



## Outline

# Part 12 Specific infrastructure issues

### **Explanatory outline**

Part 12 specifies outcomes, design guidelines and other requirements relating to specific infrastructure issues. There are separate sections for each of the following matters:

#### **12a Access & vehicle parking**

## 12a Access & vehicle parking

### Explanatory outline

Section 12a outlines assessment criteria relating to the provision of vehicular access and parking. The following matters are covered:

- number and type of vehicle parking spaces required
- car parking and internal road design and construction
- landscaping
- access to the site and driveways
- loading facilities.

## 12a Access & vehicle parking

### 12a.1 Application of this section

This section applies to development described in Column 1 when carried out on land described in Column 2.

Column 1:	Type of development	Column 2:	Applicable land
• Any development that requires development consent, and which requires vehicle access or parking.		Any land.	

### 12a.2 Relevant planning instruments & legislation

The following environmental planning instruments or other legislation are relevant to development to which this section applies:

- *Upper Hunter Local Environmental Plan 2013*
- *State Environmental Planning Policy No (Infrastructure) 2007*

Further planning instruments and legislation may also be relevant. In the event of any inconsistency, the above listed instruments will prevail over requirements or criteria contained in this section.

### 12a.3 Definitions

The following terms defined in the Dictionary are relevant to this section:

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• car park</li> <li>• gross floor area</li> </ul> | <ul style="list-style-type: none"> <li>• parking space</li> </ul> |
|--|---|

In addition, a range of land use types specified in this section are defined in the Dictionary of *Upper Hunter Local Environmental Plan 2013*.

### 12a.4 Objectives

The objectives of this section are to:

- ensure that adequate provision has been made in traffic generating developments for the off-street parking and manoeuvring of vehicles and the loading and unloading of vehicles
- ensure that vehicular parking areas are designed in such a manner as to be functional, aesthetically pleasing in terms of landscaping, and safe for motorists and pedestrians



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- ensure that loading and unloading operations do not adversely interfere with vehicle and pedestrian movements
- ensure that the proposed means of entrance to and exit from developments is adequate and that all vehicles entering or leaving properties are driven in a forward direction

### 12a.5 Supporting plans & documentation

Development applications that are subject to this section should be supported by the following plans and documentation.

Item	When required	Plans or information to be provided
A. General requirements	All applications	Refer to section 2c Lodging a development application.
B. Development-specific requirements	All applications	Plans and information required in the development-specific sections of this DCP – e.g. urban residential development, rural development, commercial development, industrial development
C. Traffic impact assessment	Applications for development that is likely to have a significant impact on traffic movement within the locality	The Traffic impact assessment is to be prepared by a suitably qualified and experienced traffic engineer and demonstrate compliance with the NSW Roads and Maritime Service's <i>Guide to Traffic Generating Development, SEPP Infrastructure</i>
D. Vehicle parking & loading details	Applications involving vehicle access, car parking or loading facilities.	Detailed and dimensioned plans are required including, but not limited to, the location and dimensions of all vehicle parking spaces, bays, internal roads, driveways and manoeuvring areas. The plans must show: <ul style="list-style-type: none"> <li>• proposed vehicular access and circulation, including on-site vehicular movement and turning circles. [Turning templates should be provided for the largest vehicle proposed to access the site, clearly showing how it will enter and leave the site in a forward direction]</li> <li>• compliance with AS 2890.1-2004 "Parking Facilities – off street vehicular parking", AS2890.2 – 2002 "Parking Facilities – Commercial vehicle facilities"</li> <li>• details of the estimated size and frequency of goods delivery vehicles visiting the premises (where relevant).</li> </ul> A study may be required justifying the number of parking spaces to be provided on site.
E. Driveways	Applications involving the construction of driveway access to a property boundary (for example, across a public footpath).	• Driveway plans will need to be submitted with a separate section 138 Roads Act 1997 approval (can be lodged in conjunction with the development application). • Full driveway profile is required for new driveways off public roads.

