

4.0 General Controls and Guidelines

Source: Sydney Olympic Park Authority 2009



Car parking facade that is well integrated into the overall composition of the building base.

25. Ensure storage separated from apartments is secure for individual use.
26. Facilitate communal open space maintenance by providing garden maintenance storage that includes connections to water and drainage for each communal area.
27. Provide a screened outdoor clothes drying area either as a private service balcony or designated common drying areas for each dwelling.

4.6.18 Minor Alterations and Additions

Building owners may wish to make minor changes to existing buildings, including small additions, external refurbishments and landscape elements such as pergolas, sun shading and the like.

1. All proposed alterations and additions must:
 - improve the appearance of the existing building
 - be consistent with similar alterations in other parts of the building
 - improve the amenity of the existing building
 - reflect the desired character of the precinct described in *Master Plan 2030 (2018 Review)*
 - be of high quality design, well composed, well scaled and well integrated into the existing building design
 - be built of high quality materials
 - be designed by a registered architect or landscape architect
 - not adversely impact on the solar access, privacy or views of the surrounding buildings or the buildings that are allowable under *Master Plan 2030 (2018 Review)*.
2. Where the alterations are for an existing iconic structure, as shown in *Figure 3.1 Existing Heritage and Olympic Legacy*, the proposal should have the endorsement of the original architect.

4.7 Access and Parking

To implement the Access and Transport Planning Principle (see Section 3.1.6) and design safe driveways that minimise disruption to the streetscape:

4.7.1 Controls

Vehicular Access and Servicing

1. All parking is to be underground.
2. Where above ground parking cannot be avoided due to site conditions (i.e. remediated lands including site 9 and 12), it must be sleeved with active habitable uses along all streets for at least a 6m depth and for at least two levels; ground and first floor and

Source: Adam Haddow 2006



Discreet car parking entry that is well concealed from the street, optimising on the site's topographical features.

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wrap around street corners for at least 15m.

It cannot extend above the podium levels of the building.

Above ground carparking must have a well-designed elevation along streets that are:

- fully enclosed up to at least level 4,
- designed to integrate well with the building elevations and appear as a solid façade.

3. Design of underground car parking in Boundary Creek, Parkview and Southern Sports Precincts must meet the following requirements:
 - The design of the underground car parks must preclude the need for permanent dewatering. Groundwater is not to be pumped or extracted for any purpose other than temporary construction dewatering
 - The design of a structure that may be impacted by any watertable must require a waterproof retention system (i.e. a fully tanked structure) with adequate provision for future fluctuations of watertable levels. (It is recommended that a minimum allowance for a watertable variation of at least +/-1.0m beyond any expected fluctuation be provided.) The actual watertable fluctuation and fluctuation safety margin must be determined by a suitably qualified professional.
4. Garages and parking structures are not permitted forward of the building line and must be screened from the public domain by active uses.
5. Design vehicle access points and paths are to satisfy:
 - AS/NZS 2890.1 – 2004: Parking Facilities – Off Street Car Parking, AS 2890.5 – 1993: Parking Facilities – On Street Parking and AS/NZS 2890.6:2009, Parking facilities – Off-street parking for people with disabilities
 - AS 1428.1 – 2009: Design for Access and Mobility – General requirements for access, New building work
 - AS 1428.2 – 1992: Design for Access and Mobility – Enhanced and additional requirements – Buildings and Facilities
 - AS/NZS 1428.4.1 – 2009: Design for Access and Mobility
 - Means to assist the orientation of people with vision impairment - Tactile ground surface indicators
6. Locate vehicle access points as indicated on the relevant precinct control drawing.
7. For safety and public domain amenity, vehicle access points are to be:
 - physically separate and clearly distinguished from

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- pedestrian entrances and access ways
 - located within secondary streets and laneways where possible
 - designed and built with clear sight lines for drivers and pedestrians at pedestrian and vehicular crossings.
8. To minimise visual intrusion and optimise active street frontages, vehicle driveways are to be as narrow as possible and have a garage door at the building line.
 9. Minimise the width of driveways and blank walls to the public domain by consolidating car access, docks, servicing and waste disposal.
 10. Servicing of retail and commercial developments is not permitted from streets required for servicing major events.

Vehicle Parking

11. Provide car parking for non-residential developments at the rates in *Table 4.10 Maximum Vehicle Parking Rates – Non-Residential Uses* below:

Table 4.10 Maximum Vehicle Parking Rates – Non-Residential Uses

Land Use	Type	Rate
Commercial	All	1 space/80 m ²
Retail	Supermarkets	4 spaces/100 m ²
	Local Retail	1 space/50 m ²
	Themed Retail	1 space/50 m ²
Hotels Serviced Apartments and Boarding Houses	Accommodation Staff	1 space per room 1 space/2 staff
Hospital	Visitors	1 space/4 beds
	Staff	1 space/2 staff
Place of Worship	Visitors	1 space/25 m ²
Club	Visitors	1 space/50 m ²
	Staff	1 space/2 staff
Restaurant		1 space/50 m ²
Professional Consulting Rooms	Visitors	1 space/professional
	Staff	1 space/2 staff
Recreational Facility (Sports Participation)	Visitors	3 spaces/100 m ² GFA 1 space/2 staff
Education	Schools	1 space/2 staff
	Tertiary	1 space/2 staff
Childcare	Visitors/Set Down	1 spaces/4 children and suitable drop-off
	Staff	1 space/2 staff

12. Provide car parking for residential developments at the maximum rates in *Table 4.11 Maximum Vehicle Parking Rates – Residential Uses* opposite: