

## **C.1: PARKING AND ACCESS**

### **1.1 INTRODUCTION**

This chapter requires applicants to consider the impact of new development on the existing road network and to make adequate provision for off-street car parking to meet the needs of the general public, employees and service vehicles.

#### **1.1.1 Application**

This Chapter applies and to all forms of development with the exception of *multi dwelling housing*, *shop top housing* and *residential flat buildings*.

#### **1.1.2 Purpose**

To ensure that adequate off-street car parking is provided within the City of Cessnock to meet the demand for such parking created by development.

#### **1.1.3 Aims and Objectives**

##### Aims:

- a) to provide a guide for developers of Council's requirements for off-street vehicular parking; and
- b) to ensure that adequate off-street vehicular parking is provided for traffic generating developments.

##### Objectives:

To ensure that:

- a) adequate car parking facilities are provided in association with developments;
- b) each development proposal is assessed consistently and equitably in relation to the provision of off-street vehicular parking;
- c) 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; and
- d) all vehicles entering or leaving properties are driven in a forward direction.

## 1.2 CAR PARKING STANDARDS

LAND USE	PARKING REQUIREMENT	COMMENTS
<b>Casual Accommodation</b>		
Camp or Caravan Site 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.
Serviced Apartments	1 space per unit, PLUS 1 space per 2 employees.	If restaurant and/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 serviced apartment customers. Submissions will be assessed on a merit basis.
Bed and Breakfast Accommodation	1 space per bedroom	
Tourist and Visitor Accommodation	1 space per bedroom	
<b>Commercial</b>		
Brothels / Sex Services Premises	2 spaces per room used for prostitution.	
Business / Office Premises (financial institutions, real estate agents, etc)	1 space per 30m <sup>2</sup> of gross floor area.	Provision should be made for the on site loading/unloading of service vehicles as appropriate.
<b>Health and Community Services</b>		
Child Care Centre, Kindergarten	1 space per employee, <b>PLUS</b> 1 space per 4 children enrolled for visitors and for parent parking.	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.
Places of public worship, Entertainment facilities, etc.	1 space per 10 seats, <b>OR</b> 1 space per 10m <sup>2</sup> of gross floor area if seats not affixed, <b>WHICHEVER IS THE GREATER.</b>	

LAND USE	PARKING REQUIREMENT	COMMENTS
Function centre	1 space per 5 seats	Council may consider a reduced parking rate depending on the nature of use the facility is put to (eg: if used for student conferences and transport to and from the site is by bus).
Information and Education facility	1 space per 20m <sup>2</sup> of floor area.	
Educational Establishment	1 space per 2 staff, <b>PLUS</b> 1 space per 15 students over 17 years for high schools and 1 space per 5 students for higher education establishments.	
Health Consulting Room	1 space per practitioner, <b>PLUS</b> 1 space per employee, <b>PLUS</b> 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.
Medical Centre	1 space per 25m <sup>2</sup> of gross floor area.	
Mortuary, Funeral Chapel, Funeral Home.	1 space per 5 seats.	
Hospitals	1 space per 3 beds, <b>PLUS</b> 1 space per 3 employees or part thereof.	
Veterinary Hospital	3 spaces per practitioner, <b>PLUS</b> 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.

LAND USE	PARKING REQUIREMENT	COMMENTS
<b>Industrial</b>		
Industrial Premises	1 space per 75m <sup>2</sup> of gross floor area, <b>OR</b> 1 space per 2 employees, WHICHEVER IS GREATER.	
Warehouse or Distribution Centre	1 space per 300m <sup>2</sup> of gross floor area, <b>OR</b> 1 space per employee, WHICHEVER IS GREATER.	
Viticulture / Winery	1 space per 75m <sup>2</sup> of gross floor area, <b>OR</b> 1 space per 2 employees, WHICHEVER IS THE GREATER	
<b>Licensed Premises and Restaurants</b>		
Take Away Food and Drink Premises	1 space per 12m <sup>2</sup> of gross floor area, <b>PLUS</b> 1 space per 3 seats.	A food outlet that provides no seating will be assessed as a shop. An area for queuing of cars for a drive through facility is required.

