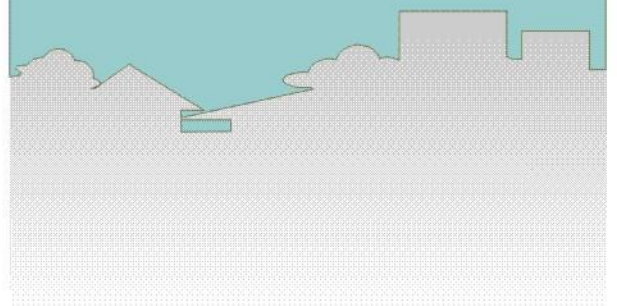


Part G

Car  
Parking  
and  
Access



# **PART G CAR PARKING AND ACCESS**

## **Contents**

G1	Car parking and access .....	3
G1.1	Location of driveways .....	6
G1.2	Service vehicle requirements.....	7
G1.3	Parking requirements for specific land uses .....	8
G1.4	Car parking requirements .....	12
G1.5	Contributions in lieu of providing off street parking .....	13

# G1 Car parking and access

---

**About this part:**

This part provides the general guidelines for parking and access.

**Applies to:**

All development within Greater Taree City Council.

**Date adopted by Council:**

14 October 2009

**Effective date:**

25 June 2010

**Related Policy / Technical Manual:**

Australian Auspec Guidelines.

Ausroads Guide to Traffic Engineering Practice

---

## Principle objectives

- To ensure that suitable and adequate off street parking facilities are provided to accommodate vehicles generated by various developments;
- Ensure sufficient and practical design of parking and access areas;
- Provide safe entry and exit for vehicles and pedestrians from parking areas;
- Ensure adequate access and manoeuvrability for service vehicles.
- Ensure quality of parking areas in terms of safety, amenity and integration with surrounding areas.
- Ensure a balance is achieved between the needs of proposed development and the needs of vehicular and pedestrian traffic.
- Ensure the provision of sufficient and suitably located parking for persons with a disability, cyclists, and motorcyclists within appropriate developments.
- Ensure landscaping and the materials of construction improve the amenity of the parking areas.
- Provide parking areas which promote ease of access as well as suitable internal circulation patterns.
- Ensure that adequate provision is made for off-street parking of passenger and service vehicles generated by new developments and redevelopments.
- Provide acceptable alternatives in lieu of on-site parking which:
  - Enable Council to responsibly consider development proposals which do not comply with the on-site parking requirements of this DCP.
  - provide a mechanism to avoid the development of numerous small-scale dispersed car parks
  - promote the establishment of strategically located larger parking facilities
  - Ensure adequate facilities are provided within a development for the loading and unloading of persons and goods.

## Performance criteria

### General requirements for all development

Applicants are also referred to the **AS 2890.1 Off Street Car Parking**

1. Car parking spaces will not be permitted closer than 3m to the street alignment in residential areas and 6m to the street alignment in industrial areas. Wherever practical a minimum 3m set back will also be applied in commercial areas.
2. The minimum width of an enclosed garage shall be 3m. The garage opening may be a minimum of 2.6m provided the width is sufficient to allow convenient access to and from the garage in accordance with the design car turning path.
3. Combined entry/exit driveways are to have a minimum width of 6m and singular driveways (separate entry/exit ways) are to have a minimum width of 4m, unless otherwise specified.
4. Hardstand areas should be minimised, but where used shall be concrete or bitumen and, where soil conditions and vehicular traffic permit, be substantially constructed using semi-pervious materials.
5. All rights of way and access corridors for battle axe blocks shall have a concrete driveway constructed to the satisfaction of Council in conjunction with civil works required for subdivision. The driveway shall be a minimum of 3m wide and is not to service more than 3 lots.

