



# **GRIFFITH CITY COUNCIL**

## **DEVELOPMENT CONTROL PLAN**

### **NO. 20: OFF STREET PARKING (2011)**

**Griffith City Council**  
**City Strategy & Development**

1 Benerembah Street (PO Box 485) GRIFFITH NSW 2680  
T: (02) 6962 8100 F: (02) 6962 7161 E: admin@griffith.nsw.gov.au  
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## **1.1 What is this development control plan called?**

This plan is called Development Control Plan No. 20: Off Street Parking (2011) or DCP 20.

## **1.2 Where does this development control plan apply?**

Development Control Plan No. 20: Off Street Parking (2011) applies to the entire Griffith local government area.

## **1.3 What environmental planning instrument is this plan made under?**

Development Control Plan No. 20: Off Street Parking (2011) has been made under the provisions of Section 74C of the Environmental Planning and Assessment Act, 1979 and supplements the provisions set down in Griffith Local Environmental Plan 2002.

## **1.4 When does this plan come into force?**

The amendments to Development Control Plan No. 20: Off Street Parking (2011) was adopted by Council at its meeting on 22 November 2011 and came into force on 2 December 2011.

## **1.5 Objectives**

Griffith City Council requires that off-street car parking be provided to meet the needs of the proposed use and that car parking is designed to meet the relevant code and standards set at the Local, State and Federal levels. This DCP excludes any parking arrangement within a street reserve.

Part 1.7 of Development Control Plan No. 20: Off Street Parking (2011) sets down numerical standards and controls which will be addressed in relation to the provision of access, parking and servicing of a development. Applicants are required to demonstrate with their application that the proposed parking provisions are consistent with the objectives and principles of the DCP.

The objectives of DCP 20 are as follows:

- (a) To ensure that safe and sufficient parking for all modes of transport is provided to meet anticipated demands
- (b) To improve the design and quality of the urban environment.
- (c) Ensure equitable access for people with disabilities.
- (d) To facilitate alternative modes of transportation.
- (e) To encourage re-development within the CBD precincts (Map 1)

## 1.6 Exclusion of street parking

This DCP excludes any parking arrangement within a street reserve.

## 1.7 General Provisions and Development Controls

The following general provisions and development controls apply to any proposal that requires the provision of off-street parking.

### 1.7.1 Parking Ratios

The number of parking spaces to be provided on-site is to be determined in accordance with the requirement specified under each use category and are summarised in Table 1.7.1.

Compliance with the numerical and design requirement of this Plan is not necessarily sufficient basis for approval. Council must also ensure that a development proposal satisfies the zone objectives and any other applicable planning or legal instrument.

**Table 1.7.1**

Land Use Type	Minimum Car Parking Requirement
<i>Agriculture</i>	
a) aquaculture	Comparative analysis required <sup>1</sup>
b) extensive agriculture	
c) feedlots	
d) horticulture	
e) intensive livestock agriculture	
f) intensive plant agriculture	
g) turf farming	
h) viticulture	
<hr/>	
<i>Agricultural Industries</i>	
a) agricultural produce industry	a) Comparative analysis required <sup>1</sup>
b) livestock produce industry	b) Comparative analysis required <sup>1</sup>
c) rural industry	c) Comparative analysis required <sup>1</sup>
d) Rural supplies	d) 1 space per 100m <sup>2</sup> GFA plus 1 space per 300m <sup>2</sup> of outdoor display area. <sup>2</sup>

<sup>1</sup> Council will use comparative data based on similar existing land uses within the LGA where available or where the applicant can provide comparative data for the proposed land use based on development located outside the LGA.

<sup>2</sup> GFA means gross floor area

Land Use Type	Minimum Car Parking Requirement
<i>Air transport facility (including airport and heliport)</i>	Comparative analysis required <sup>1</sup>
<i>Amusement centre</i>	1 space per 40m <sup>2</sup> GFA
<i>Animal boarding or training establishment</i>	Comparative analysis required <sup>1</sup>
<i>Business premises</i>	
a) <i>Bulky goods premises</i>	a) Traffic and Parking Study required <sup>3</sup>
b) <i>Industrial retail premises</i>	b) 1 space per 50m <sup>2</sup>
c) <i>Neighbourhood shops</i>	c) 1 space per 40m <sup>2</sup> GFA
d) <i>Office premises</i>	d) 1 space per 50m <sup>2</sup> GFA within CBD 1 space per 40m <sup>2</sup> GFA outside CBD
e) <i>Retail premises</i>	e) 1 space per 50m <sup>2</sup> GFA within CBD 1 space per 40m <sup>2</sup> GFA outside CBD
f) <i>Shopping Centres</i>	f) 1 space per 30m <sup>2</sup> GFA <sup>4</sup>
g) <i>Wholesale supplies</i>	g) 1 space per 50m <sup>2</sup> GFA
<i>Cellar door premises</i>	As per <i>retail premises</i> requirement
<i>Cemetery</i>	
a) <i>Cemetery</i> b) <i>Crematorium</i> c) <i>Funeral Chapel or Home</i> d) <i>Mortuary</i>	Comparative analysis required <sup>1</sup>
<i>Child care centre</i>	1 space per employee plus 1 space per 10 children <sup>5</sup>

<sup>3</sup> A minimum of 1 space per 50m<sup>2</sup> GFA is required unless supported by a Traffic Study to justify a different rate

<sup>4</sup> Shopping centre food courts will be calculated at the same rate as food & drink premises

<sup>5</sup> Where the child care centre provides long day care and drop-off and pick up times are staggered the parking rate may be reduced to 1 space per employee plus 1 per 15 children if the applicant provides justification.

Land Use Type	Minimum Car Parking Requirement
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*Correctional centre*

Comparative analysis required<sup>1</sup>

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*Dwellings*

- |   |   |
|---|---|
| a) <i>Affordable rental housing</i>   | a) As per SEPP (Affordable Rental Housing) 2009   |
| b) <i>Dwelling houses including attached dwellings; dual occupancies; multi-unit dwellings. residential flat buildings; and semi-detached dwellings</i> | b) 1 space per 1 bedroom dwelling; 1.5 spaces per 2 bedroom dwelling; 2 spaces per 3 or more bedroom dwelling plus 1 space per 5 dwellings for visitor parking <sup>6</sup> |
| c) <i>Group homes</i>   | c) 1 space per dwelling   |
| d) <i>Moveable dwellings</i>  | d) 1 space per dwelling   |
| e) <i>Residential care facility</i>   | e) As per SEPP (Housing for Seniors or People with a Disability) 2004   |
| f) <i>Rural workers dwellings</i>   | f) Comparative analysis required <sup>1</sup>   |
| g) <i>Secondary dwellings</i>   | g) 1 space where the dwelling is not occupied by a family member  |
| h) <i>Seniors housing</i>   | h) As per SEPP (Housing for Seniors or People with a Disability) 2004   |
| i) <i>Shop top housing</i>  | i) 0.5 spaces per 1 bedroom dwelling; 1 space per 2 bedroom dwelling; 1.5 spaces per 3 or more bedroom dwelling <sup>7</sup>  |
- 

*Educational establishment*

- |                                |   |
|--------------------------------|---|
| a) <i>Primary school</i>       | a) 2 space per class room <sup>8</sup>    |
| b) <i>Secondary school</i>     | b) 2.4 spaces per class room <sup>9</sup> |
| c) <i>Tertiary institution</i> | c) 2.4 spaces per class room              |

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<sup>6</sup> Rooms which could be used as a bedroom such as studies/offices will be counted as a bedroom for the purpose of calculating car parking.

<sup>7</sup> See Clause 1.7.2(c) regarding Shared Car Parking Calculations

<sup>8</sup> Where possible a drop-off and pick-up zone should be provided to minimise students crossing the street.

<sup>9</sup> 0.4 spaces per classroom equates to approximately 1 space per 10 students in Year 11 or 12.

