

Policy: OFF-STREET CARPARKING

ENG-POL-8

Service: Engineering

Responsible Officer: Director of Engineering

1. OBJECTIVES

To ensure that development takes place with adequate provision for onsite parking facilities.

To provide a consistent and equitable basis for the assessment of parking requirements for development applications.

To encourage and facilitate economic development by ensuring that adequate provision is made for customers to access local businesses.

2. GENERAL

2.1 In determining the parking requirements for a development proposal, Council will take into account the following:

- The availability of existing on-site parking;
- The availability of public parking facilities in the area;
- The likely demand for off-street parking generated by the development and in the case of a redevelopment, the likely increased demand that will arise and the likely peak parking demand;
- The provision of minimum design standards prescribed in this plan.

2.2 Off street parking should generally be provided on the same site as the development to which it relates. Parking on adjacent or nearby land may be considered subject to the area being legally reserved for the purpose of parking to the satisfaction of Council.

3. TYPES OF DEVELOPMENT

3.1. **New developments** – New developments include greenfield sites and major redevelopment of existing sites. Parking requirements for new developments will be determined in accordance with Table 1 below.

3.2. **Additions and extensions to existing premises** - Where existing premises are being extended and the proposal results in additional gross floor area, additional parking shall be provided based on the requirements of Table 1 for the additional floor area only.

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- 3.3. Change of use** – This type of development involves the change of use of existing premises which does not involve expansion of the existing building envelope. In most cases this will result in very little, if any impact on existing parking facilities and in most cases no additional requirement for provision of parking will be imposed.

Where the Gross Floor Area (GFA) of the building is less than or equal to 500m², no additional parking will be required to be provided. Where the GFA is greater than 500m² Council will undertake a review of parking requirements in accordance with Table 1 based on the previous and proposed use of the site where a change of use is proposed. Where there is an increase in parking demand as a result of the change of use, provision of additional car parking equal to the increase in demand will be required to be provided.

4. OFF STREET PARKING REQUIREMENTS

- 4.1.** Adequate on site (off street) car parking shall be provided for any form of development.

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- 4.2. Consent will not be given to expand or increase the capacity of any existing building, or to erect new buildings or to use any land unless provision is made for off-street parking in accordance with this policy.
- 4.3. Where a proposal involves additions or extensions to an existing building which generates an increased parking requirement under this policy, additional parking equivalent to the difference between the current and proposed floor area of the building. It will be assumed that the existing development contains sufficient parking for the current floor area and credit will be given for this and any parking facilities already on the site provided they meet the requirements of Australian Standard AS2890.
- 4.4. The use of existing Council car parks or on street parking facilities to make up for shortfalls in on site car parking requirements will not be permitted.
- 4.5. Where a development causes the loss of existing car parking spaces, the number of spaces lost shall be added to the number of spaces to be provided by the development.
- 4.6. Council may, at its discretion consider reducing the parking requirements of a development when it can be demonstrated that the development generates its peak (major) parking demand outside the hours of 9:00 am to 5.30 pm Monday to Friday, and 9:00 am to 12:00 pm Saturday (eg. restaurant), and it is situated in close proximity to alternate public parking facilities.

5. EXISTING PARKING

- 5.1. Existing developments will be assumed to have provided adequate parking at the time of approval. This policy will not impact on lawfully established development that existed prior to the adoption of this policy unless additions or extensions or redevelopment is undertaken.
- 5.2. Where existing parking facilities do not meet the requirements of this policy, the applicant will be required to upgrade the facilities in accordance with this policy regardless of whether additional parking spaces are required.

6. DESIGN STANDARDS

- 6.1. Car parking facilities shall be designed in accordance with Australian Standard AS2890.1 – “Off Street Car Parking” and Councils AusSpec standard.
- 6.2. The design of car parks should take into consideration the interaction of pedestrians, passenger and delivery vehicles. The layout should allow for minimal conflict and risk to these user groups.
- 6.3. The need and number of disabled car parking spaces to be provided shall be in accordance with AS2890 and the Building Code of Australia.
- 6.4. All other provisions for disabled access shall be in accordance with Australian Standard AS1428.1 – “Design for Access and Mobility”.