LAND USE	PARKING REQUIREMENT	COMMENTS
Registered Club	1 space per 7.0m <sup>2</sup> of licensed floor area, <b>PLUS</b> 1 space per 5 seats of auditorium, dining room and recreation area, <b>OR</b> 1 space per 10m <sup>2</sup> of auditorium, dining room and recreation area, <b>WHICHEVER IS GREATER,</b> <b>PLUS</b> 1 space per 3 employees.	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.
Pub	1 space per hotel unit, <b>PLUS</b> 1 space per 4.0m <sup>2</sup> of licensed floor area, <b>PLUS</b> 1 space per 6.5m <sup>2</sup> of auditorium, dining room and recreation area, <b>OR</b> 1 space per 3 seats of auditorium, dining room and recreation area, <b>WHICHEVER IS GREATER,</b> <b>PLUS</b> 1 space per 3 employees.	The proposed pub development will be compared to similar existing developments.
Restaurant	1 space per 7.0m <sup>2</sup> of gross floor area, <b>OR</b> 1 space per 3 seats, <b>WHICHEVER IS GREATER.</b>	
Cellar Door Premises	1 space per 7.0m <sup>2</sup> of floor area.	

LAND USE	PARKING REQUIREMENT	COMMENTS
<b>Recreational Facilities</b>		
Bowling Alleys	3 spaces per lane, <b>PLUS</b> 1 space per 3 employees or part thereof.	
Bowling Greens	30 spaces for first green and 15 spaces for each additional green.	
Golf Courses	4 spaces per green.	
Indoor Recreation Facility	16 spaces per court, <b>OR</b> (if there are no courts) 1 space per 25m <sup>2</sup> of gross floor area, <b>PLUS</b> 1 space per 2 employees, <b>PLUS</b> 3 spaces per court for spectators.	
Squash Courts, Tennis Courts	3 spaces per court, <b>PLUS</b> 1 space per 3 employees or part thereof.	
<b>Residential</b>		
Home Occupation / Home Industry	1 space in addition to dwelling requirements.	
<i>Housing for Seniors or People with a Disability:</i>		
(a) Residential care facilities	(i) 1 parking space for each 10 beds in the residential care facility (or 1 parking space for each 15 beds if the facility provides care only for persons with dementia), and	

	<p>(ii) 1 parking space for each 2 persons to be employed in connection with the development and on duty at any one time, and</p> <p>(iii) 1 parking space suitable for an ambulance.</p>	
(b) Hostels	<p>(i) 1 parking space for each 5 dwellings in the hostel, and</p> <p>(ii) 1 parking space for each 2 persons to be employed in connection with the development and on duty at any one time, and</p> <p>(iii) 1 parking space suitable for an ambulance.</p>	
(i) Self-contained dwellings	<p>(i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider, or</p> <p>(ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider.</p>	

LAND USE	PARKING REQUIREMENT	COMMENTS
<b>Retail</b>		
Bulky Goods Premises	1 space per 45m <sup>2</sup> of gross floor area.	
Vehicle Sales or Hire Premises	0.75 spaces per 100m <sup>2</sup> of site area, <b>PLUS</b> 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)
Landscape and Garden Supplies	1 space per 130m <sup>2</sup> of gross display area.	
Service Station	6 spaces per work bay, <b>PLUS</b> 1 space per 20m <sup>2</sup> of gross floor area of the convenience store, <b>PLUS</b> 1 space per 6.5m <sup>2</sup> of gross floor area <b>OR</b> 1 space per 3 seats if a restaurant facility is provided, <b>WHICHEVER IS GREATER.</b>	All car parks must be located clear of vehicle pump paths.
Vehicle Repair Station	1 space per 40m <sup>2</sup> of gross floor area, <b>OR</b> 3 spaces per workshop bay, <b>WHICHEVER IS GREATER.</b>	
<i>Shops and General Business:</i>		
(a) < or = to 1000m <sup>2</sup> gross floor area	1 space per 20m <sup>2</sup> of gross floor area.	
(b) > 1000m <sup>2</sup> gross floor area (includes supermarkets, department stores, shopping centres)	1 space per 15m <sup>2</sup> of gross floor area.	
(c) Video Stores	1 space per 15m <sup>2</sup> of gross floor area.	



<b>LAND USE</b>	<b>PARKING REQUIREMENT</b>	<b>COMMENTS</b>
<b>Road Transport Facilities</b>		
Roadside Stall (not exceeding 20m <sup>2</sup> )	A minimum of 4 off street parking spaces.	
Freight Transport Facility, Passenger Transport Facility, Transport Depot, Truck Depot, or the like.	1 space per vehicle at the time of estimated peak vehicle accumulation on the site.	
<b>Any Other Building or Land Use (not elsewhere defined)</b>	To be determined by Council in individual cases.	

