



**Armidale Dumaresq  
Development Control Plan 2012**

**Section 2      Site Analysis and General Controls**

**Chapter 2.9      Parking**

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## Table of Contents

Part 1	General Provisions.....	1
1.1	Introduction .....	1
1.2	Objectives.....	1
1.3	Land to which this chapter applies .....	1
1.4	Types of development to which this chapter applies .....	1
1.5	Addressing the guidelines of this chapter.....	1
Part 2	Parking Guidelines .....	2
2.1	Off-street parking provisions .....	2
2.2	Monetary contributions towards off-street public car parking facilities .....	2
2.3	Parking provision for vehicle users with special needs.....	2
2.4	Temporary parking facilities for events .....	3
2.5	Vehicle access to and from parking area .....	3
2.6	Design of parking areas .....	4
Part 3	Landscaping .....	5
3.1	Carpark and site landscaping .....	5
3.2	Site preparation requirements.....	6
3.3	Species selection .....	6
Part 4	Engineering requirements.....	7
Part 5	Large traffic generating developments .....	7
Part 6	Conservation incentives .....	8
Part 7	Definitions .....	8
Table 1	Minimum off street car, service vehicle and bicycle parking provision.....	i
1.1	What is the basis of the Council’s standards? .....	i
1.2	How are the standards intended to be applied? .....	i
1.3	How should parking calculations be undertaken?.....	i
1.4	How are pedestrian arcades considered in Parking Calculations? .....	ii

## **Part 1 General Provisions**

### **1.1 Introduction**

Our road transport network brings people, goods and services together. Like most locations in regional Australia, our community relies heavily on private cars to move from place to place, with over 88% using this mode of travel to work according to the 2011 census, compared with around 76% for the State as whole. Private car ownership levels in Armidale Dumaresq continue to increase, while public transport patronage remains comparatively low (less than 1% of employees used buses for travel to work in 2011). However cycling and walking are becoming more popular - over 8% of employees in Armidale Dumaresq cycled or walked to work in 2011. These modes of travel are beneficial for health reasons and also contribute to the sustainability of our community.

Effective vehicle parking arrangements for new developments therefore remain important to support most land uses, including access to business premises by clients and customers, as well as for freight and service vehicle movements.

Parking must be sufficient to support the economic viability of a development but not excessive to the point where other modes of travel are discouraged and the appearance of streets is compromised.

Site design needs to ensure adequate access and manoeuvrability is provided to accommodate the maximum sized vehicles normally expected in connection with particular land uses. Obstruction of public roads and pathways is to be avoided, adequate sight distances for motorists, cyclists and pedestrians maintained and noise impacts managed to any adjoining sensitive land uses.

Landscaping can also improve the appearance of parking areas by providing shade and visual interest, while providing a transition from the built environment to the public roads.

### **1.2 Objectives**

The objectives of this chapter are:

- O.1 To ensure that adequate provision is made for convenient off-street parking of passenger and service vehicles, while recognising historic deficiencies in parking provision on individual sites.
- O.2 To ensure that parking areas are safe, functional and attractively designed and constructed for their expected users.

### **1.3 Land to which this chapter applies**

This chapter applies to all land in the Armidale Dumaresq local government area.

### **1.4 Types of development to which this chapter applies**

This chapter applies to all types of development expected to generate demand for vehicle parking.

### **1.5 Addressing the guidelines of this chapter**

The guidelines for parking are set out in this chapter. These are expressed in the form of objectives that need to be addressed for each development proposal. For each objective (O), 'acceptable solutions' (S) are provided which, if met, will ensure compliance. Alternative approaches may be proposed, provided these adequately address the relevant objectives and comply with legislation.

## Part 2 Parking Guidelines

### 2.1 Off-street parking provisions

#### Objectives

O.1 To ensure that convenient off-street parking provision is provided that is sufficient for the expected type, volume and turnover of traffic likely to be generated by developments.

This includes:

- a) car parking by customers, clients, patients, employees, students, residents, visitors, etc., as appropriate; and
- b) parking for other vehicles as appropriate, including motor cycles, scooters and bicycles, as well as expected service and delivery vehicles,

while recognising any historic deficiencies in the provision of parking on individual sites.

#### Acceptable Solutions

S.1 Vehicle parking for the proposed use(s) is provided in accordance with Appendix 1: Parking Provision.

S.2 A development proposal to enlarge or change the use of an existing development provides the total number of parking spaces calculated from Appendix 2, subject to a 'credit' for any existing parking deficiency for that site previously accepted by Council (or existing prior to planning controls) in relation to the requirements in Appendix 1.

*Note: see 'worked example', Appendix 2.*

S.3 Council may consider\* a proposal for off-street parking provision which differs from that required in Appendix 1, or where no standard is provided in Appendix 1, where supported by a traffic impact/parking demand study by a suitably qualified and experienced person, to address the specific circumstances of a development proposal.

*Note: \*except where minimum parking requirements are prescribed by State regulations.*

S.4 In CBD locations where safe off-street goods delivery areas may prove difficult to achieve, Council may consider kerbside loading zones or delivery arrangements with time limitations.

### 2.2 Monetary contributions towards off-street public car parking facilities

#### Objectives

O.1 To ensure that consideration is given to proposals for monetary contributions towards off-street public car parking facilities, instead of off-street private parking.