### 12a.6 Other lodgement requirements

In accordance with *State Environmental Planning Policy No (Infrastructure) 2007*, Council is required to refer proposals for major traffic generating developments to the NSW Road and Maritime Services or for consideration by Council's Traffic/Development Committees

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### 12a.7 Assessment criteria

A performance-based approach will be adopted in the assessment of development applications. Applications will be assessed according to the extent to which the outcomes specified in the left-hand column of the following table will be satisfied or achieved by the design, construction or operation of the proposal.

The design guidelines specified in the right-hand column indicate design and best practice solutions by which the required outcomes can be met. They do not preclude other solutions that may be suitable under particular local circumstances. All proposals will be considered on merit.

Outcomes to be achieved	Design guidelines
<p><b>A. Number &amp; type of vehicle parking spaces</b></p> <ul style="list-style-type: none"> <li>■ Adequate parking for visitors, employees and users of specific land uses is provided on the development site.</li> <li>■ Parking is provided at the rate and type specified in Table 28 Car parking requirements .</li> <li>■ The number of car parking spaces to be provided as set out in the Table is assessed to the nearest higher whole number, provided that a minimum of one (1) parking space is required for each independently assessed use.</li> <li>■ Special parking spaces for people with disabilities are provided at the rate of two percent (2%) of the overall spaces provided for any development that is provided parking for the public or employees. A minimum of 1 space is provided. These spaces are clearly signposted and marked and have a minimum width of 3.2 metres, and comply with the provisions of <i>AS2890.1- Off Street Car Parking</i>.</li> </ul> <p><b>Mixed use development</b></p> <ul style="list-style-type: none"> <li>■ In the case of a combination of land uses on the site, the parking requirement for each separate use is calculated and then added together to provide the total parking requirement. Departure from this method may only be considered where it can be demonstrated that the peak demand for each land use component of the development is staggered.</li> </ul> <p><b>Extension of premises</b></p> <ul style="list-style-type: none"> <li>■ Where existing premises are being extended to create additional gross floor area, the additional parking requirement is calculated in accordance with the parking standards specified in Table 28 Car parking requirements on the basis of the increased floor space.</li> </ul> <p><b>Change of use</b></p> <ul style="list-style-type: none"> <li>■ Parking requirements for the proposed changes of use is in accordance with the rates prescribed in Table 28 Car parking requirements . Any non-compliance will need to be accompanied by justification and may not be supported by Council if it is not satisfied that adequate parking will be provided.</li> </ul> <p><b>Major traffic generating developments</b></p> <ul style="list-style-type: none"> <li>■ Parking requirements for major new developments takes into account:</li> </ul>	<ul style="list-style-type: none"> <li>• Car parking should normally be provided on the site of the development but Council may accept provision of car parking on other land owned by the developer provided that it is satisfied that the alternate location is convenient to the development.</li> <li>• Minor ancillary or incidental uses will be assessed as part of the main use of the building, i.e. the office, storeroom, staff rooms, etc. of a shop will be included in the area of the shop and will not be treated as a separate store or office use.</li> <li>• Council may, at its discretion, waive the car parking requirements for small scale additions where:             <ul style="list-style-type: none"> <li>- the proposed extension is of a minor nature requiring the provision of not more than one additional car parking space; or</li> <li>- the extension is not directly related to the parking generation potential of the development.</li> </ul> </li> </ul> <p><b>Low intensity uses</b></p> <ul style="list-style-type: none"> <li>• Where the proponent of a development is able to demonstrate that it is unnecessary to provide the total number of parking spaces on site as required by this Plan, a lesser provision may be accepted by Council. In such circumstances suitable justification and a detailed analysis should be submitted with the development application.</li> </ul>

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### Outcomes to be achieved

### Design guidelines

- likely demand for off street parking generated by the development;
- the mix of uses and their parking requirements;
- availability of public transport to service the development;
- probable mode of transport to be used by employees and customers;
- likely peak usage times of the proposed development; and
- existing traffic volumes on the surrounding street network including, where relevant, the potential traffic volumes.

### Undefined development

- Where a proposed development does not fall within any of the land use categories identified in Table 28 Car parking requirements, Council shall calculate the on site parking requirements having regard to the experience of similar existing development and an assessment of the likely traffic generating potential of the proposed development.