### General requirements for commercial, industrial and mixed use development

**For technical requirements and standards** applicants are to refer to the Auspec Guidelines on Council's website under "Engineering Development Specifications"

1. The design must incorporate rational circulation pattern.
2. Entrance/exit facilities must be capable of accommodating peak loads.
3. Parking, access lanes and manoeuvrability areas shall be constructed, paved and drained in accordance with Council's standards. Parking spaces shall be permanently and clearly identified.
4. Parking area surfaces shall be constructed in bitumen or concrete, however the use of alternative and permeable surface treatments is encouraged where soil conditions and vehicular traffic permit.
5. Landscaping is encouraged in car parking areas in order to improve the appearance of the parking area and provide shade. Landscaping should not restrict entry and exit sight lines, nor result in the parking area being difficult to recognize from the street.
6. Unless otherwise specified all vehicles must enter and leave the site in a forward direction.
7. Adequate space for the manoeuvring of vehicles, particularly rigid and articulated heavy vehicles (where necessary), is to be provided. A manoeuvre width no less than twice the length of the longest vehicle using the facility is recommended.
8. Access roads and internal roadways should be constructed to a level adequate for the largest vehicle anticipated to use the site. Internal road networks are to have a minimum width of 6 meters for two-way traffic with 7.5m being desirable.

9. The design should minimize the potential for vehicular/ pedestrian conflict and should provide a pedestrian connection between the car park and the development.
10. Wheel stops should be provided where appropriate to protect areas from vehicle encroachment, particularly if used by pedestrians.
11. Parking bays for disabled people are to be provided at the rate of 1 space per 50 car parking spaces and located to allow safe and convenient access to a development. Note: A maximum grade of 1:14 should be provided on all pedestrian ramps used by the disabled.
12. In commercial areas pram parking is to be provided at the rate of 1 space per 100 car parking spaces.
13. The first vehicular driveway reached by using the kerbside lane adjacent to the site is to be the entrance.
14. Buildings are to be located and designed so that there is adequate sight distance to and from intersections and driveways.
15. Customer parking spaces are to be provided in locations approved by Council, which will encourage customers to park in the parking area rather than on the road.
16. Unless otherwise specified, access road widths within the site should not be less than the driveway widths specified in DCP Part H2.4 for development up to and including dual occupancy. Internal access road widths for developments greater than dual occupancy should not be less than 6m, and in any case should be designated to accommodate the type of vehicles likely to be generated by the particular development.
17. Designated car parking spaces are not to be used for storage or for industrial garbage receptacles.

## G1.1 Location of driveways

### Performance criteria

#### General provisions for all development

A **vehicular driveway** is that part of the vehicular access lying between the edge of the carriageway and the abutting property boundary.

1. A vehicular driveway, entry and/or exit, which crosses the edge of the carriageway and the property boundary, shall:
  - a. Be clear of all obstructions which may prevent drivers from having a timely view of pedestrians;
  - b. Be located such that any vehicle turning from the street into it or into the street from it can be readily seen by the driver of an approaching vehicle in the street;
  - c. Be constructed in accordance with Australian Standard AS2890.1 *Parking Facilities – Off Street Car Parking*.

#### General requirements for commercial, industrial and mixed use development

1. A vehicular driveway, entry and/or exit, which crosses the edge of the carriageway and the property boundary shall:
  - a. Have separate entry/exit if there is any likelihood that it will be used by vehicles both entering and leaving the site simultaneously which could result in the obstruction or delay of traffic in the street, or where more than 50 car spaces are to be provided;
  - b. Be properly signposted by the use of 'in/' 'entrance', 'out/' 'exit' and 'keep left' signs, where appropriate;
  - c. Be a minimum of 9m to the prolongation of the property line of any intersecting street;
  - d. Not be on an intersection or within 6m of a break in the median strip;
  - e. Be a minimum of 6m to the commencement of a curve linking the carriageways of the public streets at an intersection;
  - f. Be a minimum of 25m to any signalised intersection;
  - g. Be a minimum of 1m to site boundaries.
2. Where in the redevelopment of an existing site it is impracticable to obtain the distances specified above, the Council may determine that lesser distances will be acceptable. In its determination the Council will have regard to the requirements of Roads and Maritime Services, any improvements in traffic safety, which may result from the proposal and existing and future traffic conditions at the site.