#### Acceptable Solutions

S.5 Such contributions are consistent with a contributions plan or planning agreement adopted by Council.

*Note: normally only for non-residential developments in Armidale CBD, where it is not possible to provide sufficient parking off-street.*

### 2.3 Parking provision for vehicle users with special needs

#### Objectives

O.1 To provide adequate parking provision for vehicle users with special needs.

#### Acceptable Solutions

S.6 Parking for use by people with disabilities is provided as close as practicable to the public

entrance(s) to a development.

S.7 Parking must be at the minimum rate required under the current Australian *Disability (Access to Premises – Buildings) Standards*; or the relevant rate in the NSW State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004, whichever is greater.

S.8 For projects likely to be frequented by older persons or people with disabilities, consideration is given to additional accessible parking spaces and for parking/storage areas for motorised mobility scooters and ‘wheelie walkers’.

Note: normally only for non-residential developments in Armidale CBD, where it is not possible to provide sufficient parking off-street.

S.9 For larger retail developments (where required parking for a development is 25 spaces or more), or for other developments where a high level of use is expected by vehicles carrying infants, conveniently located parking is reserved for vehicles driven by parents with children in prams, at 2 per cent of spaces required in Appendix 1, or part thereof.

## 2.4 Temporary parking facilities for events

### Objectives

O.1 To provide for temporary parking facilities that addresses potential excess demand in connection with occasional major events.

### Acceptable Solutions

S.10 Temporary ‘overflow’ parking areas may be considered to address parking demands only expected to occur rarely:

- a) where there is suitable space available to the development for such parking demands; and
- a) where such parking can be provided without compromising public safety or amenity, site functionality and accessibility; and
- b) where adequate guidance is provided for users – for example through the use of parking attendants, signage and barriers; and
- c) where supported by a traffic impact/parking demand study completed by a suitably qualified and experienced person, to address the particular circumstances of the proposal.

## 2.5 Vehicle access to and from parking area

### Objectives

O.1 To ensure that safe and effective vehicle access arrangements are provided to and from parking areas on development sites.

*Terminology Note: ‘Classified roads’ are defined in the NSW Roads Act and include main roads and highways; ‘Council distributor roads’ are those roads so defined by Council for the urban area of Armidale. They link neighbourhoods and carry a higher level of traffic. For further advice please consult Council’s engineering staff.*

### Acceptable Solutions

S.11 Direct access from a development to a classified road is avoided/not intensified.

*Note: such access requires NSW Roads & Maritime Services approval.*

S.12 Where possible, direct access from a development to a Council distributor road is avoided/not intensified.

S.13 Vehicles associated with a development, including service vehicles, can effectively manoeuvre and park fully within the development site; and enter and leave the site driving forwards.

*Note: for developments requiring three or less car parking spaces and only having access to a minor road, reversing is acceptable.*

- S.14 Vehicle driveway crossings between a public road and a development site are appropriate for the development and designed:
- a) to ensure adequate sight distances for vehicle users and pedestrians, consistent with AS 2890.1 and 2; or the Austroads 'Guide to Traffic Management' for driveways in rural locations;
  - a) to avoid conflict with existing vehicle or pedestrian traffic generators;
  - b) to avoid dominating streetscapes;
  - c) to maximise kerbside parking and allow for kerbside garbage collection;
  - d) to allow incoming and outgoing vehicles to pass one another and prevent interference with vehicle movement on adjacent road lanes;
  - e) to be signposted accordingly where entrances and exits are separated, and so the first driveway reached from the adjacent kerbside lane is the entrance; and
  - f) to meet Council's engineering requirements.

## 2.6 Design of parking areas

### Objectives

- O.1 To ensure that parking areas are designed to be convenient, functional and safe for users.

### Acceptable solutions

- S.15 Parking is provided on the same site as the development, or on adjoining/nearby land accessible for users which can be consolidated with the development site.
- S.16 Except as specifically provided in other chapters of this DCP, parking spaces, especially service vehicle areas, are located behind the building line unless extensively landscaped, and can be readily located by users.
- S.17 Parking area design is consistent with the current editions of the *Australian Standard 2890 series (Parking facilities)*, as follows:
- 2890.1 - Off-street car parking;
  - 2890.2 - Off-street commercial vehicle facilities;
  - 2890.3 - Bicycle parking facilities;
  - 2890.5 - On-street parking (*where required to be upgraded or altered as a result of development*);
  - 2890.6 - Off-street parking for people with disabilities (see also AS 1428.1).
- S.18 Parking spaces for use by parents with prams have minimum dimensions of 5.4 x 3.2 metres, with appropriate pavement marking.
- S.19 Parking for motor bikes can occur within car parking spaces (at least two bikes can be parked in a standard car bay), but consideration should be given to reserving bike parking in larger developments and making use of 'leftover' spaces for use by bikes.
- S.20 'Stack' or tandem car parking arrangements are not normally included in the assessment of parking provision. However they can be considered:
- a) where low vehicle turnover is expected and the spaces can be always under the control of a single person (ie keys are able to be held by a resident occupant/manager); or
  - b) in vehicle sales or repair premises or in tourist and visitor accommodation, with permanent valet parking arrangements.
- S.21 Facilities are provided to assist users, including:

