Australian Capital Territory

Planning and Development (Technical Amendment— Code and miscellaneous changes to parking and vehicular access general code) Plan Variation 2010

Notifiable instrument NI2010—410

Technical Amendment No 2010-10

made under the

Planning and Development Act 2007, section 89 (Making technical amendments)

This technical amendment commences on 30 July 2010.

Technical amendment number 2010-10 to the Territory Plan has been approved by the Planning and Land Authority.

Kelvin Walsh

Delegate of Planning and Land Authority

20 July 2010



Planning & Development Act 2007

**Technical Amendment**

**to the Territory Plan**

**Variation** **2010-10**

Code and miscellaneous changes to parking and vehicular access general code including introduction of commercial CZ5 mixed use zone parking provisions

July 2010

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1. INTRODUCTION

Outline of the process

The Commonwealth’s *Australian Capital Territory (Planning and Land Management) Act 1988* allows for the Legislative Assembly to make laws to establish a Territory Planning Authority and for that Authority to prepare and administer a Territory Plan.

The *Planning and Development Act 2007* (the Act)establishes the ACT Planning and Land Authority as the Authority which prepares and administers the Territory Plan, including continually reviewing and proposing amendments as necessary.

Technical amendments to the Territory Plan are prepared in accordance with the Act and this technical amendment contains both code and miscellaneous amendments.

A code variation (section 87(b)) is a technical amendment that

(i) would only change a code; and

(ii) is consistent with the policy purpose and policy framework of the code; and

(ii) is not an error variation.

A variation under section 87(a) is a technical amendment that

(i) would not adversely affect anyone’s rights if approved; and

(ii) has as its only object the correction of a formal error in the plan.

1. EXPLANATORY STATEMENT

Changes and Reasons

**Parking and vehicular access general code**

1. **Inclusion of objectives and provisions for parking in the commercial CZ5 mixed use zone into code**

A new commercial zone was introduced when the Territory Plan was restructured and released in 2008. The parking and vehicular access general code was transcribed from the former parking and vehicular access guidelines. Objectives and parking rates for the commercial CZ5 mixed use zone were not incorporated as the zone did not exist in the previous guidelines. This technical amendment addresses this matter and a section for commercial CZ5 mixed use zone parking rates and objectives are introduced into the code.

1. **Standardisation of language and formatting**

Some changes have been made in order to be consistent with other revised and updated codes in the Territory Plan. This includes reference to zones and codes and headings in lower case and standardising references to universal requirements (such as landscaping being to the satisfaction of the Department of Territory and Municipal Services).

1. **Alteration of minimum parking provision rates for people with disabilities (excluding residential zones)**

The draft ACT Parking Strategy prepared by the Department of Territory and Municipal Services includes a requirement for 3 spaces for people with disabilities per 100 car parking spaces as a minimum. Given the growing number of disability permits being issued and the ageing of the population, the carparking rates are amended such that parking spaces for people with a disability are provided at a minimum rate of 3 percent of car parking spaces with a higher provision rate required for car parks serving health facilities and other facilities which provide services for aged persons and people with disabilities.

1. **Replacement of various tables and figures**

Changes have been made to relevant tables and figures to be consistent with revised and updated Australian Standards for parking provisions.

1. **Clarification of locational requirements and schedule of parking provision rates for commercial CZ1, CZ2 and CZ3 zones**

Some of the references in the locational requirements table and schedule of parking provision rates for commercial CZ1, CZ2 and CZ3 zones were not differentiated. The requirements and provisions are separated into discrete requirements for commercial CZ1, CZ2 and CZ3 zones within the city, town and group centres in the revised document.

1. **Changes to parking rates for indoor entertainment facility, place of assembly, place of worship, produce market in commercial zones**

Changes to parking rates for these uses have been made in the commercial zones in line with previous work undertaken for community facilities requirements and the identification by the Transport and Infrastructure Division (Department of Territory and Municipal Services) for more appropriate parking rates for these uses.

1. **Changes to parking rates for club, drink establishment and restaurant in commercial CZ6 leisure and accommodation zone and restaurant in commercial CZ2 zones outside centres and Northbourne Avenue precinct**

A parking rate of 10 spaces per 100m2 GFA has been introduced for a club that is located in the CZ6 zone within a town centre. This is in recognition that much of the day time demand for club facilities comes from people working in town centres or visiting for other purposes and therefore this parking demand is already provided. Parking for other predominantly daytime uses is available during the evening hours when there is no conflict between demand for parking for club uses and those other uses. The rate for clubs located in areas other than the city remains 15 spaces per 100m2 GFA.