## G1.2 Service vehicle requirements

### Performance criteria

1. Service areas should operate independently of other parking areas.
2. Convenient and safe access should be provided to facilitate on-site service operations and to thus discourage on-street loading and unloading.
3. Where practical, service roadways should require vehicles to circulate in a clockwise direction.
4. The movement and turning path requirements of vehicles should be used to determine the design and layout of service areas.
5. However, specific requirements peculiar to certain developments may demand more generous space provisions.
6. A minimum of 3.6m headroom should be provided over all areas traversed by service vehicles.
7. For docking purposes, a manoeuvring width of not less than twice the length of the longest vehicle using the facility is recommended.
8. Service vehicular access ways are to be clearly separate from normal customer and resident vehicular access to ensure free movement of service vehicles and safety of pedestrians.

## G1.3 Parking requirements for specific land uses

1. In the case of a combination of uses, the total requirements for vehicular parking space shall be the sum of the requirements for the various uses, except where it can be demonstrated that the times of real demand for the various uses do not coincide. In those cases the Council will require parking facilities to be provided to serve the peak cumulative demand.
2. Details and plan of parking areas and driveways shall be submitted with the Development Application indicating method of construction, paving, marking and drainage.
3. In respect of existing premises being altered (including reconstruction), enlarged or converted the following shall apply:
  - a. If the alteration does not result in increased floor space and the use of the building is not significantly changed, then no provision for parking will be required;
  - b. If the alteration results in increased floor area then parking will be required in respect of the increased area only;
  - c. If the use of an existing building, or part thereof, is changed the assessment of parking required will be based on the extent to which the requirement for the new use exceeds the requirement for the former or existing use.
4. Any new consent or consent to alter, enlarge, convert or increase the capacity of any building or the use of any land shall make provision for off-street vehicular parking in accordance with the following table.

LAND USE	MINIMUM NUMBER OF PARKING SPACES REQUIRED (GFA = GROSS FLOOR AREA; NFA = NET FLOOR AREA)
<b>Residential</b>	
Dwelling house	1 space behind building setback and a minimum 3m wide driveway.
Dual Occupancy	1 space per 1 and 2 bedroom dwelling. 2 spaces for each 3 or more bedroom dwelling.
Residential Flat Buildings and Multi Dwelling Housing	1 space per 1 and 2 bedroom dwelling; 2 spaces per 3 or more bedroom dwellings; 1 space per 4 dwellings for visitor parking for development less than 8 dwellings, otherwise 1 space per 3 dwellings.
Boarding House	1 space per 2 rented rooms + 1 space for manager
Health Consulting Rooms (in Residential zones)	2 spaces per consulting room plus one space for the dwelling.
<b>Non-Residential</b>	
Exhibition Homes	2 spaces per exhibition home.
Group Homes/Hostels	1 space per 2 beds. 1 space for any resident caretaker/manager.
<b>Retail</b>	
Shops/Showrooms	1 space per 30m <sup>2</sup> of N.F.A. For the area bounded by Commerce Street, High Street, Macquarie Street and the Manning River parking is to be provided at the rate of 1 space per 24m <sup>2</sup> of leasable G.F.A.
Markets	1 space per 40m <sup>2</sup> of market area