It should be noted that Council will review these car parking requirements on the submission of a detailed traffic assessment report that demonstrates that a reduced level of parking is satisfactory for the proposed development and both the immediate and general locality.

This is particularly appropriate to developments with various components and extended trading hours.

All applications and reports will be assessed on a merit basis.

### **1.3 QUALIFICATIONS AND EXCEPTIONS TO PARKING STANDARDS**

#### **1.3.1 Calculation of Numbers**

Where the calculation of parking spaces results is a fraction of a space, the total number of parking spaces shall be the next highest whole number.

#### **1.3.2 Extensions/Additions to Existing Development**

Where existing premises are being extended to create additional gross floor area, the additional parking requirement shall be calculated in accordance with the parking standards contained in this code on the basis of the increased floor space.

#### **1.3.3 Small Scale Additions**

Council may, at its discretion, waive the car parking requirements for small scale additions where:

- (a) the proposed extension is of a minor nature requiring the provision of not more than one additional car parking space; or
- (b) the extension is not directly related to the parking generation potential of the development.

#### **1.3.4 Low Intensity Uses**

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.

#### **1.3.5 Change of Use**

Where existing premises are proposed to be redeveloped or their uses changed, the following method of calculating car parking requirements shall apply:

- (a) determine the parking requirements of the previous or existing premises in accordance with the parking standards contained in this Plan;
- (b) determine the parking requirement of the proposed development in accordance with the parking standards contained in this Plan;
- (c) subtract the number of spaces determined in (a) above from the number of spaces calculated in (b) above; and
- (d) the difference calculated in (c) above represents the total number of parking spaces to be provided.

#### **1.3.6 Mixed Uses**

In the case of a combination of land uses on the site, the parking requirement for each separate use shall be calculated and then added together to provide the total parking requirement. Any departure from this method will only be considered by Council where it can be demonstrated that the peak demand for each land use component of the development is staggered.

#### **1.3.7 Undefined Development**

Where a proposed development does not fall within any of the land use categories identified in the Car Parking Standards section of this Plan, 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.

### **1.3.8 Major Traffic Generating Developments**

Parking requirements for major new developments will be assessed on merit, with particular reference to:

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

Where it is considered that a traffic generating development may have a major impact on traffic movement within a given locality, Council will require the applicant to submit a traffic and parking study prepared by a suitably qualified consultant prior to determining the application. Early consultation with Council is recommended in such cases.

### **1.3.9 Referrals**

A development application (DA) shall be referred to the NSW Roads and Traffic Authority (RTA) under the following circumstances;

- If the DA meets the requirements of Schedule 3 of Clause 104 of the State Environmental Planning Policy (Infrastructure) 2007; and/or
- If concurrence/consent is required from the RTA under other relevant legislation including the Roads Act 1993, and SEPP No. 64 – Advertising and Signage.

## **1.4 DESIGN GUIDELINES FOR OFF-STREET VEHICULAR PARKING AREAS**

Off-street car park design mainly involves engineering and landscape disciplines. Engineering principles are important and ensure that a facility will function efficiently in regard to surface durability, traffic movement, access, drainage and lighting requirements. Landscape principles are applied to make the facility more attractive for the users (both drivers and pedestrians) by providing trees for shelter, pedestrian walkways, and screening to boundaries to integrate the facility into its surrounds.

Generally car parks should be designed to meet the requirements of AS 2890.1 Off-Street Car Parking and AS 2890.2 Commercial Vehicle Facilities for design and layout and Council's "Engineering Requirements for Development" for construction.

### **1.4.1 Access to the Site**

- (i) A vehicular driveway should:
  - (a) be located no closer than 1.5 metres from the boundary of the site and no closer than 6 metres to a corner boundary;
  - (b) not be located within 12 metres on the approaches to a "stop" or "giveaway" sign;
  - (c) cross the footpath or footway at right angles to the centreline of the road;
  - (d) 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;
  - (e) be clear of obstructions which may prevent drivers having a timely view of pedestrians;
  - (f) be properly signposted by the use of "in" or "entrance" and "out" or "exit" signs, where appropriate; and
  - (g) be designed and constructed to suit design traffic loads.

- (ii) Refer to Tables 1-3 below on further information on access requirements. Table 1 provides details on the selection of access facility categories. Table 2 provides details on entry and exit driveway widths and separation of driveways where applicable. Table 3 provides details on the class of parking facility.