- a) individual parking bays clearly demarcated in a highly visible and durable finish, such as pavement line marking or reflective discs;
- b) bays for larger projects are numbered or otherwise identified to assist users locate their vehicles;
- c) directional signage of coordinated design is provided to assist in locating parking, including pavement arrows to indicate required travel direction;
- d) bays are designated where appropriate for loading, visitor use, etc;
- e) speed limit signs 'humps' or other traffic calming measures are provided especially where long circulation aisles are required;
- f) appropriate cautionary measures and signs/pictograms are provided (eg near pedestrian activity areas);
- g) good illumination (including sensor lighting) and lines of sight are provided within parking facilities, for safe use by both pedestrians and vehicle users outside daylight hours, or where parking is provided indoors.
- h) light colour finishes are provided for indoor facilities;
- i) CCTV coverage of parking areas not under regular user/public surveillance is considered and places of potential concealment are designed out, to enhance the safety and security of users.

*Note: for further details see NSW Police Crime Prevention through Environmental Design /Safer by Design materials*

### **Part 3 Landscaping**

#### **Objectives**

- O.1 To ensure that parking areas are landscaped in order to improve air quality, and provide shade, vertical elements and visual amenity in large, hard surfaced parking areas.
- O.2 To maintain a visual buffer to road frontages and neighbouring properties, while still allowing safe visibility and passive surveillance for parking areas.
- O.3 To ensure that site landscaping employs appropriate species for the local climate.
- O.4 To provide plantings that minimise potential for damage to pavements, property and/or infrastructure.

#### **3.1 Carpark and site landscaping**

##### **Acceptable solutions**

- S.1 Landscaping is provided throughout car parks, in the form of tree planting, understorey plantings, mulch areas, mounded garden beds, and the like.
- S.2 Existing trees are retained where possible.
- S.3 Different surface finishes and other man-made elements are also considered to increase visual interest (eg to delineate visitor or customer parking or to distinguish parking spaces from manoeuvring and service vehicle areas).
- S.4 Except as specifically provided in other chapters of this DCP, a minimum of 2.5m<sup>2</sup> of landscaped area per parking space is provided for parking areas (equivalent to a one metre strip for the width of each parking bay).
- S.5 Planting is also encouraged between parking spaces to maximise shade and further enhance the appearance of the car park.
- S.6 In multi-storey parking facilities, the use of planter boxes on the external face of parking



structures is encouraged. Likewise, exposed retaining walls may be planted with suitable trailing or climbing species.

- S.7 Particular attention is given to the landscaping of site perimeters, as follows:
- a) on parking areas fronting public roads, garden beds shall be a minimum of three (3) metres wide along the full frontage;
  - b) adjacent to property boundaries, where the parking area will be visible to neighbours;
  - c) to allow passive surveillance while avoiding amenity problems such as overshadowing;
  - d) to avoid any interference with sight lines for traffic or pedestrians on adjacent properties or streets (eg through reduced plant heights adjacent to entry/exit points).

### 3.2 Site preparation requirements

#### Objectives

- O.1 To ensure that planting and site preparation is planned and undertaken to optimise prospects for the survival and good health of the landscaping once the car park is in use.

#### Acceptable solutions

S.8 Kerbed planting areas, tree guards and root control barriers are utilised to protect plantings and minimise potential damage to car parks and vehicles.

S.9 Planting areas are prepared by ripping at sub-grade and finished with good quality garden loam to a depth of 300mm.

*Note: Where fill has been used, this should be broken up to a depth of 300mm and topped up by good quality garden loam for the upper 50mm of the planting area.*

S.10 Trees and shrubs are planted to horticultural standards and a drip irrigation system installed with one dripper per plant and adequately drained.

S.11 The planted area should be covered with a weed mat and suitable mulch material (eg. pine bark) to a minimum depth of 75mm.

### 3.3 Species selection

#### Objectives

- O.1 To ensure that species selection is fit for purpose, does not require excessive maintenance, suits the climate and is water efficient.

S.12 Species selection is from plants and trees sourced from local nurseries/suitable for the New England climate.

*Note: Council maintains a list of suitable trees which is regularly reviewed and updated.*

S.13 Species selection takes into account water requirements and availability.

S.14 Species with large surface/invasive roots or large girth, brittle limbs, fruits which drop or which attract large numbers of birds are avoided.

S.15 Species requiring frequent maintenance are avoided.

S.16 Any planting on public land or land to be dedicated to Council is approved by Council's Civic Recreation Services Unit in accordance with Council's *Urban Streetscape Policy*.



## Part 4 Engineering requirements

### Objectives

- O.1 To ensure that the engineering design and construction of parking areas is functional, durable and appropriate to the intended use, to facilitate their safe, nuisance-free and sustained use.
- O.2 To promote water sensitive urban design.