### Other

- Car parking spaces are used solely for parking purposes.
- Areas used for driveways, access, manoeuvring, trolley storage, clothes drying or any other purpose are not used (or counted) as car parking spaces.

Note: where the developer is unable for any reason to comply with Table 28 Car parking requirements, they may be required to contribute to the cost of Council's car parking areas as per the current relevant s94 or s94A Developer Contributions Plan(s).

### B. Car parking & internal road design & construction

- The minimum dimensions, design and construction of parking bays, aisles, driveways, loading areas etc is in accordance with Australian Standard AS 2890.1 Off Street Car Parking, or Australian Standard AS 2890.2 Commercial Vehicles Facilities.
- Adequate on site manoeuvring and circulating areas is provided to ensure that all vehicles enter and leave the site do so in a forward direction.
- The location of the parking area on the site is determined having regard to:
  - site conditions such as slope and drainage.
  - visual amenity.
  - the location of the building; and.
  - the proximity to any neighbouring residential development.
- Car parking and loading facilities are designed to make
  - Parking spaces for visitors and customers should be provided where they are clearly visible from the street so their use is encouraged.
  - Parking spaces for employees and for longer duration parking may be located more remotely from the street.
  - In choosing the most suitable pavement type the following factors should be considered:
    - anticipated vehicle loads.
    - run-off gradients and drainage requirements; and.
    - construction constraints.

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### Outcomes to be achieved

the facility attractive to users and to visually integrate the facility into its surrounds.

- All signage (whether viewed from internal areas on the site or from external areas) are provided in accordance with the provisions of AS2890.1, AS1742 (all relevant parts) and any relevant guidelines endorsed by the RTA.

### Design guidelines

#### C. Access to the site & driveways

- All works required to service the development are designed and constructed in accordance with the relevant provisions of AS2890.
- A safe and stable access from the road formation to the allotment boundary is provided.
- Any works on public land or in the public road reserve (including driveways) that are to revert to the care and control of Council are designed and constructed in accordance with the relevant provisions of *UHSC Draft Engineering Guidelines for Subdivisions and Developments*, as amended and Standard Vehicle Lay-back (Drawing No. SVL-001) and Rural Property Access (Drawing No. RPA-001).

*Note: a separate section 138 Roads Act 1993 approval will be required for the construction of a driveway from the road to the property boundary.*

- A vehicular driveway must:
  - be located no closer than 6 metres to a corner boundary
  - not be located within 12 metres on the approaches to a "stop" or "give way" sign
  - cross the footpath or footway at right angles to the centreline of the road
  - be located so that any vehicle entering or leaving the site can be readily seen by the driver of an approaching vehicle in the street
  - be clear of obstructions which may prevent drivers having a timely view of pedestrians
  - be properly signposted by the use of "in" or "entrance" and "out" or "exit" signs, where appropriate.
  - be designed and constructed to suit design traffic loads.
- Internal roads (between the driveway and the parking area) are sufficient to cater for expected vehicle movements. The recommended minimum carriageway widths are in accordance with Table 24 Recommended minimum parking circulation roadway width – two way traffic