Landscape & Garden Supplies and Other Outdoor Retail/Display Uses/Leisure Goods	1 space per 130m <sup>2</sup> of display area. 1 space per 40m <sup>2</sup> of G.F.A, including indoor retail areas.
Bulky Goods Premises	1 space per 50m <sup>2</sup> of G.F.A, including provision for cars with trailers.
Supermarkets	1 space per 30m <sup>2</sup> of N.F.A.
Roadside Stalls	4 spaces.
Fruit and Vegetable Markets	1 space per 25m <sup>2</sup> of N.F.A.
<b>Commercial</b>	
Office Premises/Public Buildings	1 space per 35m <sup>2</sup> of N.F.A. 1 space per 500m <sup>2</sup> for courier/service vehicles.
Auction Rooms	Will be considered individually based on the type of auction, i.e. general goods/vehicles, and the operation time of the auction.
Vehicle Showrooms	1 space per 130m <sup>2</sup> of display site area. 6 spaces per service work bay.
Outdoor Displays and Sales	1 space per 130m <sup>2</sup> of display area.
Service Station	6 spaces per work bay. 1 space per 20m <sup>2</sup> of retail floor space (2 spaces minimum).
Neighbourhood Shops	1 space per 30m <sup>2</sup> GFA.
Mortuary/Funeral chapels / Funeral homes	1 space per 3 seats; or 1 space per 9m <sup>2</sup> of N.F.A (whichever is greater)
Business Premises	1 space per 30m <sup>2</sup> of N.F.A
<b>Restaurants and Reception Centres</b>	
Restaurant (includes Cafe, Tearooms, Coffee Shop and the like)	<u>Where located within a business or industrial zone</u> – 1 space per 30m <sup>2</sup> of N.F.A.  <u>All other zones</u> - 15 spaces per 100m <sup>2</sup> of NFA or 1 space per 3 seats (whichever is the greater)
Function Centre	1 space per 3 seats
Take-Away Food and Drink Premises	(a) Development with on-site seating and drive-through: 1 space per 8.3m <sup>2</sup> of G.F.A; plus 1 space per 5 seats (internal & external). (b) Development with no on-site seating or drive-through facilities - 12 spaces per 100m <sup>2</sup> of G.F.A. (c) Development with on-site seating but no drive-through facilities - 12 spaces per 100m <sup>2</sup> of G.F.A; plus 1 per 5 seats (both internal & external).
<b>Note for drive-through facilities:</b> an exclusive area for queuing of cars is required (queue length of 5 to 12 cars measured from pick up point. This includes a minimum of 4 car spaces for cars queued from ordering point, plus 2 car spaces for cars waiting for orders past the pick up point area.	
<b>Licensed Premises</b>	
Registered Club	Parking to be required to satisfy the peak cumulative development as a whole. A traffic study using comparisons with similar clubs (size / facilities offered) is to accompany each application.
<input type="checkbox"/> Provision for coaches to pick up and set down may also be required for large establishments.	
Hotel	As per Registered Club. Where accommodation is provided 1 space per residential unit/room; + 1 space for any residential manager; + 1 space per 2 employees
<b>Recreation Facilities (including indoor and outdoor sporting venues)</b>	
Amusement Centre	1 space per 35m <sup>2</sup> G.F.A; plus bicycle parking

Entertainment Facility	Car parking will be determined on the characteristics of the facility. A submission based on similar facilities parking arrangements will be required.
Bowling Alleys, Squash and Tennis Courts, Golf Courses, Swimming Pools	3 spaces per lane, court or green
Bowling Greens	30 spaces for the first green; and 15 spaces for every green thereafter
Football, Cricket Pitches, Netball Courts, Soccer	Minimum of 15 spaces per pitch or court.
Gymnasiums, Fitness Studios	1 space per 25m <sup>2</sup> G.F.A.
Community Facility	Car parking will be determined on the characteristics of the community facility.
<b>Tourist Facility</b>	
Caravan Park	See Part H3.7 for requirements
Motel	1 space per unit/room; plus 1 space for any residential manager; + 1 space per 3 non-resident employees; + 1 space per 6m <sup>2</sup> for public entertainment/function/reception room/bar or 1 space per 3 seats (whichever is the greater)
<input type="checkbox"/> Provision for coaches to pick up and set down may also be required.	
<b>Education</b>	
Child Care Centre	1 space for every 4 children in attendance
Educational Establishments	(a) <i>Schools</i> : 1 space per 2 full-time staff member; plus 1 space for every 10 x Year 11/12 students; plus bicycle storage; plus pickup/set down area; plus 1 space per 100 students enrolled for visitor parking. (b) <i>Adult Education</i> : 1 space per 2 staff members; plus 1 space for every 5 students; plus bicycle storage. (c) <i>School Halls</i> : see below.
<b>Halls, Meeting Places, Places of Religious Worship</b>	
Places of Assembly, Place of Public Worship	1 space per 6 seats or 1 space per 9m <sup>2</sup> of N.F.A. (whichever is greater). A detailed parking submission may be required.
Theatres	1 per 5 seats
<b>Health Care</b>	
Medical Centres	3 per surgery; plus 1 per doctor; plus 1 per employee, or 4 spaces per 100m <sup>2</sup> (whichever is the greater)
Hospitals / Nursing Home	1 space per 3 beds for visitors; plus 1 space per 2 staff/resident doctor; plus 1 space per 15 beds for visiting doctors; plus 1 space for ambulance (minimum)
Veterinary Hospital	1 space per 40m <sup>2</sup> of G.F.A.; plus 1 space per doctor; plus 1 per employee
Health Consulting Room (Commercial Zone)	3 spaces per surgery; plus 1 space per employee
<b>Industrial</b>	
Automotive Uses (includes Auto-Electricians Workshop, Auto Mechanical and Body Repair Workshop, Car Repair Stations, Car Tyre Retail Outlets, Battery, Muffler Service, Panel Beaters, Spray Painters)	4 spaces per workbay or fitting bay or 1 space per 30m <sup>2</sup> (whichever is greater)
Industry	1 space per 70m <sup>2</sup> of G.F.A.