**TABLE 1: SELECTION OF ACCESS FACILITY CATEGORY**

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1, 1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3, 3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

- When a car park has multiple access points, each access should be designed for the number of parking spaces effectively serviced by that access.
- This table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

Source: Australian Standard 2890.1 2004 – Off Street Parking.

**TABLE 2: ACCESS DRIVEWAY WIDTHS**

Category	Entry Width	Exit Width	metres
			Separation of driveways
1	3.0 to 5.5	(Combined) (See Note)	N/A
2	6.0 to 9.0	(Combined) (See Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1 <i>Access design principles</i> in AS/NZS 2890.1 (2004).		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0m minimum.

Source: AS 2890.1 2004 – Off Street Parking.

**TABLE 3: CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES**

User Class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front Door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS 2890.6 (Note 2)		Parking for people with disabilities

NOTES:

1 Except for the requirements specified in Clause 1.4 (in AS 2890.1 - 2004) relating to User Classes 1A and 4, the examples of uses are intended to be flexible and allow for progressive improvement both in the ease of manoeuvring into and out of parking spaces, and in leaving and re-entering the vehicle as one progresses up the user class scale from 1 to 3A. The modeling of vehicle manoeuvring into Class 1A spaces shows however, that many drivers may have difficulty driving into and out of such spaces, especially those with vehicles larger than the B85 vehicle. Furthermore, they may have difficulty entering and leaving the vehicle in the narrower spaces. Safety issues associated with delays and congestion caused by manoeuvres into and out of Class 1A spaces in large parking areas should also be taken into account. See also Appendix B, Paragraph B4.8 in AS 2890.1 – 2004.

2 In preparation, see footnote to Clause 1.2 in AS 2890.1 – 2004.

Source: Australian Standard 2890.1 2004 – Off Street Parking.

**1.4.2 Car Park Design**

- i. The minimum dimensions of each off street parking space and the distance separating parking spaces shall be in accordance with the Australian Standard.
- ii. Adequate on site manoeuvring and circulating areas shall be provided to ensure that all vehicles enter and leave the site do so in a forward direction.
- iii. Parking spaces for visitors and customers should be provided where they are clearly visible from the street so their use is encouraged.
- iv. Parking spaces for employees and for longer duration parking may be located more remotely from the street.
- v. The location of the parking area on the site should be determined having regard to:
  - (a) site conditions such as slope and drainage;

- (b) visual amenity;
- (c) the location of the building; and
- (d) the proximity to any neighbouring residential development.

#### **1.4.3 Disabled Parking**

Special parking spaces for disabled persons should be provided at the rate of 1 or 2% of the overall spaces provided for a retail / commercial development. These spaces should be clearly signposted and have a minimum width of 3.2 metres. Refer to the Australian Standard 1428 Design for access and mobility.

#### **1.4.4 Loading/Unloading Facilities**

- i. In the case of all commercial, retail and industrial development, adequate provision must be made on the development site for the loading and unloading of service vehicles.
- ii. The number and dimensions of loading bays required in any particular case will be assessed by Council having 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. Details regarding the estimated size and frequency of goods delivery vehicles visiting the premises are required to be submitted with the development application.
- iii. Loading / unloading bays should be designed to ensure that vehicles can manoeuvre into and out of all loading / unloading areas without conflicting with the movement of traffic on site or in the adjacent streets.
- iv. The loading / unloading areas should be designed to accommodate the turning path of appropriate service vehicles.
- v. The loading / unloading areas must be designed to ensure that vehicles stand entirely within the site during loading and unloading operations.

#### **1.4.5 Internal Roads**

- i. For internal roads between the driveway and the parking area the recommended minimum carriageway width depends on the number of parking spaces and service bays. These requirements are specified in Section 2.4 "Design of Planning Modules" in Australian Standard 2890.1 (2004).

#### **1.4.6 Construction Materials**

- i. All parking areas and accessways shall be constructed in accordance with Council's Engineering Requirements for Development.
- ii. In choosing the most suitable pavement type the following factors should be considered:
  - (a) anticipated vehicle loads;
  - (b) run-off gradients and drainage requirements; and
  - (c) construction constraints.

#### **1.4.7 Landscaping**

- i. A minimum of 10% of the total area of the carpark shall be appropriately landscaped.
- ii. Long stretches of parking bays are to be dispersed with screen planting. A good rule of thumb would be to have no more than 10 parking bays before breaking with planting.
- iii. 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.
- iv. 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.