### Acceptable Solutions

- S.1 The surface of vehicle parking and manoeuvring areas is to be constructed with a coarse base of sufficient depth to cater for the amount and weight of traffic generated by the development. The surface shall be sealed with either bitumen, asphaltic concrete, concrete or interlocking pavers.
- S.2 In special cases, for example where the car park is remote from other properties and where traffic volumes are low, vehicle movements infrequent or in rural locations, Council may consider the use of consolidated unsealed gravel pavements for car parks where this can be justified.
- S.3 Temporary overflow car parks can be on grassed areas, provided the surface has the capacity to withstand major damage, erosion or 'bogging' of vehicles in wet weather.
- S.4 Preliminary details of construction materials for access and car parking areas shall be submitted with development applications. Detailed construction certificate plans for parking areas on poor sub-grade; or involving the use of heavy vehicles; or with more than 25 car parking spaces, shall be prepared by a practising qualified Civil Engineer.
- S.5 Vehicle driveway crossings are designed to the specifications shown (plan and profile) on Council drawing numbers 040-4/Issue 2 and 040-3/Issue 3.
- S.6 These are to be constructed in standard reinforced concrete, except for parking areas where heavy vehicles are to access the site, or parking areas with more than 25 cars, in which case heavy duty reinforced concrete is to be used.
- S.7 Transitional grades are designed to prevent vehicles scraping the crossing surface on entering or leaving the site, and to protect properties below the adjoining road level from stormwater inundation.

*Note: Construction of driveways across public road reserves/verges requires the relevant roads authority's approval under the NSW Roads Act 1993.*

- S.8 All access driveways, manoeuvring areas and parking areas are designed to avoid concentration of water runoff and to avoid nuisance to adjoining property, including public roads and footpaths.
- S.9 For paved parking areas greater than 30m<sup>2</sup>, concrete kerb and gutter, inlet pits and pipelines connected to an approved drainage system are provided to achieve satisfactory disposal of surface stormwater for minor storm flows.
- S.10 Drainage design calculations and drawings for construction certification of paved areas of more than 30m<sup>2</sup> shall be prepared by a practising qualified Civil Engineer.
- S.11 Paved areas of less than 30m<sup>2</sup> serving single dwelling houses or duplex flats are permitted to drain directly to the street.
- S.12 Detailed civil engineering design and construction for car parking facilities is undertaken in accordance with Council's *Engineering Code*.

## Part 5 Large traffic generating developments

### Objectives

- O.1 To give consideration to the requirements of NSW Roads and Maritime Services in relation to

parking for larger 'traffic generating' developments, as defined in SEPP (Infrastructure) 2007.

*Note: The development may involve the erection of new premises or the enlargement or extension of existing premises with access to a classified road or to road that connects to classified road, where access is proposed within 90m of the connection, measured along the alignment of the connecting road.*

*For further details see cl.104 and Schedule 3 of the SEPP.*

#### Acceptable solutions

- S.1 A detailed traffic impact/parking demand study is provided with relevant development applications.
- S.2 The study is prepared by a suitably qualified and experienced person, in accordance with current NSW Roads and Maritime Services Guidelines, to address the particular circumstances of the proposal.

### Part 6 Conservation incentives

#### Objectives

- O.1 To give consideration to reduced off-street parking provision to assist in the conservation of heritage items.

#### Acceptable solutions

- S.1 Council will consider excluding from parking calculations the floor space of a heritage item when determining the total number of parking spaces to be provided on site.
- S.2 This will be considered in a similar fashion to clause 5.10 of LEP 2012, which requires conservation incentives to be considered in the context of an approved heritage management document. This will only apply if Council is satisfied that the provisions of Clause 5.10 are met.
- S.3 Where applicants seek such consideration, a traffic impact/parking demand study shall be completed by a suitably qualified and experienced person, to address the particular circumstances of the proposal.

### Part 7 Definitions

The following definition is found in LEP 2012 Dictionary.

**gross floor area** means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- a) the area of a mezzanine, and
  - b) habitable rooms in a basement or an attic, and
  - c) any shop, auditorium, cinema, and the like, in a basement or attic,
- but excludes:
- d) any area for common vertical circulation, such as lifts and stairs, and
  - e) any basement:
    - i) storage, and
    - ii) vehicular access, loading areas, garbage and services, and
  - f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
  - g) car parking to meet any requirements of the consent authority (including access to that car parking), and

- h) any space used for the loading or unloading of goods (including access to it), and
- i) terraces and balconies with outer walls less than 1.4 metres high, and
- j) voids above a floor at the level of a storey or storey above.

**Table 1 Minimum off street car, service vehicle and bicycle parking provision**

**1.1 What is the basis of the Council’s standards?**

Our standards for parking provision are set out in the table which follows, for various types of land uses. These uses are defined in the Dictionary to Council’s Local Environmental Plan (LEP 2012).

The standards for car and service vehicle parking have been derived from our previous DCP, local experience, a review of other local government parking codes, as well as the NSW Roads and Maritime Services (formerly RTA) *Guidelines for Traffic Generating Development*. Those Guidelines are currently (2013) under review. Any revised documents on parking demand for different land uses issued by NSW Roads and Maritime Services will be considered further in conjunction with local research, and Table 1 further reviewed in the light of this material at the appropriate time.

The bicycle parking standards in this Appendix have been derived from the former NSW Department of Infrastructure Planning and Natural Resources, *Planning guidelines for walking and cycling* (2004), p.46, and the Austroads publication *Cycling aspects of Austroads guides* (2011), pp139-140.