Land Use Type	Minimum Car Parking Requirement
<i>Electricity generating works</i>	Comparative analysis required <sup>1</sup>
<i>Emergency services facility</i>	1 space per emergency vehicle plus requirements for an <i>office premises</i>
<i>Entertainment facility</i>	Traffic and Parking Study Required
<i>Environmental facility and Research Facility</i>	Comparative analysis required <sup>1</sup>
<i>Exhibition home</i>	Comparative analysis required <sup>1</sup>
<i>Food and drink premises</i>	
a) <i>Kiosks</i>	a) 1 space per 50m <sup>2</sup> GFA within CBD 1 space per 40m <sup>2</sup> GFA outside CBD
b) <i>Pubs</i>	b) 1 space per 5m <sup>2</sup> GFA
c) <i>Restaurants</i>	c) 1 space per 4 seats <sup>10</sup>
d) <i>Take away food &amp; drink premises</i>	d) 1 space per 10m <sup>2</sup> GFA or 1 space per 4 seats where onsite dining is provided whichever the greater <sup>11</sup>
<i>Function centre</i>	1 space per 5m <sup>2</sup>
<i>Health Services Facility</i>	
a) <i>Medical centre</i>	a) 3 spaces per surgery, consultation room or treatment room
b) <i>Health consulting rooms</i>	b) 3 spaces per surgery, consultation room or treatment room
c) <i>Hospital</i>	c) 1 space per 2 beds

<sup>10</sup> Where outdoor seating is proposed the rate of parking shall be calculated on the number of seats irrespective of the floor area for that portion of the restaurant.

<sup>11</sup> Where food and drink premises provide both restaurant and take-away facilities parking will be calculated using both components.

Land Use Type	Minimum Car Parking Requirement
<i>Highway service centre</i>	Comparative analysis required <sup>1</sup>
<i>Home-based development</i>	
a) <i>Home based child care</i>	a) As per <i>dwelling house</i> requirement
b) <i>Home business</i>	b) 1 space plus <i>dwelling house</i> requirements
c) <i>Home industry</i>	c) 1 space plus <i>dwelling house</i> requirements
d) <i>Home occupation</i>	d) As per <i>dwelling house</i> requirement
e) <i>Home occupation (sex services)</i>	e) 1 space plus <i>dwelling house</i> requirement
<i>Industry</i>	
a) <i>Extractive industry</i>	a) Comparative analysis required <sup>1</sup>
b) <i>Freight Transport Facility</i>	b) Comparative analysis required <sup>1</sup>
c) <i>Industry (incl. hazardous, heavy, light &amp; offensive)</i>	c) 1 space per 100m <sup>2</sup> GFA with a minimum of 2 spaces per industrial unit
d) <i>Industrial retail outlet</i>	d) 1 space per 50m <sup>2</sup> GFA
<i>Information and education facility</i>	Comparative analysis required <sup>1</sup>
<i>Marina</i>	Comparative analysis required <sup>1</sup>
<i>Market</i>	2 spaces per stall
<i>Mine</i>	Comparative analysis required <sup>1</sup>
<i>Mixed use development</i>	As required for each land use type within the development <sup>12</sup>
<i>Passenger transport facility</i>	Traffic and Parking Study required

<sup>12</sup> See Clause 1.7.2(c) regarding Shared Car Parking Calculations



Land Use Type	Minimum Car Parking Requirement
<i>Place of public worship</i>	1 space per 5 seats or 1 space per 10m <sup>2</sup> GFA whichever is the greater <sup>13</sup>
<i>Public administration building</i>	1 space per 40m <sup>2</sup> GFA plus 1.5 spaces per 100m <sup>2</sup> GFA public area
<i>Recreation</i>	
a) <i>Recreation area</i>	a) Comparative analysis required <sup>1</sup>
b) <i>Recreation facility (indoor)</i>	b)
(i) <i>Billiard room</i>	(i) 1 space per billiard table
(ii) <i>Bowling alley</i>	(ii) 1 space per bowling lane
(iii) <i>Dance studio</i>	(iii) 1 space per 30m <sup>2</sup> GFA
(iv) <i>Gymnasium</i>	(iv) 1 space per 30m <sup>2</sup> GFA
(v) <i>Indoor cricket</i>	(v) 12 spaces per pitch
(vi) <i>Skating rinks</i>	(vi) 1 space per 30m <sup>2</sup> GFA
(vii) <i>Squash courts</i>	(vii) 3 spaces per court
(viii) <i>Swimming pools</i>	(viii) 1 per 10m <sup>2</sup> of pool area
c) <i>Recreation facility (outdoor)</i>	c)
(i) <i>Bowling green</i>	(i) 30 per first green plus 15 spaces per additional green
(ii) <i>Golf course</i>	(ii) 2 spaces per hole <sup>14</sup>
(iii) <i>Showground</i>	(iii) Comparative analysis required <sup>1</sup>
(iv) <i>Tennis courts</i>	(iv) 3 spaces per court
d) <i>Recreation facility (major)</i>	d) Traffic and Parking Study required
<i>Registered club</i>	1 space per 5 seats or 1 space per 10m <sup>2</sup> GFA whichever is the greater.

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<sup>13</sup> Refer to clause 1.7.4 "Calculation of Required Parking" regarding seating

<sup>14</sup> Additional parking will be required where the golf course includes club facilities based on the rate for a registered club.

Land Use Type	Minimum Car Parking Requirement
<i>Residential accommodation (including tourist and visitor accommodation)</i>	
a) <i>Bed and breakfast accommodation</i>	a) 1 space per room plus dwelling requirements
b) <i>Boarding houses (including backpacker's accommodation)</i>	b) 1 space per four beds plus 1 per operator
c) <i>Caravan parks</i>	c) 1 space per caravan/cabin site plus 1 space per operator plus 1 space per employee
d) <i>Farm stay accommodation</i>	d) Comparative analysis required <sup>1</sup>
e) <i>Hostel</i>	e) Comparative analysis required <sup>1</sup>
f) <i>Hotel accommodation</i>	f) 1.25 space per two hotel suites plus any <i>function room</i> or <i>food and drink premises</i> requirements if included
g) <i>Motel accommodation</i>	g) 1.25 spaces per motel suite plus any <i>function room</i> or <i>food and drink premises</i> requirements if included.
h) <i>Serviced apartment</i>	h) 1.25 space per serviced apartment
<i>Roadside stall</i>	Comparative analysis required <sup>1</sup>
<i>Sawmill or log processing works</i>	Comparative analysis required <sup>1</sup>
<i>Sex services premises</i>	
a) <i>Brothels</i>	a) 2 spaces per client room
b) <i>Home occupation (sex services)</i>	b) 1 space plus <i>dwelling</i> requirements
c) <i>Restricted premises</i>	c) 1 space per 40m <sup>2</sup>
<i>Stock and sale yard</i>	Comparative analysis required <sup>1</sup>

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Land Use Type	Minimum Car Parking Requirement
<i>Storage premises (incl. depots)</i>	
a) Depot	a) Comparative analysis required <sup>1</sup>
b) Liquid Fuel Depot	b) Comparative analysis required <sup>1</sup>
c) Transport (incl. truck) depot	c) Comparative analysis required <sup>1</sup>
d) Self-storage units	d) 1 space per 10 storage units or 1 space per 300m <sup>2</sup> whichever is the greater
<hr/>	
Telecommunications facility	Comparative analysis required <sup>1</sup>
<hr/>	
Temporary structure	Comparative analysis required <sup>1</sup>
<hr/>	
<i>Trade Supplies</i>	
a) Landscape and garden supplies	a) a) 1 space per 100m <sup>2</sup> GFA plus 1 space per 300m <sup>2</sup> of outdoor display area.
b) Rural supplies	b) 1 space per 100m <sup>2</sup> GFA plus 1 space per 300m <sup>2</sup> of outdoor display area.
c) Timber and building supplies	c) 1 space per 100m <sup>2</sup> GFA plus 1 space per 300m <sup>2</sup> of outdoor display area.
<hr/>	
<i>Vehicle related development</i>	
a) Boat repair facility	a) 2 spaces per work bay
b) Car wash facilities	b) 4 spaces per wash bay <sup>15</sup>
c) Service stations	c) 6 spaces per service bay <sup>16</sup>
d) Transport (incl. truck) depot	d) Comparative analysis required <sup>1</sup>
e) Vehicle body repair workshop	e) 2 spaces per work bay
f) Vehicle repair station (incl. car tyre outlet)	f) 6 spaces per service bay
g) Vehicle sales or hire premises	g) 1 space per 100m <sup>2</sup> GFA plus 1 space per 300m <sup>2</sup> of outdoor display area <sup>17</sup>

<sup>15</sup> The wash bay and the vacuum bays are inclusive of the four spaces.