For restaurant and drink establishment, the blanket 15 spaces per 100m2 GFA has been revised to provide specific provisions for the different types of centres. This is also in recognition of the availability of parking for other uses which are not needed during the peak hours of patronage of drink establishments and restaurants which are commonly at night time and on weekends.

1. **Changes to parking rates for produce market in town and group centres and industrial zones**

The Transport and Infrastructure Division of the Department of Territory and Municipal Services has identified changes to the parking rates for produce markets in the commercial and industrial zones based on recent studies. The rate for produce market in the industrial zones are revised from 20 spaces per 100m2 GFA to 15 spaces per 100m2 GFA, and the rate in the town and group centres are revised from 5 spaces per 100m2 GFA to 10 spaces per 100m2 GFA.

1. **Introduction of a rate for ‘car park’ in all other zones**

The rate has been revised from ‘subject to individual assessment’ to require 1 space per peak shift employee to be consistent with the rate for a car park in the commercial, industrial and restricted access recreation zones.

1. **Introduction of small car parking provision rates**

A number of development proposals have raised parking provision for small vehicles as an issue, in part because of 'Green Star' initiatives.  The Transport and Infrastructure Division of the Department of Territory and Municipal Services has undertaken research into the proportion of small cars registered in the ACT, using vehicle registration data.  The proportion is presently around 10% of all registered passenger vehicles.

The small car parking provisions permit up to 10% of parking spaces being provided for small cars in any development.  For residential apartment development up to 10% of parking spaces may be for small cars provided that at least one (1) parking space per apartment meet the minimum dimensions set out in Section 2.3.1 of the parking and vehicular access general code.

1. **Introduction of tandem parking in multi unit residential apartment developments**

Tandem parking is appropriate where it can be clearly demonstrated that vehicles parked in this way are directly associated with a single dwelling and that such vehicles do not restrict or impede the parking, manoeuvring or access of other vehicles.

Some residential developments have tandem parking arrangements which have been approved only where the proponent has provided two allocated parking spaces for apartments with two or more bedrooms.

This is an acceptable arrangement for residential uses only, provided that the proportion of parking provided in this way does not generally exceed 10% of the total residential parking provided for each apartment with two or more bedrooms. Proposals for greater than 10 percent of parking spaces for units with two or more bedrooms in apartment developments are to be subject to individual assessment by the Department of Territory and Municipal Services.

This restriction does not apply to *attached house*, *dual occupancy housing* and *triple occupancy housing* developments.

1. **Introduction of parking requirements for developments subject to assessment in the merit and impact track**

Where a particular use is not listed as merit assessable or prohibited in the development table of the relevant zone but is subject to the impact track, then the car parking provision is subject to individual assessment and the proposed development will be referred to the Department of Territory and Municipal Services for advice.

For merit assessable uses where parking provision is subject to individual assessment, these are to be referred to the Department of Territory and Municipal Services for advice.

1. **Addition of visitor parking provisions to locational requirements tables in all zones**

An additional column has been added to the tables for locational requirements for all zones to include provisions for visitor parking.

1. **Definitions for short stay and long stay parking**

A section has been added into the introduction of the code which provides definitions of short stay and long stay parking.

1. **Correction of various spelling and grammatical errors**

These corrections are made where necessary throughout the document.

The changes outlined above are considered to be consistent with the policy purpose and policy framework of the code.

1. TECHNICAL AMENDMENT

#### Variation to the parking and vehicular access general code

Substitute with the revised parking and vehicular access general code at **Appendix A**.

**Interpretation service**



**APPENDIX A**

**Parking and vehicular access general code as revised**



#### 

#### **Parking and** **Vehicular Access**

General Code

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1. Introduction

1.1 Purpose of the code

This document sets out the provision for vehicular access and parking in the ACT.

The code seeks to ensure that development achieves the relevant objectives of the Territory Plan and will be used by the Authority in the assessment of development applications involving development, redevelopment and lease variations. The code specifies vehicular access and parking requirements for development.