**Note:** Roads and Maritime Services has adopted seven types of access driveways – types 1 to 5 for cars (or

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Outcomes to be achieved	Design guidelines
<p>light vehicles) and types 6 and 7 for heavy vehicles (as shown on Table 25 Selection of driveway type based on parking spaces).</p> <p>Table 26 Recommended standards for driveway types shows entry and exit driveway widths and separation between the two where applicable for the different types of driveways.</p>	
<p><b>D. Bicycle parking &amp; access &amp; pedestrian access</b></p> <ul style="list-style-type: none"> <li>■ Developments that are likely to attract substantial numbers of the public are located and designed so as encourage access by bicycle and walking.</li> <li>■ Bicycle access and parking facilities are provided in accordance with <i>AS 2890.3: 1993 Bicycle Parking Facilities</i></li> </ul>	
<p><b>E. Landscaping</b></p> <ul style="list-style-type: none"> <li>■ A minimum of 10% of the total area of the car park is appropriately landscaped.</li> </ul>	<ul style="list-style-type: none"> <li>• Long stretches of parking bays should be dispersed with screen planting. A good rule of thumb would be to have no more than 10 parking bays before breaking with planting.</li> <li>• Plants should be selected and located to avoid maintenance problems such as interference with overhead wires, underground conduits, damage to paved areas by root systems, and leaf and branch litter.</li> <li>• Trees with large surface roots, excessive girth, brittle limbs, fruits which drop and trees which attract large numbers of birds should be avoided in parking areas.</li> </ul>
<p><b>F. Loading / unloading facilities</b></p> <ul style="list-style-type: none"> <li>■ In the case of all commercial, retail and industrial development, adequate provision is made on the development site for the loading and unloading of service vehicles.</li> <li>■ The number and dimensions of loading bays required have regard to the nature and scale of the proposed development, the estimated frequency of deliveries and the type of delivery vehicle likely to be involved.</li> <li>■ Loading/unloading bays are designed to ensure that vehicles can manoeuvre into and out of all loading/unloading areas without conflicting with the movement of vehicle and pedestrian traffic on site or in the adjacent streets.</li> <li>■ The loading/unloading areas are designed to accommodate the turning path of appropriate service vehicles detailed in Table 27 Service vehicle dimensions.</li> <li>■ Loading/unloading areas are designed to ensure that vehicles stand entirely within the site during loading and unloading operations.</li> </ul>	

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**Table 24 Recommended minimum parking circulation roadway width – two way traffic**

Number of parking spaces/service bays		
1-24 spaces and length not exceeding 40 m	25-50 spaces OR 1-24 spaces OR 1-24 spaces plus service bay(s)	Over 50 spaces OR Over 24 spaces PLUS Service bay(s)
3.5 m wide	5.0 m wide	6.0 – 6.5 m wide

**Table 25 Selection of driveway type based on parking spaces**

Road frontage	Number of car parking spaces served by the driveway					
	< 25	25-100	101-300	301-600	> 600	Heavy vehicles
Major	1-2	2-3	3-4	4	5	7
Minor	1	1-2	2-3	3-4	4	6

**Source:** RTA of NSW: Guide to Traffic Generating Developments and Australian Standard 2890.1-1993 – Parking Facilities

**Table 26 Recommended standards for driveway types**

Type	Entry width (m)	Exit width (m)	Minimum separation of driveways (m)	Splay at kerb line (m)	Kerb return turnout radius (m)
1	3-6	Combined	N/A	0.5	-
2	6-9	Combined	N/A	1	-
3	6	4-6	1-3	1	2-9
4	6-8	6-8	1-3	1	2-9
5	Direct feed from a controlled intersection via a dedicated public roadway via an intersection controlled by STOP and GIVE WAY signs, traffic signals or a round about.				
6	8-10	8-10	3	1	2-9
7	10-12	10-12	3	1	2-9

\* Driveways are normally combined, but if separate, both entry and exit widths should be a minimum of 2.9 metres.

**Source:** RTA of NSW: Guide to Traffic Generating Developments and Australian Standard 2890.1-1993 – Parking Facilities

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**Table 27 Service vehicle dimensions**

Vehicle Type	Length (m)	Width (m)	Max height (m)	Turning circle (kerb to kerb) (m)
Station Wagon	4.7	1.9	1.4	11.0
Utility	4.7	1.9	1.4	11.0
Van	5.4	2.1	2.5	13.5
Small Rigid Truck	6.6	2.1	4.3	14.4
Large Rigid Truck	11.0	2.5	4.3	21.7
Large Articulated Truck	17.5	2.5	4.3	16.2