<sup>16</sup> If a service station also includes the sale of ancillary parts or convenience items on a retail basis or food and drink premises, the parking requirements for a retail premises and food and drink premises will also be required in addition

<sup>17</sup> If vehicles are serviced or repaired onsite then the parking requirements for a vehicle repair station will also be required in addition

Land Use Type	Minimum Car Parking Requirement
<i>Veterinary hospital</i>	3 spaces per surgery, consultation room or treatment room
<i>Warehouse or distribution centre</i>	
a) <i>Warehouse or distribution centre</i>	a) 1 space per 300m <sup>2</sup> GFA
b) <i>Wholesale supplies</i>	b) 1 space per 50m <sup>2</sup> GFA
<i>Waste management facility</i>	Comparative analysis required <sup>1</sup>

## 1.7.2 Reduction of required parking

### (a) Circumstances and criteria for reduction of required parking

A reduction of the required number of parking spaces may be permitted in order to comply with the desired design standards suggested in this DCP, to improve accessibility to parking spaces, and to enhance manoeuvrability of vehicles.

A further reduction of the required parking may only be permitted under the following circumstances:

- Development within a precinct of the CBD; or
- Departure from parking requirements because of Shared Parking Calculation

Applications involving a departure from parking requirements in a precinct of the CBD (Map 1) may be permitted with the maximum reduction allowed in the respective precincts of the CBD subject to the criteria listed below will be:

Precinct 1:	100%
Precinct 2:	50%
Precinct 3:	75%
Precinct 4:	75%

Council will consider the following criteria when considering a reduction of the required parking:

- Size and nature of the development;
- Amount of additional floor area relative to the existing floor area;
- Parking demand generated;
- Availability and access of other public parking;
- Proximity to bicycle paths;
- Existing and likely future traffic volumes on the surrounding road network;
- Nature of the surrounding road network;
- Environmental implications of providing parking with particular regard to vegetation and landscape impacts;
- The likely impact of not providing the parking; and
- Additional information stipulated or needed for the calculation of a reduction.

The decision to grant a reduction of the required parking in terms of this clause will be to the sole discretion of the Council and/or the Referral Panel.<sup>18</sup>

**(b) Reduction of required parking: CBD**

Reduction of the required number of parking spaces may be calculated according to the guidelines in Table 1.7.2.1:

**TABLE 1.7.2.1 – % reduction allowed in CBD**

<b>Development Circumstance (Criteria)</b>	<b>Maximum reduction permitted<sup>19</sup></b>
Development fronting Banna Avenue, Kooyoo Street, Olympic Street, Ulong Street and Yambil Street.	30%
Use or renovation of a building listed in Schedule 6 of the Griffith LEP. <sup>20</sup>	50%
Development entailing a restaurant or night club	20%
Development entailing an outdoor eating area equivalent to or exceeding indoor eating areas	50%
Development entailing an outdoor eating area less than indoor eating areas	20%
Development of a second storey for the expansion of an existing ground floor business.	50%
Development entailing an addition of a mezzanine floor within an existing structure, but with no further additions to the existing outer structure.	20%
Development entailing provision of new multi-destination parking. <sup>21</sup>	20%
Development entailing provision of new multi-level, roof-top or basement parking	30%
Development and new additions less than 50m <sup>2</sup> GFA	20%

A monetary contribution may be levied in accordance with this DCP for parking in-lieu after calculation of the reduction in the required number of parking spaces.

<sup>18</sup> Where the criteria for departure is non-factual and is based on subjective opinion the discretionary procedure must follow the protocols set out for a Referral Panel.

<sup>19</sup> The percentage reduction is calculated as a percentage of the additional number of parking spaces required for the new development, additions or renovations. The percentage reduction will not apply to the number of parking spaces required for the total development.

<sup>20</sup> Architectural elevation sketches and a cost analysis must form part of such a request.

<sup>21</sup> Multi-destination parking will only be regarded as such if the applicant is able to demonstrate that the parking will be unrestricted and non-exclusive, and that there is sound reason to believe that patrons will utilise the parking for visiting a variety of destinations.

**(c) Reduction of required parking: Shared Parking Calculation**

Shared Parking Calculation *applies to development outside the CBD* and in the following circumstances:

- If a development exceeds 500m<sup>2</sup> in floor area and involves a combination of two or more of the respective primary and secondary land uses listed in Table 1.7.2.2 on the same property, the applicant may apply for calculation of the required car parking based on Shared Parking Calculation.
- If up to two directly adjacent allotments involves a combination of two or more of the respective primary and secondary land uses listed in the following table on adjoining properties with a combined floor area exceeding 1000m<sup>2</sup>, the applicant may apply for calculation of the required car parking based on Shared Parking

The extent of the reduction in the parking requirement because of Shared Parking calculation outside the CBD may not exceed 50% of the number of parking spaces required for the total development, including existing parking approved prior to the development.

Shared parking may only be calculated for the primary uses in the following table, using either the floor area (m<sup>2</sup>) for non-residential uses or the number of units in the case of residential uses.

**Table 1.7.2.2 Land-use mixes qualifying for a Shared Parking Calculation**

Primary uses	Secondary uses
Dwelling, dwelling units, residential development or boarding house	Child care centre, commercial purposes, educational establishment, general store, medical centre, light industry, neighbourhood centre (excluding a club, hotel, place of assembly, place of public worship, recreation facility and service station), public building, retail plant nursery, roadside stall, shop and shopping centre.
Commercial purposes, child care centre, educational establishment, general store, medical centre, light industry, neighbourhood centre (excluding a club, hotel, place of assembly, place of public worship, recreation facility and service station), public building, retail plant nursery, roadside stall, shop and shopping centre.	Dwelling, dwelling units, residential development or boarding house
Industrial and light industrial	Commercial purposes, dwelling, dwelling units, educational establishment, general store, medical centre, neighbourhood centre (excluding a club, hotel, place of assembly, place of public worship, recreation facility and service station), public building, residential development or boarding house, retail plant nursery, roadside stall, shop and shopping centre.
Commercial purposes (retail component)	Commercial purposes (entertainment component)

**Table 1.7.2.2 Land-use mixes qualifying for a Shared Parking Calculation**

<b>Primary uses</b>	<b>Secondary uses</b>
Medical centre, hospital	Educational premises, establishment, commercial

Where an application involves Shared Parking Calculation the following will apply

- It must be demonstrated that the land uses have differing peak hours (not overlapping), or that the combination of land uses will imply multi-destination parking.
- Shared Parking Calculation must form part of the initial development application, and must include a detailed breakdown of the likely peak hours of traffic generated in the proposed development.
- Where more than one parking rate can be used to calculate the parking requirement for the primary use, the highest parking rate applicable must be used in the calculation of the required parking spaces.
- Where Shared Parking Calculation involves two adjoining properties, a written agreement between the involved landowners must form part of the initial application for reduction.
- Shared Parking Calculation involving two adjoining properties may only be approved subject to the registration of an easement to this effect on the relevant properties, even when both properties are in the same ownership.

### **1.7.3 Parking Credits for Existing Development**

Credits for parking will be given to existing development on the following basis:

- (a) The requirements of any previous development consent;
- (b) The payment of any previous Section 94 Contributions.

### **1.7.4 Calculation of required parking**

When calculating the required parking the following principles will apply:

- When determining the required number of parking spaces results in a fraction, the number of spaces required will be rounded to the nearest whole number, and each fraction one-half (0.5) or more shall constitute another space.
- Should a development contain two or more types of uses, rounding of the number of spaces required will not be permitted for each of the different uses, but will only be allowed as a final rounding of the total number (sum) of spaces required.
- Where the end use of a proposed development, or part of a development, is not known during the assessment stage, Council may calculate the parking requirement according to the maximum required rate for the most likely end use reasonably foreseen.

- For stadiums, sports arenas, churches, places of public assembly or other uses in which patrons or spectators occupy benches, pews or other similar seating facilities, each 60cm of such seating facilities shall be counted as one seat for the purpose of determining the required number of parking.
- Except as provided for specifically under a Shared Parking Calculation, should a development contain two or more types of uses, each use shall be calculated separately for determining the total required number of parking spaces.
- Where development comprises an extension of an existing development, additional parking must be calculated for the additional floor area.
- Where development entails a change of a lawfully approved use, additional parking must be calculated for the difference in the required parking ratio.
- Where it can be demonstrated that the existing buildings and/or development on the site has paid contributions in the past, a credit shall be calculated on the basis of the existing and approved floor area and any parking space paid for under Section 94 of the Environmental Planning and Assessment Act, 1979.
- No credit will be considered for buildings and/or developments approved prior to May 1979.<sup>22</sup>

### **1.7.5 Exclusive parking**

All required parking spaces shall be available for use by patrons/clients of a development at all times during operating hours. If parking spaces are required for the exclusive use of an owner or employees of a development, then such spaces must be provided over and above those required in this Plan.