**1.2 How are the standards intended to be applied?**

1. The standards are intended as a ‘deemed to comply’ basis for parking provision for developments commonly undertaken in Armidale Dumaresq. Applicants should consider these standards in preparing and submitting development applications, and work with Council staff in relation to the nature and extent of parking to be provided, having regard to the nature of a particular development and its likely parking requirements.
2. For certain uses, as noted in the table, we require a specific traffic impact/parking demand study to be undertaken by suitably qualified and experienced person.
3. Such studies may be also provided with any development application if an applicant so wishes, to address the specific circumstances of a development proposal. For example, concessions may be sought for uses where practitioners or employees can be are not required to work concurrently. Where an applicant seeks to rely on such circumstances to support an application, certain aspects of the use may then be subject to related conditions of any consent.
4. For some land uses, however, minimum parking requirements are prescribed by State legislation/regulation, including certain types of residential complying development, and development subject of State Environmental Planning Policies or SEPPs. Where relevant, these requirements are referenced in the table below.

**1.3 How should parking calculations be undertaken?**

Some worked examples of parking calculations are provided in Appendix 2.

For example, requirements for separate land uses are to be added together where multiple land uses within a development are proposed to operate at the same time.

### 1.4 How are pedestrian arcades considered in Parking Calculations?

Where pedestrian corridors or arcades are proposed for use by the general public traversing the length of a building, their floor area is normally incorporated within the gross floor space of the development and generates additional car parking requirements at the applicable rates. Similar arrangements will apply to the ground floor of atrium areas.

However, such spaces may qualify to be exempt from the car parking calculations where an applicant can establish the following:

- a) The area will provide a practical pedestrian link between two CBD locations of public interest/activity;
- b) That the area will remain open to the general public for an appropriate period daily to serve as an unrestricted functional pedestrian link between these locations;
- c) The area will provide an attractive public area, with seating and landscaped features which do not impede pedestrian flow;
- d) The floors area will not at any time be utilised for retail, commercial, or like purposed by tenants of the complex or others; and
- e) That the applicant accepts a condition of any consent to maintain the area as defined and to open it to the public at specified times as agreed upon with Council.

Except where calculations result in a figure of less than one (which is to be rounded up) all calculations are to be rounded to nearest whole number (ie 0.1 - 0.4 rounded down, 0.5 - 0.9 rounded up).

Land Use as defined in the Dictionary to LEP 2012	Minimum Parking Spaces required	Minimum Service Vehicle Parking Spaces required	Minimum Bicycle Parking required
<i>Note: Where a use is not listed in this table, specific traffic impact/parking demand studies to address the specific circumstances of a development proposal are to be provided by suitably qualified and experienced persons. Aspects of the use may then be subject to conditions of consent.</i>			
<b>Residential accommodation</b>			
dwelling houses (including as complying development)	1 covered car space per dwelling	Normally not required;  Developments with long access driveways may need to provide for access by furniture removal vans, garbage collection and emergency vehicles.	Bicycle parking can be provided in connection with individual dwellings.  For shared accommodation, such as student colleges, one space is to be provided per 4 rooms and one visitor space per 16 rooms.
secondary dwellings	see SEPP (Affordable Rental Housing) 2009		
dual occupancies	1 covered car space per dwelling		
multi dwelling housing, attached dwellings, semi-detached dwellings and residential flat buildings	1 covered car space per dwelling dwelling/unit plus visitor parking (see Chapter 4.2 Multi-unit dwellings)		
seniors housing	see SEPP (Housing for Seniors or People with a Disability) 2004		
residential care facilities			
student colleges/halls of residence	1 per 2 resident students + 1 per resident staff + 1 per 2 FTE non-resident staff		
hostels/supportive accommodation	1 per 5 beds + 1 per resident staff + 1 per 2 FTE non-resident staff		
boarding houses	see SEPP (Affordable Rental Housing) 2009		
group homes			
exhibition homes	2 onsite parking spaces external to garage/dwelling parking space(s)		
rural worker's dwellings	1 per dwelling		
caravan parks	see Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005		
manufactured home estates			
moveable dwellings			
shop top housing	dwelling requirement + shop requirement		
<b>Home activities</b>			
home-based child care, home occupations, home industry, home occupation (sex services)	see dwellings	see 'Residential accommodation'	see 'Residential accommodation'
home businesses, home industries	dwelling requirements + 1 per 2 non-resident employees	sufficient for needs of business – kerbside or driveway parking acceptable except for frequent (more than three times daily) deliveries where dedicated space desirable	

Land Use as defined in the Dictionary to LEP 2012	Minimum Parking Spaces required	Minimum Service Vehicle Parking Spaces required	Minimum Bicycle Parking required	
			Staff - (Long-term Use, Secure parking, lockers and shower required)	Customer/Visitor - (Short-term use, parking per AS2890.3)
<i>Note: GFA = Gross Floor Area as defined in the Dictionary to LEP 2012; FTE = full time equivalent</i>				
<i>Note: Where a use is not listed in this table, specific traffic impact/parking demand studies to address the specific circumstances of a development proposal are to be provided by suitably qualified and experienced persons. Aspects of the use may then be subject to conditions of consent.</i>				
<b>Tourist and visitor accommodation</b>				
bed and breakfast accommodation	1 per bedroom + 1 for permanent residents	see 'Residential accommodation'		
backpackers' accommodation	1 per 5 beds + 1 per resident staff + 1 per 2 FTE non-resident staff	sufficient for needs of business – driveway parking with reversing space acceptable except for frequent (more than three times daily) deliveries where dedicated space desirable	Equivalent to 10% of beds	Equivalent to 5% beds
caravan parks	see Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005			
camping grounds				
hotel or motel accommodation, eco tourist facilities	1 per residential unit/room + 1 per resident staff + 1 per 2 FTE non-resident staff; + food & drink premises and/or pub requirement if applicable (not required if access to such areas is only available to residents)	Driveway parking with adequate reversing space acceptable except for frequent (more than three times daily) deliveries where dedicated space desirable; + 1 per 1,000m <sup>2</sup> GFA of public area set aside for food & drink/restaurant uses; premises > 20 rooms to address off-street coach parking	Equivalent to 3% of rooms	Nil
manufactured home estates	see Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005	see 'Residential accommodation'		
moveable dwellings				
serviced apartments				
<b>Commercial premises</b>				
<i>Note: Applications for major commercial developments must be accompanied by a Traffic Impact Study that also makes adequate provision for public transport facilities including taxi parking. All development proposals must be supported by information on the likely type and number of service vehicles anticipated, which should inform parking/loading area design.</i>				
business premises - including banks, hairdressers, dry cleaners	1 per 40 m <sup>2</sup> GFA	1 per 4,000m <sup>2</sup> GFA for areas up to 20,000m <sup>2</sup> ; thereafter, 1 per 8,000m <sup>2</sup> GFA	1 per 200m <sup>2</sup> GFA	1 per 750m <sup>2</sup> GFA, once GFA > 1000m <sup>2</sup>
funeral homes (+ cemetery/crematoria)	1 per 40 m <sup>2</sup> GFA (+ 1 per 3 seats in any chapel)	sufficient for all hearses		
office premises, public administration buildings	1 per 40 m <sup>2</sup> GFA	see business premises		



# Minimum off street car, service vehicle and bicycle parking provision

## Appendix 1

Land Use as defined in the Dictionary to LEP 2012	Minimum Parking Spaces required	Minimum Service Vehicle Parking Spaces required	Minimum Bicycle Parking required	
			Staff - (Long-term Use, Secure parking, lockers and shower required)	Customer/Visitor - (Short-term use, parking per AS2890.3)
<i>Note: GFA = Gross Floor Area as defined in the Dictionary to LEP 2012; FTE = full time equivalent</i>				
<i>Note: Where a use is not listed in this table, specific traffic impact/parking demand studies to address the specific circumstances of a development proposal are to be provided by suitably qualified and experienced persons. Aspects of the use may then be subject to conditions of consent.</i>				
<b>Retail premises</b>				
shops, including neighbourhood shops	1 per 40 m <sup>2</sup> GFA + trolley storage areas as required	1 per 400m <sup>2</sup> GFA for the first 2,000m <sup>2</sup> GFA and 1 per 800m <sup>2</sup> GFA thereafter (50% of spaces adequate for trucks).	1 per 300m <sup>2</sup> GFA	1 per 500 m <sup>2</sup> GFA, once GFA > 1000m <sup>2</sup>
bulky goods premises, hardware and building, rural, wholesale supplies	< 500 m <sup>2</sup> GFA - 1 per 70 m <sup>2</sup> GFA >500 m <sup>2</sup> GFA - 1 per 100 m <sup>2</sup> GFA	1 per 800m <sup>2</sup> GFA, and based on a traffic/parking study for the specific use	1 per 750m <sup>2</sup> GFA (sales)	nil
cellar door premises	1 per 40m <sup>2</sup> GFA for retail area + food & drink premises and/or pub requirement if applicable	see shops	see shop/food and drink premises	
food and drink premises -pubs	1 per 6m <sup>2</sup> of bar/customer service area (CSA) + food & drink premises required if bistro etc included		1 per 100m <sup>2</sup> CSA	1 per 100m <sup>2</sup> CSA
food and drink premises - restaurants, cafes	in B3 zone: 1 per 40 m <sup>2</sup> GFA; in other zones: 1 per FTE staff + 1 per 3 customer seats		see shops	see shops
food and drink premises -take away	see restaurants/cafes. For drive in facilities, minimum queuing space for 8 cars within facility		see shops	1 per 50 m <sup>2</sup> GFA
garden centres	1 per 130m <sup>2</sup> outdoor display area + 1 per 40m <sup>2</sup> GFA for any indoor retail areas		see shops, for any retail floor space	
kiosks, roadside stalls	to be based on a traffic/parking study for the specific use; stalls on classified road frontages to be subject of consultation with RMS			
plant nurseries, landscape material supplies, timber yards	1 per FTE staff + garden centre rate for any public display or retail areas	1 per 800m <sup>2</sup> GFA, and based on a traffic/parking study for the specific use	nil (but see bulky goods premises etc for any public display/retail areas)	
markets	1 per 40 m <sup>2</sup> area occupied by market stalls	sufficient for all stallholders	nil	1 per 10 stalls
vehicle sales or hire premises	1 per vehicle for all sales and hire vehicle parking, + 1 per 130m <sup>2</sup> vehicle display area + additional parking for workshop or service facility at service station rate	Adequate to allow regular service vehicles likely to use the premises, including vehicle transporters, to enter, park within and leave the site driving forwards	see bulky goods premises etc	
<b>Other commercial premises</b>				
amusement centres	see business premises			
animal boarding or training establishments	4 parking spaces constructed to an all weather standard.	Adequate to allow regular service vehicles likely to use the premises to enter, park within and leave the site driving forwards		
entertainment facilities	1 per FTE employee + 1 per 3 seats (or capacity divided by 3 where no seating) + food & drink premises and/or pub requirement as applicable	Adequate to allow regular service vehicles likely to use the premises to enter, park within and leave the site driving forwards	Equivalent to 5% of FTE staff	Equivalent to 5% of seating/capacity
function centres				

# Minimum off street car, service vehicle and bicycle parking provision

## Appendix 1

Land Use as defined in the Dictionary to LEP 2012	Minimum Parking Spaces required	Minimum Service Vehicle Parking Spaces required	Minimum Bicycle Parking required	
			Staff - (Long-term Use, Secure parking, lockers and shower required)	Customer/Visitor - (Short-term use, parking per AS2890.3)
<i>Note: GFA = Gross Floor Area as defined in the Dictionary to LEP 2012; FTE = full time equivalent</i>				
<i>Note: Where a use is not listed in this table, specific traffic impact/parking demand studies to address the specific circumstances of a development proposal are to be provided by suitably qualified and experienced persons. Aspects of the use may then be subject to conditions of consent.</i>				
highway service centres	service station requirement + food & drink premises requirement as applicable	see service stations	nil	
industry retail outlets	1 per 70 m <sup>2</sup> GFA	see bulky goods premises etc		
registered clubs	see food and drink premises -pubs			
restricted premises	see business premises			
service stations <i>(note car wash facilities to be the subject of a traffic/parking study for the specific nature of the facility)</i>	2 per fuel bowser (1 either side) for all fuel sales + 1 for each tyre pressure gauge and gas sales facility + 1 per 40 m <sup>2</sup> for any retail area + 6 per work bay for any car servicing or repair facility + food & drink premises requirement if customer seating provided	Adequate to allow regular service vehicles likely to use the premises, including fuel tankers, to enter, park within and leave the site driving forwards and avoiding obstruction to the circulation of other vehicles within the complex	see shops	1 per 50 m <sup>2</sup> GFA
sex services premises (brothels)	see business premises			
veterinary hospitals	in B zones, see business premises; in other zones, to be based on a traffic/parking study to reflect the specific nature of the practice.			
<b>Educational establishments</b>				
schools	1 per FTE employee + 1 for every ten Year 11 and 12 Students + pick up/set down areas for parents, buses	to be based on a traffic/parking study for the specific use	1 per 5 pupils over year 4	nil
adult/tertiary education, university teaching and learning areas <i>(see separate standards for other uses including student colleges/halls of residence under 'Residential accommodation')</i>	1 per FTE employee + 1 for every 5 students not resident on campus		Equivalent to 5% FTE staff + 10% of FTE student numbers	nil
industrial training establishments	see adult/tertiary education			
<b>Health services facilities and other community infrastructure</b>				
health consulting rooms, medical centres	4 for the first practitioner then 3 for each additional practitioner	for consulting rooms - driveway parking with adequate reversing space acceptable except for frequent (more than three times daily) deliveries where dedicated space desirable; for medical centres - to be based on a traffic/parking study for the specific use + space for off street ambulance access	1 per 400m <sup>2</sup> GFA	1 per 200 m <sup>2</sup> GFA

# Minimum off street car, service vehicle and bicycle parking provision

## Appendix 1

Land Use as defined in the Dictionary to LEP 2012	Minimum Parking Spaces required	Minimum Service Vehicle Parking Spaces required	Minimum Bicycle Parking required	
			Staff - (Long-term Use, Secure parking, lockers and shower required)	Customer/Visitor - (Short-term use, parking per AS2890.3)
<i>Note: GFA = Gross Floor Area as defined in the Dictionary to LEP 2012; FTE = full time equivalent</i>				
<i>Note: Where a use is not listed in this table, specific traffic impact/parking demand studies to address the specific circumstances of a development proposal are to be provided by suitably qualified and experienced persons. Aspects of the use may then be subject to conditions of consent.</i>				
hospitals, mortuaries	to be based on a traffic/parking study to reflect the specific nature of the facility, plus reserved space(s) suitable for direct ambulance access		Equivalent to 5-10% of FTE staff	1 per 30 beds/places
information & education facilities (museums)	to be based on a traffic/parking study for the specific use			
<b>Health services facilities and other community infrastructure (continued)</b>				
community facilities, respite day care centres				
child care centres	1 per FTE employee plus pick up/set down area based on size of facility	to be based on a traffic/parking study for the specific use		Equivalent to 10% of FTE staff
places of public worship	1 per 3 seats (or capacity divided by 3 if no seating) <i>Note: If church and church hall are situated on the same site, provision need only be made for whichever building generates the higher parking requirement</i>	to be based on a traffic/parking study for the specific use	Equivalent to 5% of FTE staff	Equivalent to 5% of seating/capacity
emergency services facilities	to be based on a traffic/parking study for specific use			
<b>Industries and storage uses</b>				
<i>Note: Applications for major industrial or storage developments must be accompanied by a Traffic Impact Study that addresses all parking and service vehicle parking requirements. All development proposals must be supported by information on the likely size and number of service vehicles anticipated, which should inform parking/loading area design.</i>				
light and general industries	1 per 100m <sup>2</sup> GFA	See note above; 1 per 800m <sup>2</sup> GFA, and thereafter based on a traffic/parking study for the specific use	1 per 1000m <sup>2</sup> GFA	nil
high technology industries	to be based on a traffic/parking study for specific use			
self storage units	1 per FTE employee + sufficient space for standing a car or small rigid truck space adjacent to each unit that will not obstruct the circulation of other vehicles within the complex	See note above; Adequate to allow regular service vehicles likely to use the facility to enter, park within and leave the site driving forwards and avoiding obstruction to the circulation of other vehicles within the complex	nil	
vehicle repair and body repair facilities	6 per service/work bay	Adequate to allow regular service vehicles likely to use the premises, to enter, park within and leave the site driving forwards		
warehouses	1 per 300m <sup>2</sup> GFA or 1 per FTE employee, whichever is greater	See note above; 1 per 800m <sup>2</sup> GFA, and thereafter based on a traffic/parking study for the specific use	see light and general industries	

