

4.0 General Controls and Guidelines

13. Provide accessible parking at the rate prescribed in SOPA Access Guidelines

Table 4.11 Maximum Vehicle Parking Rates – Residential Uses

Land Use	Type	Rate
Residential General	1 bedroom	1 space/dwelling
	2 bedroom	1.2 spaces/dwelling
	3 bedroom	1.5 spaces /dwelling
	4 bedroom	2 spaces /dwelling
	Visitors	0.25 spaces/dwelling
Aged Housing	Occupant	2 spaces/3 dwellings
	Visitors	1 space/5 dwellings

13. A review of car parking rates outlined in *Table 4.10* and *4.11* will accompany any significant future public transport improvements and/or reviews of *Master Plan 2030*.
14. Car sharing is strongly encouraged. The Sydney Olympic Park Authority will work closely with proponents and local councils to identify opportunities to provide car sharing spaces for new developments where possible.

Bicycle Access and Servicing

15. Bike parking facilities are to comply with AS 2890.3 – 2015 Parking Facilities – Bicycle Parking.
16. Build bicycle lanes as shown in the street sections and plans.
17. Provide change rooms, showers and lockers for people walking, running or cycling to work on all employment generating development. Locate facilities close to bike parking facilities to encourage sustainable transport options.
18. Locate basement Bike parking as close to ground level car park entries as possible.
19. Provide secure, conveniently located bike parking facilities at the minimum specified in *Table 4.12 Minimum Bicycle Parking Rates* below:

Table 4.12 Minimum Bicycle Parking Rates

	Permanent Spaces Required	Visitor Bicycle Storage
Commercial	1 space per 150 m ² GFA	1 space per 75 m ² GFA
Residential	At the same rate as car parking spaces outlined in <i>Table 4.11</i> above	
Educational	1 staff space/100 full time students	N/A
	1 student space/10 full time students	

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Source: Christian Schittich 2004



Private open space requires privacy from adjoining communal courtyards and is achieved by plants and landscaping.

Source: Sydney Olympic Park Authority 2007



Water features contribute quality of light, sound, temperature and ambience in courtyards and may also be used for stormwater retention and rainwater recycling.

4.8 Transport Strategies and Infrastructure

The infrastructure included in the Sydney Olympic Park Local Infrastructure Contribution Framework 'ICF 2030' has been generally designed to cater for development envisaged under *Master Plan 2030 (2018 Review)*. However, the range of transport strategies and infrastructure included in ICF 2030 may not meet all of the demands generated by proposed development without significant improvements to transport infrastructure.

Commercial development will generate most of the travel demand in the peak commuter periods, and so the extent of this development will largely dictate Sydney Olympic Park's future impact on the performance of the surrounding road network. *Master Plan 2030 (2018 Review)* identifies a maximum commercial development in Sydney Olympic Park of over 410,000 m² of GFA. Full utilisation of this commercial development potential cannot be supported by the current levels of public transport use and the current road network. The anticipated transport demands of the total commercial development potential afforded by *Master Plan 2030 (2018 Review)* can be met by initiatives included in this plan, namely:

- implementing travel demand strategies
- providing new transport enhancements, including:
 - regional road intersection upgrades
 - local road intersection upgrades
 - Parramatta to Strathfield Strategic Bus Corridor
 - additional strategic bus corridor services (e.g. North/South)
 - new Parramatta Light Rail
 - provide for future Metro stop
 - relevant state road enhancements (e.g. WestConnex)
- increasing the trip mode share to public transport during peak commuter periods to 40 per cent
- targeting a specific bicycle/pedestrian mode share split of 8 percent.

The Sydney Olympic Park Authority will track new development and associated transport demand generation within the precinct and endeavour to match this to the capacity within the existing and planned transport networks. However, given the preliminary nature of the above infrastructure proposals, it is premature to address the costs of these initiatives in *Master Plan 2030 (2018 Review)* for the following reasons:

- only the broad need for the infrastructure has been identified. More precise specification and cost of infrastructure alternatives will emerge over time only as travel behaviour associated with Sydney Olympic Park development becomes more established
- the evolving transport planning and funding framework. That is, it is possible that public private partnerships may be deployed to provide major new transport capacity in Sydney Olympic Park.