Industry where floor space of the office or showroom component exceeds 20% of the total floor space	1 space per 70m <sup>2</sup> of G.F.A; plus 1 space per each 40m <sup>2</sup> of office or showroom (any office floor space up to 20% of the total building area only requires 1 space per 70m <sup>2</sup> of GFA).
Industrial Units	1 space per 50m <sup>2</sup> of G.F.A; plus 1 space per unit, where each unit is less than 200m <sup>2</sup> . Where each unit is greater than 200m <sup>2</sup> , 1 space per 70m <sup>2</sup> of G.F.A.
Open Yard Activity/Storage	1 space per 200m <sup>2</sup> of open yard area
Hire Centres	1 space per 70m <sup>2</sup> of G.F.A. of building; plus 1 space per 100m <sup>2</sup> of open yard area
Road Transport Terminal, Container Depots, Bus Depots and the Like	1 space per car/truck/van/bus at the time of estimated peak vehicle accumulation on the site; plus 1 space per 2 staff
Warehouse or Distribution Centre Warehouse or distribution centre where floor space of the office component exceeds 20% of the total floor area	1 space per 200m <sup>2</sup> of G.F.A. 1 space per 200m <sup>2</sup> of GFA; plus 1 space per each 40m <sup>2</sup> of office or showroom (any office floor space up to 20% of the total building area only requires 1 space per 200m <sup>2</sup> of GFA)
<input type="checkbox"/> Other activities/uses not specifically mentioned or where no guidelines exist, the proposal will be assed on the merits of the application and should be supported by a parking study.	

## G1.4 Car parking requirements

1. Calculations for the number of car parking spaces will primarily be based on the gross floor area of the development, unless otherwise specified. Council will also give some consideration to other features of the development such as proposed maximum staffing levels, expected customer levels etc.
2. Where the calculation in respect of the level of parking required results in a fraction of a space, the requirement shall be taken to the next highest whole number, unless otherwise specified.
3. All car parking spaces are to be made available for the purposes of car parking and should not be used for storage purposes (including the storage of goods, waste receptacles, and in the case of vehicle hire and sales premises, motor vehicles).
4. The number of off-street car parking spaces required for a development must be calculated in accordance with the methodology demonstrated in the following hypothetical development example:

A combined industrial/warehouse development contains:

Industrial gfa =  $1,500\text{m}^2 / 70 = 21.43$  (round up to 22)

Warehouse gfa =  $1,050\text{m}^2 / 200 = 5.25$  (round up to 6).

Therefore this development would require 28 off-street car parking spaces.

## G1.5 Contributions in lieu of providing off street parking

### Explanation

Where a proposed development is located in a Business or Commercial zone within the area designated in red below, Council may, in accordance with the relevant S94 Contributions Plan, accept a cash contribution in lieu of the provision of car parking on the development site.

### Performance criteria

1. The amount of any cash contribution to be accepted by Council in lieu of providing off street vehicle parking shall be as determined in accordance with Council's adopted fees and charges.
2. Any cash contributions received by Council in lieu of providing off street vehicle parking will be paid into the appropriate Trust Fund and the use of the funds will be restricted to the provision and upgrading of off street public vehicle parking.
3. Where Council determines that the provision of in-site parking is necessary or desirable, the council may refuse to accept a cash contribution and may direct that the necessary parking provision be made on site.