**Note:** For courier vehicles, standard car parking space dimensions are usually satisfactory

**SOURCE:** RTA of New South Wales: Guide to Traffic Generating Development

**Table 28 Car parking requirements by development type**

Development type	Required provision	Comments
<b>Residential accommodation</b>		
Boarding houses and hostels	1 space per 3 beds or 1 per bedroom, PLUS 1 visitor space per 5 beds or 1 visitor space per 5 rooms PLUS (whichever is the greater) PLUS 1 space per 3 employees	The visitor parking area should be appropriately located and sign posted.
Caravan park (including camping ground, moveable dwelling or manufactured home estate)	1 space per site, PLUS 1 space per 10 sites for visitor parking.	The visitor parking area should be appropriately located and sign posted. <i>See also SEPP No. 36 - Manufactured Home Estates and SEPP No. 21 - Caravan Parks</i>
Dual occupancy and secondary dwellings	See DCP Section 4a <b>Urban dwellings</b>	
Dwelling house		
Group home	1 space per employee	
Multi dwelling housing and residential flat buildings	See DCP Section 4a <b>Urban dwellings</b>	
Shop top housing	1-bedroom or studio: 1 space per unit 2-bedroom: 1.2 space per unit (the 0.2 space to remain as common property) 3-bedroom or more: 2 spaces per unit	Applications must demonstrate due consideration of car parking arrangements, including availability of adjacent parking, access to public transport or historical lack of physical access to parking.
Seniors housing		
(a) Self-contained dwellings (private developments)	0.5 spaces per bedroom	Council may consider varying these requirements based upon a plan of management for the facility detailing proximity and availability of services, and regular community transport services to be provided for residents.
(b) Self-contained dwellings (public developments)	1 space per 5 dwellings	

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Development type	Required provision	Comments
(c) Residential care facility or hostel (within the meaning of clause 12 of SEPP Housing for Seniors or People with a Disability)	1 space per 10 beds, PLUS 1 space per 2 employees, PLUS 1 space per ambulance.	
<b>Community</b>		
Child Care Centre	1 space per employee, PLUS 1 space per 15 children enrolled (if provision of 3 set down/pick up areas) or 1 per 10 children.	Council may give consideration to varying the specified parking requirement, depending upon the nature and type of street frontage available for the setting down and picking up of children or if home based child care is proposed.
Community facility	1 space per 20 m <sup>2</sup> of gross floor area.	
Educational establishment	Tertiary - 1 space per 2 employees, PLUS 1 space per 5 students Secondary - 1 space per 2 employees, PLUS 1 space per 10 students Primary - 1 space per 2 employees, PLUS 1 space per 12 students	
Hospital	Car parking will be assessed in accordance with RTA Guidelines	
Information or education facility	1 space for every employee or staff member PLUS 1 space for every 30 students over 17yrs for High Schools and 1 space for every 5 students for Higher Education Establishments PLUS provision for a drop off / pick up area	The parking requirements for each school site may vary. In general a detailed traffic and parking study should be submitted with the application. It is recommended that a school traffic management plan be prepared annually and issued to parents at the start of each school year.  Where required by Council, provision shall be made for the access and parking of buses and pick up – drop off areas, which may only need to operate during certain hours.
Place of public worship	1 space per 10 fixed seats, OR 1 space per 10 m <sup>2</sup> of gross floor area if seats not affixed, WHICHEVER IS THE GREATER	
Public administration building	1 space per 40 m <sup>2</sup> of gross floor area.	
<b>Home activities</b>		
Home based child care or family day care home	Sufficient space on site for drop off/pick up for one vehicle PLUS The street must have sufficient parking capacity during peak periods to accommodate pick up/drop off, and such areas must be within 50 m walking distance from entry.	Car parking for residents in accordance with this table cannot be counted as parking spaces for this home based use.

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Development type	Required provision	Comments
Home business / home industry	1 space for each employee other than residents of the dwelling.	
<b>Industry &amp; storage</b>		
Industry (general and light)	1 space per 75 m <sup>2</sup> of gross floor area	
Vehicle repair station	1 space per 40 m <sup>2</sup> of gross floor area, OR 3 spaces per workshop bay, WHICHEVER IS GREATER.	
Warehouse or distribution centre	1 space per 300 m <sup>2</sup> of gross floor area	
<b>Recreation &amp; entertainment</b>		
Entertainment facility	1 space per 10 fixed seats, OR 1 space per 10 m <sup>2</sup> of gross floor area if seats not affixed, whichever is the greater	
Recreation facility (indoor) General (where not included in the facility types below)	1 space per 25 m <sup>2</sup> of gross floor area, PLUS 1 space per 2 employees	
Squash courts, tennis Courts	3 spaces per court, PLUS 1 space per 3 employees or part thereof.	
Bowling alleys	3 spaces per lane, PLUS 1 space per 3 employees or part thereof.	
Bowling greens	30 spaces for first green and 15 spaces for each additional green.	
Recreation facility (outdoor)	To be assessed on a site by site based on the traffic generating capacity and design of the proposed area. Submit parking study to substantiate proposed car parking provisions.	
Recreation facility (major)	To be assessed for each proposal, based on the traffic generating capacity and design of the proposed area.	
Recreation area	To be assessed on a site by site based on the traffic generating capacity and design of the proposed area.	
Conference Facilities	1 space per 5 fixed seats OR 1 space per 15 m <sup>2</sup> of gross floor area is seats no affixed	Council may consider a reduced parking rate depending on the nature of use the facility is put to (e.g.: if used for student conferences and transport to and from the site is by bus).

