehicles and pedestrians.
 - g. Where a bicycle parking and storage facility cannot be located at street level, it must be located no more than one level above or below street level. Access to street level entry and exits must be direct, safe and minimise potential conflicts with vehicles.
4. Development and works in the public domain shall have regard to the Sutherland Shire Bicycle Network Map and the requirements of the Public Domain Design Manual.