- 6.5. All car parking areas are to be provided with an adequate drainage system to the satisfaction of Council to prevent inundation during periods of heavy rain.
- 6.6. Council will assess each application on its merits to determine whether a development is required to provide bicycle parking facilities. Where provision for the parking and safe storage of bicycles is required at a car park, these facilities shall be provided in accordance with Australian Standard 2890.3 – “Bicycle Parking Facilities”.
- 6.7. Detailed engineering design plans shall be submitted to Council showing details of parking and aisle layouts, dimensions, vehicle turning movements, drainage facilities and all other information required by this policy and any other Council requirements.

7. DELIVERY / SERVICE VEHICLES

- 7.1. Provision must be made on-site for the type of delivery or service vehicles appropriate to the type of development.
- 7.2. Delivery bays are to be provided with sufficient manoeuvring area to enable vehicles to conveniently turn on-site so as to ensure that they enter and exit the site in a forward direction. On existing sites and where site constraints are such that it is not possible to provide sufficient delivery and/or turning areas, alternate proposals may be considered subject to the applicant satisfying Council that the outcome will not cause any safety concerns or hinder traffic movements in the vicinity of the site.
- 7.3. Delivery bays shall be located to ensure minimal conflict with other vehicular and pedestrian traffic.
- 7.4. Vehicle turning movements shall be designed in accordance with AustRoads “Design Vehicles and Turning Path Templates” and AS2890.
- 7.5. The developer is to submit details of the maximum size and configuration of delivery or service vehicle expected to access the site, along with expected frequencies for delivery etc. Council will assess each application based on the information provided, and will also take into account the practicalities of each site, the likelihood for oversize vehicles, and any other factors specific to the proposed development.

8. SIGNAGE AND LINEMARKING

- 8.1. Parking areas shall be sign posted with appropriate directional, informative and regulatory or warning signs in accordance with RTA and Australian Standards.
- 8.2. Exits and entries and direction for vehicular traffic shall be clearly sign posted.
- 8.3. Individual parking spaces, including those for specific uses (disabled, visitors, employees etc) should be clearly delineated with line marking and sign posting as required.
- 8.4. Signs and markings shall comply with AS 2890.1.

9. DETERMINATION OF CARPARKING REQUIREMENTS

9.1 The following table outlines the number of on site car parking spaces which will be required for various building / land uses:

Table 1 – Car Parking Requirements - not applicable for existing buildings under 500sqm

Land Use	Parking Requirements
Residential	
Medium density residential flats	In accordance with Councils Multi Unit Development Control Plan
Housing for aged and disabled persons	In accordance with State Environmental Planning Policy (SEPP) – Seniors Living
Casual Accommodation	
Motels / Hotels	1 space for each unit + 1 space per 2 employees <i>If restaurant included then add the greater of: 15 spaces per 100m² GFA of restaurant / function room, or 1 space per 3 seats</i>
Bed and Breakfast	1 space per bedroom + 2 spaces for owners / operators
Caravan Park	1 space per site + 1 space for owners / operators
Office and Commercial	
Commercial premises / Office Space	1 space per 40m ² Gross Floor Area
Display Home	3 spaces per 100m ² GFA
Retail	
Shopping Centres /	GLFA (m ²) spaces per 100m ² Gross Floor Area
	0-10000 6.1
	10000-20000 5.6
	20000-30000 4.3
	Over 30000 4.1
Service stations and convenience stores	Requirements are additive: 6 spaces per work bay + 5 spaces per 100m ² GFA of convenience store

	<i>If restaurant present, then <u>greater of</u>:</i> 15 spaces per 100m ² GFA, or 1 space per 3 seats
Motor showrooms	1 spaces per 100m ² site area + 6 spaces per work bay (for vehicle servicing facilities)
Car tyre retail outlets	Whichever is the greater of: 3 spaces per 100m ² GFA, or 3 spaces per work bay
Roadside stalls	4 spaces
Markets	2.5 spaces per stall (customers only)
Bulky goods retail stores	1 space per 80m ² Gross Floor Area
Video stores	6 spaces per 100m ² GFA
Refreshments	
Drive-in takeaway food outlets	Developments with no on-site seating: 12 spaces per 100m ² GFA Developments with on-site seating: 12 spaces per 100m ² GFA <u>Or greater of:</u> 1 space per 5 seats (internal and external), or 1 space per 2 seats (internal) Developments with on-site seating and drive-through facilities: <u>greater of:</u> 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external) Plus queuing area for a minimum of 5 cars.
Restaurants	<u>Whichever is greater of:</u> 10 spaces per 100m ² GFA, or 1 space per 3 seats
Cellar Door (sales)	5 spaces per 100m ² GFA
Recreational and Tourist Facilities	
Squash courts	3 spaces per court
Tennis courts	3 spaces per court
Bowling alleys	3 spaces per alley
Bowling greens	30 spaces for first green +15 spaces for each additional green

Gymnasiums	3 spaces per 100m ² GFA
Road Transport Facilities	
Road transport terminals	Surveys should be taken of similar developments
Container Depots	Surveys should be taken of similar developments
Truck stops	1 truck parking space per motel unit + 1 car space per 2 employees <i>For restaurant facilities, the greater of:</i> 15 spaces per 100m ² GFA, or 1 space per 3 seats
Industry	
Factories	1.5 spaces per 100m ² Gross Floor Area
Warehouses	1 space per 300m ² Gross Floor Area
Business parks	1.5 spaces per 100m ² of total GLA 1.8 spaces per 100m ² gross leasable office / showroom leasable factory / warehouse area (where information on components developments is available)
Plant nurseries - On site sales - Production Only	2 spaces per 100m ² of proposed planting area 1 per 150m ² of proposed planting area
Winery -Production Only	1 space per 150m ² of allotment area
Health and Community Services	
Professional consulting rooms and medical centres	4 spaces per 100m ² GFA
Child care centres	1 space for every 4 children in attendance
Private hospitals	Comparisons should be drawn with similar developments
Theatre/Church and other Places of Assembly	<u>Whichever is greater of:</u> 1spaces per 10 seats, or 1 space per 10m ² of seating area
Other Unspecified Developments	
Other Unspecified developments	For development types not listed Council will make an assessment based on the closest match of use from thetable above. Where a similar use is unable to be determined from the table 1 space per 40m ² Gross Floor Area will be used.

Notes:

1. Parking spaces, unless stipulated otherwise, are for cars

2. Depending on land use type, parking for delivery / service vehicles, courier vehicles, bicycles should also be provided. The requirements shall be up to the discretion of Council at the time of assessment.
3. Where a particular facility / land use is not listed above, data should be provided on similar establishments to allow a determination to be made by Council.
4. Where the likely demand for parking spaces for a development is likely to be **less** than indicated in the table above, due to proximity to and use of public transport, for example, the applicant shall submit supporting information to be considered in the determination.

10. SECTION 94 CONTRIBUTIONS

- 10.1. Contributions for carparking will only be levied where a development is determined to create demand for additional parking in accordance with this policy and is unable to provide that parking within the development site.
- 10.2. Where off-street parking is unable to be provided by the developer in the Yass CBD area, Council may accept a financial contribution in accordance with the Section 94 Contributions Plan.

The Section 94 Contribution is only applicable to allotments within the boundaries of the map shown in **Appendix A** in accordance with the plan. Allotments outside this map must provide sufficient on site parking facilities as determined by this policy.

- 10.3. The fee per car parking space shall be in accordance with Council's Fees and Charges, current at the time of payment.

11. CONSTRUCTION STANDARDS

- 11.1. All parking facilities for commercial and industrial developments shall be constructed in accordance with the approved design and Council's AusSpec specification.
- 11.2. The pavement thickness is to be designed in accordance with the Austroads Pavement Design Guide by a suitably qualified person and constructed with a minimum of 150mm thick approved compacted gravel pavement.
- 11.3. Car parking areas and internal driveways shall be sealed with a minimum of a 2 coat 14mm/7mm bitumen seal where they are located in an urban or rural-residential environment or where they are within 300m of a proposed or existing dwelling, or designated building site.
- 11.4. Large commercial or industrial developments where significant heavy vehicle and/or passenger vehicle movements are expected, will be required to provide a higher standard of wearing surface such as concrete or asphalt as determined by Council.

12. REFERENCE DOCUMENTS/LEGISLATION

Yass Valley Council Section 94 Contributions Plan
RTA Guide to Traffic Generating Developments
Previously known as ASS-POL-8

HISTORY

<i>Minute No</i>	<i>Date of Issue</i>	<i>Action</i>	<i>Author</i>	<i>Checked By</i>
	<i>30 June 2011</i>	<i>Written</i>	<i>Luka Kovacevic</i>	<i>EMT</i>
<i>349</i>	<i>14 September 2011</i>	<i>Exhibition</i>		<i>Special Planning Committee Meeting</i>
<i>469</i>	<i>9 November 2011</i>	<i>Adopted</i>		<i>Special Planning Committee Meeting</i>

Appendix A