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Development type	Required provision	Comments
<b>Commercial premises</b>		
Bulky goods premises	1 space per 45 m <sup>2</sup> of gross floor area.	
Business premises (office premises, financial institutions, real estate agents etc)	1 space per 35 m <sup>2</sup> of gross floor area.	Provision should be made for the on site loading/unloading of service vehicles as appropriate.
Cellar door premises	1 space per 7 m <sup>2</sup> of gross floor area accessible to public	
Function centre	1 space per 10 fixed seats, OR 1 space per 10 m <sup>2</sup> of gross floor area if seats not affixed, whichever is the greater	
Funeral home or chapel (including mortuary)	1 space per employee PLUS 1 space per 10 m <sup>2</sup> of gross floor used or accessed by the public	
Health Consulting Room	1 space per practitioner, PLUS 1 space per employee, PLUS 2 spaces for patients of each practitioner.	If it is shown that not all surgeries operate at the same time, Council may consider reducing the parking requirement for patients.
Kiosk	1 space per 25 m <sup>2</sup> GFA	
Landscape and garden supplies	1 space per 130 m <sup>2</sup> of gross display area.	Provision to be made for car / trailer combinations at strategic locations
Market	Minimum of two spaces per stall	Separate provision should be made for stall holder's vehicles.  Where a market is located within an existing shopping centre, consideration will be given to multiple usage requirements and a lower parking provision may be acceptable.
Medical centre	1 space per 25 m <sup>2</sup> of gross floor area.	
Pub	1 space per 4 m <sup>2</sup> of licensed floor area PLUS 1 space per bedroom or motel unit	Parking must be provided to satisfy the peak cumulative parking requirements of the development as a whole. Council may consider relaxing this requirement depending on the characteristics of the proposed development. For this purpose a comparison survey of similar developments, in similar locations should be provided with the development application.
Registered club	1 space per 7 m <sup>2</sup> of licensed gross floor area,	Parking must be provided to satisfy the peak cumulative parking requirements of

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Development type	Required provision	Comments
	PLUS 1 space per 5 seats of auditorium, dining room and recreation area, OR 1 space per 10 m <sup>2</sup> of auditorium, dining room and recreation area, WHICHEVER IS GREATER, PLUS 1 space per 3 employees.	the development as a whole.  Council may consider relaxing this requirement depending on the characteristics of the proposed development, and comparison with similar developments in the locality.
Restaurant or cafe	1 space per 7 m <sup>2</sup> of gross floor area available for dining purposes	
Restricted premises	1 space per 20 m <sup>2</sup> of gross floor area	
Shop		
(a) < or = to 1000 m <sup>2</sup> gross floor area	1 space per 20 m <sup>2</sup> of gross floor area.	
(b) > 1000 m <sup>2</sup> gross floor area (includes supermarkets, department stores, shopping centres)	1 space per 30 m <sup>2</sup> of gross floor area.	
(c) video store	1 space per 15 m <sup>2</sup> of gross floor area.	
(d) neighbourhood shop	1 space per 25 m <sup>2</sup> GFA	
Roadside stall	A minimum of 4 off street parking spaces.	Line marking and sealing of the parking area may not be required for temporary or itinerant stalls and will be assessed on a merit basis.
Service Station	6 spaces per work bay, PLUS 1 space per 20 m <sup>2</sup> of gross floor area of the convenience store, PLUS 1 space per 6.5 m <sup>2</sup> of gross floor area OR 1 space per 3 seats if a restaurant facility is provided, WHICHEVER IS GREATER.	All car parks must be located clear of vehicle pump paths.
Sex services premises	2 spaces per room used for the provision of sex services.	
Take-away food or drink premises	1 space per 12 m <sup>2</sup> of gross floor area, PLUS 1 space per 3 seats.	NB A food outlet that provides no seating will be assessed as 'shops'. An area for queuing of cars for a drive through facility is required.