## **1.8 Alternatives to provision of on-site parking**

Where it is not possible or desirable to provide on-site parking, partially or in total, for a proposed development, Council may permit or require alternative arrangements.

These alternatives are limited to the following:

- Provision of the required parking spaces by the developer on another site
- The payment of a cash contribution in-lieu of the provision of the required parking

### **1.8.1 Provision of required parking on another site**

Council may permit the provision of parking spaces required for a development on another site than the actual site of development, subject to:

- The site on which the parking will be provided will be readily accessible and within reasonable walking distance, not exceeding 300 metres, from the development site, to the discretion of the Council

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<sup>22</sup> Being the adopted date for the oldest "Off-street Carparking Code" on record with Council



- An easement to this effect be registered on the site on which the parking is to be provided.

### **1.8.2 Cash contribution in-lieu of required parking**

Council may permit a monetary contribution in-lieu of required parking which cannot be provided on-site for developments in the any precinct of the CBD as indicated on Map 1.

When determining the required number of parking spaces results in a fraction, the number of spaces will not be rounded for the purpose of calculating monetary charges.

Monetary charge in-lieu of required parking which cannot be provided on-site will be calculated in accordance with the following formula:

$$\text{NPR} \times 30 (L + C) = \text{Monetary Charge}$$

Where:

- NPR = Number of Parking Required
- 30 = 30m<sup>2</sup>/ Parking Space<sup>23</sup>
- L = Cost of land per square metre
- C = Construction Cost per square metre (Annual CPI % increase applicable)

Construction Cost per square metre for 2011 = \$116.50

#### **(a) Deferred payment**

An applicant may apply for the issuing of a Construction Certificate and/or Occupation Certificate subject to deferred payment of contributions for parking in-lieu.

A deferred payment may only be considered by Council upon submission of valid reasons for the requested deferment, and an (audited) financial statement from the applicant demonstrating reasons why such payment cannot be made with the development application.

A written agreement between Council and the developer shall be applicable for a deferred payment, and a bank guarantee for the full amount or a part thereof, may be requested in this regard.

Interest may be levied on a deferred payment to the discretion of the Council and as stipulated in the written agreement.

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<sup>23</sup> The figure includes the physical area of a car parking space plus the manoeuvring area.

## 1.9 Parking and Access Design

### 1.9.1 Minimum design standards single dwellings and up to two residential units

Off-street parking may be located in enclosed garages or under a protective roof or covering.

For each residential lot, not more than two driveways shall be permitted, each of which shall be a minimum of 3.5m wide.

The width of a garage or gate is to be at least 3.0m with 2.75m unobstructed width at the doorway measured between the door jambs.

Access to or from a site shall be located no closer than 1.0m from any property boundary and not closer than 6m from a corner boundary.

Driveways will generally not be permitted in the following locations:  
(Figure 1.9.1)

- In close proximity to traffic signals, intersections or roundabouts where queuing and sight distances are issues of consideration and distances from this infrastructure shall be addressed on the merits of each case.
- In the sections of kerb shown in heavy lines (see Figure 1.9.1).

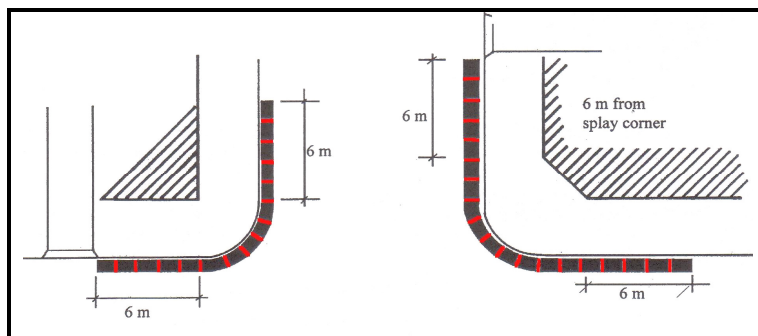


Figure 1.9.1

### 1.9.2 Minimum standards for all other developments

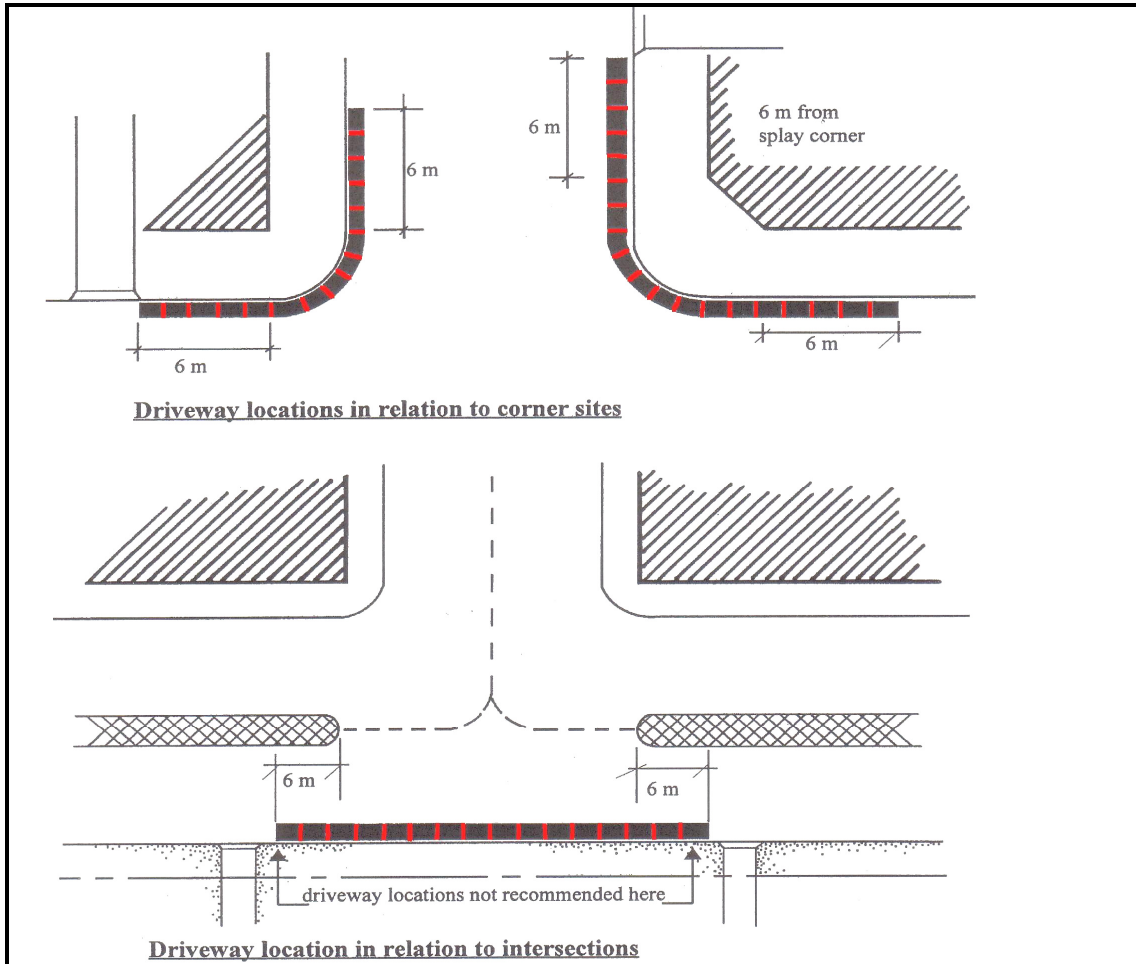
#### Access

The design of access points and internal circulation should be such that all vehicles can enter and leave the site in a forward direction.

Access to or from a site shall be located where it causes the least interference to vehicular and pedestrian traffic on a public road, to the discretion of the Council. Access to parking areas will generally not be permitted in the following locations:

- In close proximity to traffic signals, intersections or roundabouts where queuing and sight distances are issues of consideration and distances from this infrastructure shall be addressed on the merits of each case.

- Opposite other developments generating a large amount of traffic unless separated by a median island, or unless the road is a dual carriageway.
- In the sections of kerb shown in heavy lines (see Figure 1.9.2.1)



**Figure 1.9.2.1**

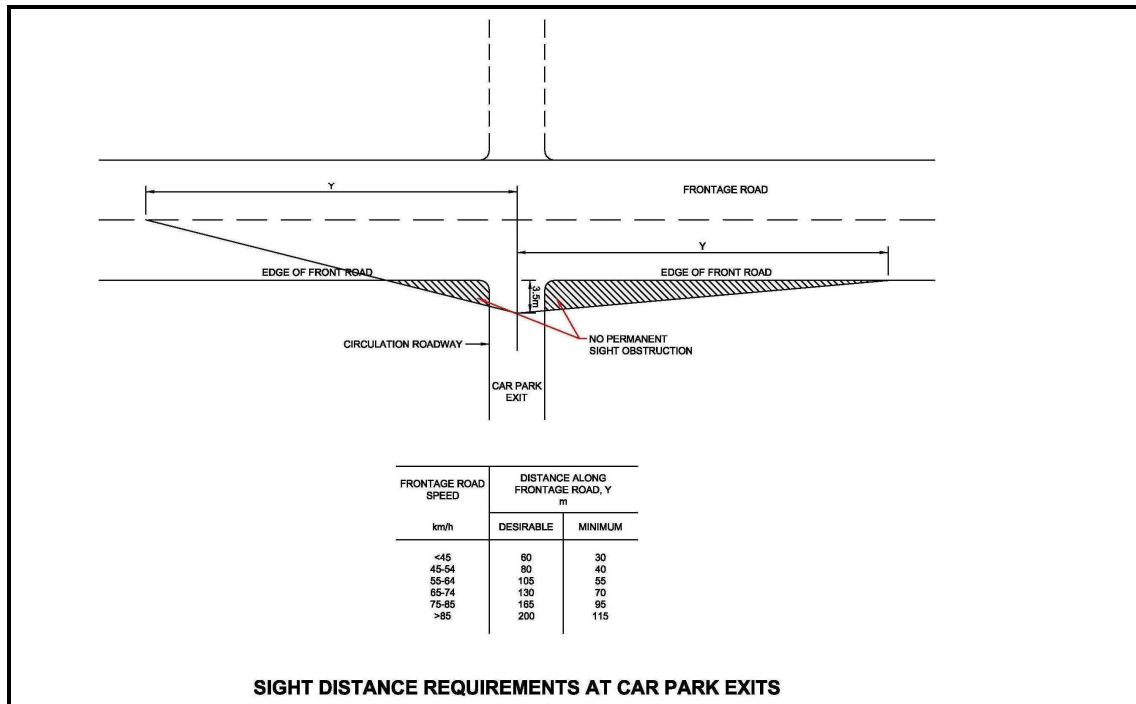
Access to loading facilities shall be provided directly from a public road or lane that will not interfere with public convenience and that will permit orderly and safe movements of trucks.

The number of access points from a site to any one street frontage shall be limited to 1 entrance and 1 exit (or 1 combined entrance/access), except where large car parks are controlled by vehicle movements in peak hour situations.

Where access to a parking area is available from a road other than a major road, such alternative access is to be utilised in preference to direct access to the major road.

The potential for on-street queuing should be eliminated by the provision of sufficient standing area for vehicles entering the carpark and loading areas.

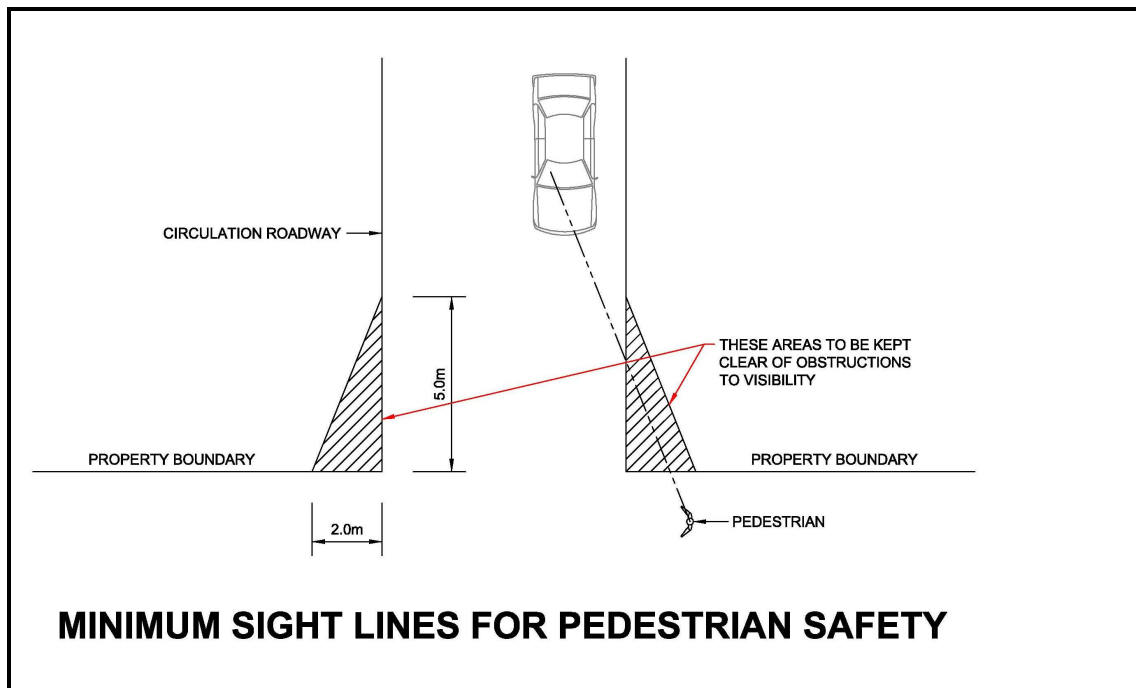
Intersection sight distance – signalised access driveway exits shall be located so that the intersection sight distance along the frontage road available to drivers leaving the car park is as indicated in the table and figure below. (see Figure 1.9.2.2)



**Figure 1.9.2.2**

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Driveway exits need to be located and constructed so that there is adequate intersection sight distance to traffic on the frontage road and sight distance to pedestrians on the frontage road footpath (see Figure 1.9.2.3)



**Figure 1.9.2.3**

Sight distance to pedestrians – clear sight lines (see Figure 1.9.2.3) shall be provided at the property line to ensure adequate visibility between vehicles on the driveway and pedestrians on the frontage road footpath. The loss of on-street parking incurred as a result of a driveway and sight distance requirements shall be provided on-site in addition to the required number of parking bays.

Access for vehicles in Precinct 1 of the CBD indicated on Map 1 shall be further limited to the following:

- Residential vehicle access to properties fronting Banna Avenue shall be via Olympic Street, Railway Street, or Banna Lane
- Residential vehicle access to properties fronting Yambil Street (northern side) shall be via Banna Lane
- Where possible residential vehicle access to properties fronting Yambil Street (southern side) shall be via Canal Street, or side streets

### **1.9.3 Parking dimensions and driveway widths**

The minimum dimensional requirements for on-site parking spaces and driveways giving access to parking spaces shall be in accordance with the Figure 1.9.3

The required number of parking spaces may be reduced in accordance with this DCP in favour of achieving the desired design standard (see Figure 1.9.3).

The following internal roadway design widths and parking dimensions are supplementary to the minimum dimensional requirements and represents the desired design standard within the context of this Plan (see Figure 1.9.3).

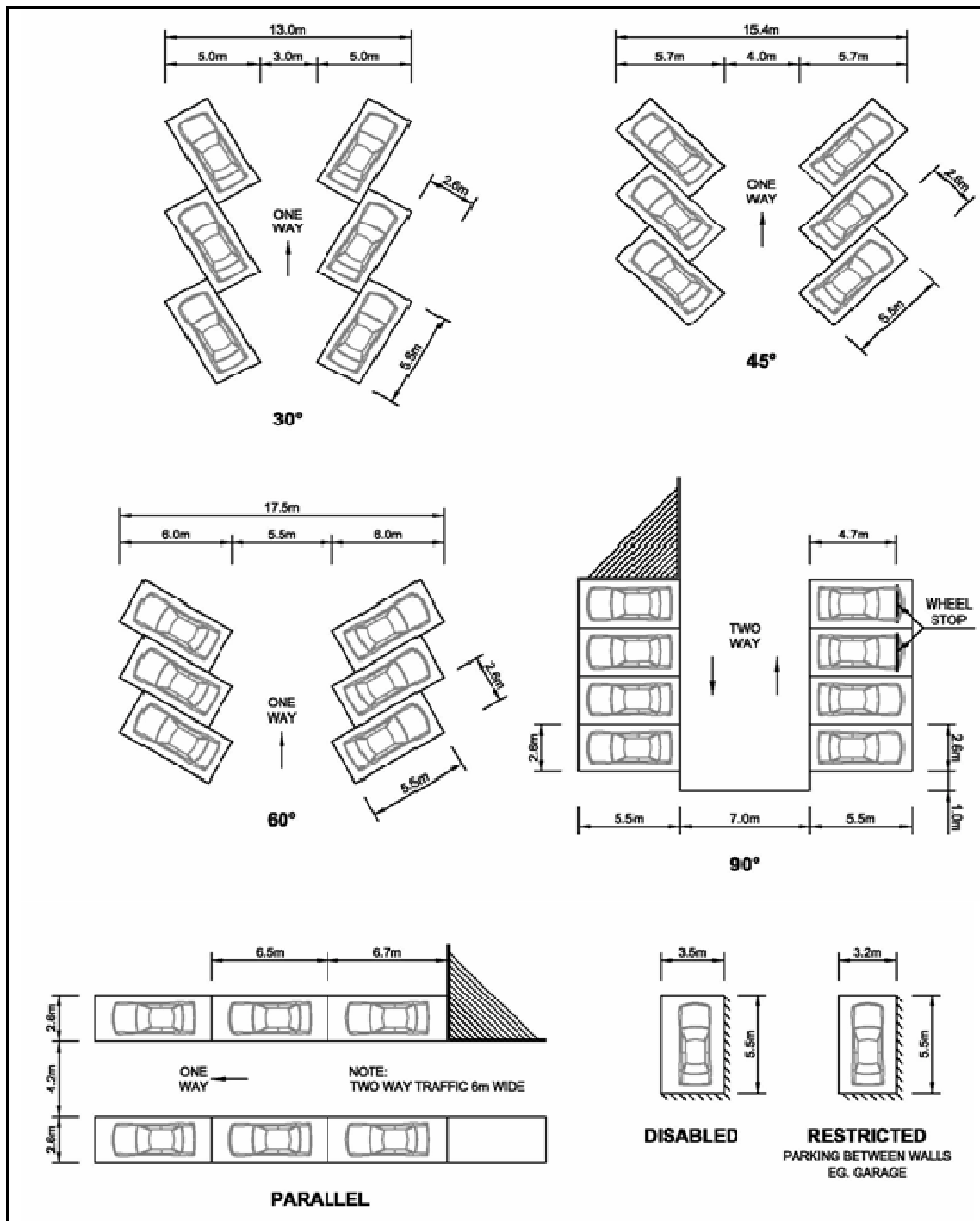


Figure 1.9.3

### **1.9.4 Vehicle stacking (Tandem parking)**

The provision of tandem parking, that is parking of a vehicle directly behind another vehicle, where access to the parking space is via the end of the space, is generally not included for the purpose of tallying car space numbers, except for:

- Single dwellings and residential units where one space may be provided in front of a garage or carport for every residence or unit.
- Commercial/retail establishments with drive-in or drive-through services that create lines of customers waiting to be served within vehicles.

In the case of the afore-mentioned commercial/retail establishments with drive-in or drive-through services, stack parking shall be allowed according to the following minimum requirements:

- Drive-through restaurants, banks and beverage docks that can normally serve customers within three minutes or less shall provide no less than four stacking spaces per service point.
- Self-service carwash facilities shall provide no less than three stacking spaces per wash bay. Automated carwash facilities shall provide no less than five stacking spaces per wash bay.<sup>24</sup>
- Service stations shall provide no less than two stacking spaces for each accessible side of the pump island, in addition to the actual spaces in front of each pump used for fuelling.

### **1.9.5 Manoeuvrability**

The minimum turning path for vehicles shall be that adopted by the AS2890, however with the following minimum application:

- For all residential developments a design car turning path will be applied with a minimum design turning circle of 11.5m diameter.
- For all commercial, retail and industrial developments less than 500m<sup>2</sup> a turning circle will be required to accommodate a Small Rigid Truck for access to the loading bay/service area or largest vehicle expected to access the site.
- For all commercial, retail and industrial developments 500m<sup>2</sup> or greater, a turning circle will be required to accommodate a Large Rigid Truck for access to the loading bay/service area or the largest vehicle expected to access the site.
- Reversing of a vehicle to exit a carparking space and/or parking area shall not exceed 15 metres in length. In this instance a manoeuvring area/turning bay shall provided at the end of the carpark for vehicles to enter and exit area in a forward direction. The manoeuvring area/turning bay shall be appropriately line-marked and signposted to the satisfaction of Council.

### **1.9.6 Parking for people with disabilities**

All parking for people with disabilities must be provided according to the classification and requirement of the BCA and Australian Standards 2890.6:2009. The following is derived from Section D, Part D3 of the BCA (as amended).<sup>25</sup>

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<sup>24</sup> In both cases the wash-bay may be counted as one space

- (a) subject to (b), must be provided in accordance with the following table in:
  - (i) a carpark required to be accessible; and
  - (ii) a carparking area on the same allotment as a building required to be accessible; and
- (b) need not be provided in a carpark or carparking area where a parking service is provided and direct access to any of the carparking spaces is not available to the general public or occupants; and
- (c) subject to (d), must comply with AS 2890.1; and
- (d) are not required to be signed where there is a total of not more than 5 carparking spaces, so as to restrict the use of the carparking space only for people with disabilities.

**Table 1.9.6: Carparking Spaces for People with Disabilities**

Class of building to which the <u>carpark</u> or carparking area is associated	Number of carparking spaces <u>required</u> for people with disabilities
<b>Class 3</b>	
(a) Boarding house, guest house, hostel, lodging house, backpackers' accommodation, or the residential part of a hotel or motel.	<p>To be calculated by multiplying the total number of carparking spaces by the—</p> <ul style="list-style-type: none"> <li>(i) percentage of <u>accessible sole-occupancy units</u> to the total number of <u>sole-occupancy units</u>; or</li> <li>(ii) percentage of beds to which access for people with disabilities is provided to the total number of beds provided.</li> </ul> <p>The calculated number to be taken to the next whole figure.</p>
(b) Residential part of a <u>school</u> , accommodation for the aged, disabled or children, residential part of a <u>health-care building</u> which accommodates members of staff or the residential part of a <u>detention centre</u> .	1 space for every 100 carparking spaces or part thereof.
<b>Class 5, 7, 8 and 9c</b>	1 space for every 100 carparking spaces or part thereof.
<b>Class 6</b>	
(a) Up to 1000 carparking spaces; and	1 space for every 50 carparking spaces or part thereof.
(b) for each additional 100 carparking spaces or part thereof in excess of 1000 carparking spaces.	1 space.
<b>Class 9a</b>	
(a) Hospital (non-outpatient area)	1 space for every 100 carparking spaces or part thereof.

<sup>25</sup> Where amendments are made to the BCA or AS2890 are made after the date of the adoption of the DCP the provisions of the amended standards will be applied.



Class of building to which the <u>carpark</u> or carparking area is associated	Number of carparking spaces <u>required</u> for people with disabilities
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(b) Hospital (outpatient area)—	
(i) up to 1000 carparking spaces; and	1 space for every 50 carparking spaces or part thereof.
(ii) for each additional 100 carparking spaces or part thereof in excess of 1000 carparking spaces.	1 space.
(c) Nursing home	1 space for every 100 carparking spaces or part thereof.
(d) Clinic or day surgery not forming part of a hospital.	1 space for every 100 carparking spaces or part thereof.

**Class 9b**

(a) <u>School</u>	1 space for every 100 carparking spaces or part thereof.
(b) Other <u>assembly building</u> —	
(i) up to 1000 carparking spaces; and	1 space for every 50 carparking spaces or part thereof.
(ii) for each additional 100 carparking spaces or part thereof in excess of 1000 carparking spaces.	1 space.

Parking for people with disabilities must be clearly signposted and located closest to the main entrance of the primary facility of any development.

Parking for people with disabilities shall have a clear height of 2.5m that shall be maintained from the access point to the parking spaces to provide for roof mounted devices and “high-roof” vehicles.

A maximum gradient of 1:40 will apply to parking floors and surfaces of any parking for people with disabilities, calculated to include the parking area including the approach to the main entrance to the primary facility. (In the case of appropriate physical assistance measures such as railings and lifts, this gradient may be reduced by Council.)

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### 1.9.7 Loading bays and service areas

All loading docks shall be used solely for loading and unloading purposes. Loading and unloading shall not be permitted from a public road. Storage of waste products or merchandise shall not be permitted in a loading dock. A loading dock may be used for waste collection by a garbage collection vehicle.<sup>26</sup>

Loading bays shall conform to the following minimum dimensions:

Single dock width:	3.5m
Multi-unit dock width (per bay):	4.0m
Dock depth (non-semi trailer):	12.5m
Dock depth (semi-trailer):	19.0m
Dock handling area depth (for goods movement):	3.0m
Free clearance over dock and vehicle movement area:	3.6m

All service vehicles should be able to enter and leave the site in a forward direction and therefore, adequate manoeuvring space is required on-site.

Internal circulation roadways shall be adequate for the largest vehicle anticipated to use the site.

### 1.9.8 Bus and coach parking

Bus and coach parking may be required by the Council, in addition to the required parking rate, for any development likely to generate or attract such traffic.

Unless otherwise required, bus and coach parking shall be provided in a parallel parking configuration, in parking spaces with a minimum width of 3.3m and the following minimum lengths:

Urban (Medium) Single Deck:	19m
Large Coach:	21m
Urban Articulated:	27m

### 1.9.9 Bicycle and motorcycle parking

Parking must be provided for bicycles and motorcycles for all new developments of a non-residential nature on the site to be developed or at another locality, accessible to the public, as agreed to by Council or the Authorised Officer.

In addition to the required parking rates, parking must be provided for motorcycles at a rate of 1 marked parking space for every 20 car parking spaces, and for bicycles at a rate of 1 bicycle rail with at least 3 wheel slots for every 50 car parking spaces.

Parking for bicycles must be clearly signposted and located closest to the main entrance of the primary facility of any development, second only to parking spaces for disabled people.<sup>27</sup>

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<sup>26</sup> Australian Standard AS 2890.2 – 2002 should be used for the design of manoeuvring space for service vehicles.

<sup>27</sup> Parking for bicycles should be provide according to Australian Standard AS 2890.3 – 1993 (Bicycle Parking Facilities)

Parking for bicycles shall be positioned to enhance safe access to existing and proposed cycle lanes, if any, in the vicinity of the parking lot.

## **1.10 Construction of Car Parking**

### **1.10.1 Gradients**

Unless explicitly otherwise permitted for parking garages; no access way, driveway, or turning area shall have a longitudinal gradient exceeding 15%.

The maximum driveway grades for single dwellings or residential units shall be 3% (1:33) from the top of the kerb to the property boundary.

All car parking spaces shall have a maximum longitudinal gradient of 10% and a maximum cross-fall of 5%.

All access ways for pedestrians and driveways also being used as pedestrian access shall have a maximum longitudinal gradient of 8%.

### **1.10.2 Materials and standards for construction**

All areas used for standing and manoeuvring of vehicles shall be designed according to Council's *Engineering Guidelines Subdivision & Development Standards, December 2008*.

With the exception of single dwelling houses, dual occupancy units comprising not more than two dwelling units and agricultural zoned land, all areas used for standing and manoeuvring of vehicles shall have concrete, asphaltic concrete or bitumen surfaces, and shall be maintained adequately for all-weather use for the life of the development.

Unless otherwise provided in Council's *Engineering Guidelines Subdivision & Development Standards, December 2008*, or specifically agreed to by Council's Development Engineer, parking areas shall be constructed to the following minimum requirements:

#### Base course

Minimum 150mm of compacted road building gravel shall be placed over the total carpark area. This thickness shall be increased depending on traffic usage and natural soil type. All soft or unsuitable materials shall be removed to give a sound base.

#### Drainage

All parking areas shall be designed to avoid concentrations of water run-off on the surface. The carpark shall be graded to retain water on-site and diverted to collection pits (or an on-site detention basin) for discharge to Council's underground drainage system (where available) by suitably sized pipes. The minimum pipe size in the table drain, where required, is 375mm diameter. Where no underground drainage system is available, discharge to the street gutter will be required with provision for onsite dispersal where soil type allows.

### Surface finish

The surface shall be properly sealed by using either reinforced concrete, asphaltic concrete, paving bricks<sup>28</sup> or a two coat bitumen seal.

### Kerb requirement

Barrier kerbs shall be employed for parking area perimeters and around islands within parking lots, as well as for all service driveways, loading areas and the like. Exceptions may be granted by Council for rear yard parking facilities and for design purposes, such as where barrier kerbs will interfere with drainage on the merits of each case.

Kerb and guttering crossing are to be designed to Council's *Engineering Guidelines Subdivision & Development Standards, December 2008*, and should conform to the levels of the road drainage system. Under no circumstances shall a crossing obstruct the flow of water along a gutter.

### Speed humps

Speed humps shall comply with AS 2890.1 – 2004.

### Wheel stops

Wheel stops, including bumper guards, shall be provided for all parking areas, to contain vehicles on sloping surfaces, prevent overhang, or to protect trees and vegetation from damage. Wheel stops shall comply with AS2890.1-2004.

## **1.10.3 Below-grade car parking**

Below grade parking may only be provided for non-residential uses, provided that the lowest floor (including the basement) be elevated above the base flood level, or together with attendant utility and sanitary levels, be designed so that below the base flood level, the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capacity to resist hydrostatic and hydrodynamic loads and the effects of buoyancy.

A registered professional engineer shall determine the base flood level and develop (or review) structural design, specifications and plans for the construction of below-grade parking, supervise construction work, and certify that the design and methods of construction are in accordance with accepted standards of practice.

#### Guideline: (Flood proofing of below grade parking)

- A critical element in any flood-proofing for (enclosed) below-grade parking is the point where the entrance ramp to the garage or enclosed parking meets the street grade. The best method of protecting a flood-proofed garage from flooding is to design the entry to be above the base flood level. The entry can also be brought up and over an (enclosed) ramp placed above the base flood level.
- Any flood-proofing that entail human intervention (such as a manual flood shield) greatly increase the potential for loss of life and damage to property during a flood event. A sufficient number of emergency exits must be available so that anyone in the garage or enclosed parking will not be trapped by rising floodwaters, and a warning and evacuation plan must be developed and tested for implementation when a flood threatens.

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<sup>28</sup> For light vehicular loading

#### **1.10.4 Landscaping and vegetation**

With the exception of single residential and dual occupancy developments, at least 10% of parking lots are required to be landscaped, and where possible be screened from roads and public areas by landscaping, to Council's satisfaction. A landscape plan (prepared by a qualified architect, landscape architect or similar qualified person may be required for this purpose).

The location of existing trees on site and methods of retention are to be considered in the preliminary design phase of the development.

Except, where explicitly allowed otherwise by Council, trees must be planted and maintained for shade at a ratio of at least one tree for every four parking bays in the case of single rows of parking and one tree for every eight parking bays in the case of double rows of parking.

Plants and trees shall be protected from damage due to vehicular movement by appropriate obstructions such as wheel stops, railings or custom-made frames.

Where plants and trees are used to screen parking lots from roads, planting height must be graded across the width of the bed with larger species in the centre and smaller species at the edge, in order to limit loss of visibility.

##### **Guidelines:** (Landscaping and vegetation)

- Generally mature trees will be less tolerant to disturbance to growth conditions compared to younger specimens, and this may be a factor in determining which trees should be retained.
- Excavation on one side of a tree, no more than halfway between the trunk and canopy edge (drip line), will eliminate about 30% of feeder roots, with proper care, most healthy trees (with the exception of eucalypts) can survive these changes in growing conditions.
- Care is to be taken in the sealing of areas close to existing trees to ensure adequate infiltration occurs to feeder roots.
- Plants and landscaping can be used to separate conflicting traffic movements and to provide shade. Where possible existing trees should be maintained for shade, and parking must be designed around existing trees.

#### **1.10.5 Lighting and signage**

All parking areas for developments comprising night time operation or occupation shall be illuminated.

Exterior lighting used to light parking areas shall be so arranged as to reflect light away from adjoining premises or streets and for this purpose Council may also require a wall or landscaped mound to be provided to shield neighbouring properties from parking lot illumination and vehicle lights.