Land Use as defined in the Dictionary to LEP 2012	Minimum Parking Spaces required	Minimum Service Vehicle Parking Spaces required	Minimum Bicycle Parking required	
			Staff - (Long-term Use, Secure parking, lockers and shower required)	Customer/Visitor - (Short-term use, parking per AS2890.3)
<i>Note: GFA = Gross Floor Area as defined in the Dictionary to LEP 2012; FTE = full time equivalent</i>				
<i>Note: Where a use is not listed in this table, specific traffic impact/parking demand studies to address the specific circumstances of a development proposal are to be provided by suitably qualified and experienced persons. Aspects of the use may then be subject to conditions of consent.</i>				
depots	to be based on a traffic/parking study for specific use			
<b>Transport and utility infrastructure facilities</b>				
various	to be based on a traffic/parking study for specific use			
<b>Recreation facilities</b>				
Indoor/ Outdoor/Major/Other	to be based on a traffic/parking study for specific use			

## Multiple Uses

Where a development contains more than one land use the total parking requirement will be calculated by adding together the number of spaces required for each separate use, as follows:

<b>Proposed Retail and Office and Development with Gross Floor Area of 800m<sup>2</sup> retail and 450m<sup>2</sup> offices:</b>	
<b>Car Parking Requirement</b>	
Retail Space 800m <sup>2</sup> /40m <sup>2</sup>	= 20 Spaces
Office Space 450m <sup>2</sup> /40m <sup>2</sup>	= 11.25 Spaces
<b>Total Requirement</b>	<b>= 31.25 Spaces* (or 31 Spaces)</b>
<b>Service Vehicle Requirement</b>	
Retail Space 800m <sup>2</sup> /400m <sup>2</sup>	= 2 Spaces
Office Space 450m <sup>2</sup> /4000m <sup>2</sup>	= 0.11 Space
<b>Total Requirement</b>	<b>= 2.11 spaces* or 2 spaces (eg 1 for trucks and 1 for vans)</b>

## Changes of Use

Where a development involves a change of use, the difference between the parking which would have been required for the former use and that required for the new use will determine whether any additional parking will be required.

Council will require the original parking to be maintained as well, unless a 'credit' applies (see below- Parking Credits).

<b>Warehouse Building (600m<sup>2</sup> Gross Floor Area) to be changed to Industrial Use:</b>	
i) Car Parking formerly required 600m <sup>2</sup> /300m <sup>2</sup>	= 2 Spaces
ii) Car Parking required for Proposed Use 600m <sup>2</sup> /100m <sup>2</sup>	= 6 Spaces
iii) Total Additional Requirement = ii) - i)	= 4 Spaces to make a total of 6 spaces

Note. Service vehicle requirements for warehouses and industrial uses are the same, thus no additional requirement would apply.

## Parking 'Credits'

Council recognises that, in certain cases, land uses may have been lawfully established without any off-street parking or with only a proportion of the parking that would now be required for those uses under this chapter.

An estimate of this 'historic deficiency' may be obtained by calculating the relevant car parking requirements under this chapter for the existing lawful development on a site and subtracting any existing off-street parking provision. The resultant figure will then be treated as a 'credit' in any parking calculations which may be required for new development on the site (including changes of use).

Two examples of the use of credits are set out below:

<b>Existing cinema (100 seats) to be extended by a further 50 seats - no off street car parking presently available:</b>	
i) Total Car Parking Required = $150/3 + 1$ per FTE staff	= 50 spaces + 1 per FTE staff
ii) Credit for existing cinema = $100/3 + 1$ per FTE staff	= 33 spaces + 1 per FTE staff
iii) Actual Requirement = i) - ii)	= 17 spaces + net staff requirement

<b>Existing retail building of 200m<sup>2</sup> Gross Floor Area with 2 off-street parking spaces - Proposed change of use to Funeral Chapel with 30 seats:</b>	
i) Parking Required = 1 per 3 seats	= 10 spaces
ii) Credit for Existing Shop = $(200\text{m}^2/40\text{m}^2 - 2 \text{ existing spaces})$	= $5 - 2 = 3$ Spaces
iii) Actual Requirement = i) - ii)	= 7 spaces