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Development type	Required provision	Comments
Timber yards and hardware and building supplies	1 space per 130 m <sup>2</sup> of gross display area.	
Vehicle sales or hire premises	0.75 spaces per 100 m <sup>2</sup> of site area, PLUS 1 space per 2 employees	If a vehicle repair station is included additional parking will be required at the adopted rate for such a facility (as a guide, 6 spaces per work bay is recommended)
Veterinary hospital	3 spaces per practitioner, PLUS 1 space per employee.	If it is shown that not all surgeries operate at the same time, Council may consider reducing the parking requirement for patients.
<b>Tourist &amp; visitor accommodation</b>		
Backpackers' accommodation	1 space per bedroom, PLUS 1 space per 3 employees, PLUS 1 space for manager	
Bed and breakfast accommodation	1 space per bedroom	
Hotel accommodation	1 space per hotel unit, PLUS 1 space per 4 m <sup>2</sup> of licensed floor area, PLUS 1 space per 6.5 m <sup>2</sup> of auditorium, dining room and recreation area, OR 1 space per 3 seats of auditorium, dining room and recreation area, WHICHEVER IS GREATER, PLUS 1 space per 3 employees.	The proposed hotel development will be compared to similar existing developments.
Serviced apartment	1-bedroom or studio: 1 space per unit 2-bedroom: 1.2 space per unit (the 0.2 space to remain as common property) 3-bedroom or more: 2 spaces per unit	
Tourist accommodation units	1 space per bedroom	
Motel	1 space per unit, PLUS 1 space per 2 employees.	If a restaurant or function room is to be included, additional parking will be required at the adopted rate for such facilities. Council is willing to review this requirement if it can be demonstrated that the time of peak demand at each facility does not coincide or if the facilities will serve motel customers. Submissions will be assessed on a merit basis.

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Development type	Required provision	Comments
<b>Transport &amp; infrastructure</b>		
Freight transport facility	Cars 1 space per 100 m <sup>2</sup> of GFA OR 1 space per 2 staff, whichever is the greater Bicycles Minimum 1 space per 20 staff or part thereof	On-site parking for staff / visitors must be located in places that are readily accessible from the principal pedestrian entrances to buildings
Materials recycling or resource recovery centre	1 space per 100 m <sup>2</sup> of GFA OR 1 spaces per 2 employees	
Passenger transport facility	To be assessed on a site by site based on the traffic generating capacity and design of the proposed area. Submit parking study to substantiate proposed car parking provisions.	
Transport or truck depot	Cars 1 space per 2 on site staff PLUS 1 space per transport vehicle present at the time of peak vehicle accumulation on site. Vehicle Wash Bay Minimum 1 vehicle wash bay of a size that can accommodate the largest vehicle typically visiting the site Bicycles Staff: Minimum 1 space per 5 staff or part thereof	Under no circumstances is the parking of vehicles on a public street acceptable.

### 12a.8 Other Information

Where the developer is unable for any reason to comply *with* Table 28 Car parking requirements , they may be required to contribute to the cost of Council's car parking areas as per the current relevant s94 or s94A Developer Contributions Plan(s).

### 12a.9 Supplementary guidance

The following documents or reference materials provide further advice or information that is relevant to this section.

*UHSC Draft Engineering Guidelines for Subdivisions and Developments*, as amended

Roads and Traffic Authority, 2002: Guide to Traffic Generating Developments, Version 2.2  
October 2002

Australian Standards AS 2890.1 Off Street Car Parking

Australian Standards AS 2890.2 Commercial Vehicles Facilities