No open lights, such as strips of light bulbs shall be permitted.

**Guidelines:** (Lighting and signage)

- The safety of vehicles, occupants and pedestrians in a car park is to be enhanced with appropriate illumination.
- Suitable lighting will allow easy observation and monitoring of car parks, thereby limiting the potential for theft of vehicles and personal threat.
- Ground level and bollard lighting is preferred to overhead lighting in residential areas, particularly in close proximity to neighbouring dwellings.

To ensure the efficient operation of parking areas:

- Signage shall indicate the location of parking and loading areas not clearly visible to drivers.
- Vehicle entry and exit lanes shall be clearly marked with either pavement arrows or signage.
- Desired traffic movements shall be indicated through the use of pavement arrows.
- Long stay spaces for employees and disabled people shall be indicated with appropriate signage.
- Physical impediments and constraints (such as severe gradients and occasional flooding) that may affect parking or the safety of passengers and pedestrians shall be clearly indicated.
- Non-standard signs and signage which may be offensive or confusing shall not be permitted.
- All signage advising of the availability of on-site car parking shall be in accordance with AS2890.

Painted parking bay delineation, arrows or other information for the driver, painted on the pavement are to be marked in accordance with AS2890.

## **1.10.6 Deviations from construction requirements**

### **(a) Deviation from construction requirements: Smaller Developments**

Council or the Authorised Officer may grant exemption, or partial exemption, from this design standard for developments requiring five (5) parking spaces, or less, in total by permitting a porous pavement such as gravel, natural stone, cobble stones, concrete slabs, wood or wood mulch, provided that:

- the parking spaces be used by passenger and light utility vehicles only;
- suitable parking and safe access for people with disabilities be provided;
- appropriate impervious surfaces be provided for loading bays and service areas;
- stormwater can be disposed of appropriately; and
- pavement material be appropriately secured and contained on-site to limit the potential of washing/spilling of material onto access roadways and driveways

**(b) Deviation from construction requirements: Occasional Use**

Council may deviate from the construction requirements pertaining to parking spaces and driveways to be used by patrons in the case of large parking areas for occasional use (such as showgrounds).

The extent of the deviation in the construction requirement in the case of parking deviation for occasional use will be based on the likely (annual) frequency of uses, as well as the likely intensity of use.

A deviation of this nature will imply that the applicant be partially and/or conditionally (temporarily) exempted from the actual construction of the parking, but that the land on which the parking was meant to be provided, still be accessible and dedicated for such a purpose.

The choice of allowing a deviation in this regard will be to the sole discretion of Council or the Authorised Officer.

**(c) Deviation from construction requirements: Trip Reduction Agreement**

Council may deviate from the construction requirements pertaining to parking spaces and driveways to be used by employees by means of a Trip Reduction Agreement.

The extent of the deviation in the construction requirement because of a Trip Reduction Agreement will be based on the initiatives and the level of contribution of the applicant (employer), but may not exceed 80% of the total required parking spaces and driveways for employees.

The choice of entering into a Trip Reduction Agreement and the extent of the deviation as a result thereof will be to the sole discretion of the Council.

Before entering into a Trip Reduction Agreement, the applicant (employer) must demonstrate that the proposed Trip Reduction Agreement will be lasting and binding for successors-in-title, or alternatively that the construction requirements will be complied with before the cessation of the agreement.

Initiatives may include, but are not limited to:

- Providing regular daily bus or taxi transport for commuting staff
- Car pool schemes for work related journeys, and a car-sharing scheme for fleet vehicles
- Contributing substantially to the establishment of cycling lanes to and from the workplace, where feasible
- Providing staff with substantial discount or subsidy on public transport costs, where public transport is available.

**Guideline:** (What is a Trip Reduction Agreement?)

**Trip Reduction Agreement** is an agreement between a major employer, employing more than 50 employees, and the Council whereby the employer introduce a package of initiatives to reduce vehicle dependency and the number of work related trips. A Trip Reduction Agreement must be in the format of a formal and binding agreement between employer and the Council wherein the employer undertakes to implement and maintain a package of initiatives to reduce vehicle dependency.

## 1.11 Assessment of parking

Parking will be assessed as part of the consideration of a development application in terms of the EP&A Act, and a site plan to this effect shall be incorporated to the Statement of Environmental Effects.

In assessing an application, the Council will consider compliance and conformity with:

- The aims and objectives of the Griffith LEP;
- The provisions of this DCP;
- The relevant design requirements in Council's *Engineering Guidelines Subdivision & Development Standards, December 2008*;
- Other applicable requirements and standards (e.g. SEPP (Infrastructure) 2007; various Australian Standards, etc.); and
- The Building Code of Australia

Each development application will be assessed on merit with due consideration of the above legislation, standards and policies; and where special circumstances exist; Council or the Authorised Officer may require standards greater than those detailed in this Plan.

Alternatively, Council, at its discretion, may relax the requirements of this Plan relating to a specific development application in accordance with the circumstances outlined in this part of the DCP, provided it is satisfied that the applicable zone objectives will not be compromised, and that all other legislative requirements (e.g. BCA and SEPPs) are complied with.

### 1.11.1 Information required

In the case of residential developments comprising up to two residences or units, the following information must be indicated on the site plan submitted as part of the development application:

- Locality and dimensions of garages, car-ports and other parking areas;
- Width and clear height of garage door or gate in the case of enclosed parking;
- Locality, length and width of driveway;
- Driveway surface type;
- Distance of driveway from adjacent driveways, services, trees, etc; and
- Distance from nearest splay – in the case of a corner allotment.

For any other development a separate site plan indicating the parking configuration, at a scale of 1:100 or 1:200, must accompany the development application, indicating the following information:

- Locality and dimensions of all parking spaces (including parking for disabled persons, bicycles and motorcycles);
- All parking spaces must be numbered on the site plan for reference purposes;
- Gross leasable areas in the case of retail, commercial (including offices) and industrial buildings;
- Number of units, rooms or offices;
- Any other criteria used for the calculation of the required parking;
- A schedule indicating the calculation of the required parking;



- Locality, length and width of access driveways and driveways used for internal circulation;
- Direction of traffic flow for internal traffic and traffic accessing the site;
- Distances from adjacent driveways, intersections and splays;
- Locality, dimensions and details of dividing medians, areas used for landscaping and screening, pedestrian paths, loading facilities, refuse storage areas, service areas, and the like;
- Details regarding the type of surfaces and kerbing for driveways, and parking areas, and other materials associated with parking such as wheel stops and trolley bays;
- All proposed signposting and surface marking for parking areas, including details of the type and colour of markings suggested, the content of signposts and the indication of internal traffic flow;
- Clear height and nature of cover in the case of covered parking;
- Gradients and details regarding stormwater management on, and surrounding the site of application; and
- Proposed lighting

### **1.11.2 Additional information**

In determining parking and access requirements for a development application, the Assessing Officer, Authorised Officer or Council may in addition to the information provided on the site plan, request any, or all of the following information:

- Likely demand for off-street parking because of the development;
- Availability of public transport and other transport facilities, if any, provided for employees and visitors, customers or patrons;
- Likely modes of transport to be used by employees and patrons;
- Likely peak hours of the proposed development;
- Existing traffic volumes on the surrounding street network;
- Expected traffic generation and the nature of traffic impacts resulting from the development;
- Information relating to the justification for departures from parking requirements - if any;
- Information relating to on-site manoeuvrability of vehicles;
- Stormwater plans and calculations from a suitably qualified Civil Engineer; and
- Any other information reasonably necessary to determine the level of expected traffic impact of any proposed development with extraordinary or special characteristics.

All development applications for major developments are to be accompanied by a parking and traffic impact study assessing the impact of the proposed development on the surrounding arterial and local road network, including transport infrastructure requirements and cost implications. If required, a traffic impact study may be requested at the development assessment stage.

A major development will be a traffic generating development as outlined in Clause 104 and Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007. However, a major development may also be a smaller development that is deemed by the Council to constitute a potentially significant traffic impact, or which may influence traffic and pedestrian safety.

### **1.11.3 Associated costs**

All costs associated with the drafting of a site plan, or the preparation for a traffic impact study, or any additional information will be for the cost of the applicant.

Any road and/or intersection works or upgrading of roads, required to manage or mitigate traffic impacts arising from a proposed development, is to be provided with the total cost for the applicant.

## MAP 1: CBD PRECINCTS