1.2 Structure of the code

The code is divided into three sections:

Section 1 is this introduction and advice on how to use the code;

Section 2 sets out the general requirements for the location and physical characteristics of parking and related vehicular access; and

Section 3 states the parking provision rates relating to each of the Territory Plan’s zones. The relevant parking provision rates form the basis for determining the required amount of parking to be provided.

1.3 Using the code

The code adopts a performance based approach and section 3 sets out, for each of the zones, objectives relating to the provision of parking which development proposals are required to meet. The relevant schedule in section 3 defines the minimum parking provision requirements for permitted development for each of the zones.

The scale of parking provision required is derived from a set of criteria relating to safety, economic efficiency, accessibility, commercial viability and social and environmental objectives. The parking provision rates take account of factors such as the availability of public parking and the potential for shared parking with neighbouring developments, accessibility of the location to public transport, and relevant transport, economic, social and environmental policies, such as travel demand management measures.

The parking provision rates are based on a range of empirical evidence available to the Department of Territory and Municipal Services (TaMS), interstate codes and guidelines and international guidelines to set the most appropriate standards for a particular zone.

The parking provision rates in conjunction with the scale of development are used to calculate the parking requirement that, in normal circumstances, would be deemed to meet the relevant objectives.

Any specific requirements for the provision of parking and access in areas subject to the National Capital Plan or to other codes of the Territory Plan would take precedence over the requirements specified in this code.

Parking generated by a development is generally required to be accommodated on site or in a location consistent with the criteria in section 2.

In cases where the physical constraints of a site make on-site provision impracticable, or the Territory may consider it undesirable for efficiency, traffic operation, pedestrian amenity or other reasons for the specified parking to be provided totally on-site, special arrangements may be negotiated or requirements may be waived at the discretion of the Territory. In such situations the ability to consolidate parking in publicly accessible off-site locations provides a superior outcome. Costs can be reduced by eliminating the need for costly on-site basement car parking, and greater efficiency can be achieved through the increased potential for shared and complementary use.

1.4 Calculations of parking provision requirements

Total parking requirements are calculated by multiplying the relevant parking provision rates by the scale of the development, ie the gross floor area of the development in most cases. In some cases, the multiplier may be the number of practitioners, or some other unit.

However the performance approach adopted in these codes provides the flexibility to enable a proposal to be supported where the proponent can demonstrate to the satisfaction of the Territory that the objectives can be met either by provision of a lesser on-site rate or by utilising spare capacity in publicly available on-street or off-site parking. This process is summarised in Table 1 below.

The utilisation of spare capacity in on-street or off-site parking areas is at the discretion of the Authority, having regard to, *inter alia*, the potential demand which may be generated by a particular proposal as well as the potential for nearby lessees to seek to expand their activities and lay claim to a proportion of the available capacity in publicly available on-street and off-street car parking areas.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Table 1 Calculations of parking provision requirements | | | | | |
| 1. | Determine the relevant development and zone under the Territory Plan. | | | | |
| 2. | Identify the parking location and access requirements relevant to the proposal (see section 2). | | | | |
| 3. | Identify parking provision rates for the proposal (see schedules in section 3 for the relevant zone). | | | | |
| Calculate the number of on-site parking spaces which would be deemed to meet the relevant parking and access objectives for the area (see section 3) as follows: | | | | | |
| Parking requirement | | = | parking provision rate | X | scale of development |
| 5. | Identify any on-site and other parking and access requirements necessary for approval of the development. | | | | |
| Note: A parking provision less than the calculated parking requirement may be considered, if it can be demonstrated that the objectives for the provision of parking in that area can still be met. | | | | | |

1.5 Definitions

**Long stay parking** means parking provision for generally longer than 4 (four) hours duration.

**Short stay parking** means parking provision for generally up to 4 (four) hours duration.

2. General Design and Vehicular Access Requirements

2.1 Parking location

Circumstances relating to the scale and location of a development, the traffic situation in the vicinity of the site, the practicality and desirability of consolidated parking and the achievement of transport policy objectives may dictate whether the required parking will only be permitted either on-site or offsite, or whether either location would be satisfactory.

In certain cases, the needs of specific users of a development should be carefully considered in the design of parking facilities and access points.

The locational requirements of parking for long-stay, short-stay and operational parking for certain development in each of the Zones are set out in Section 3, as relevant.

2.2 Parking for people with disabilities

Vehicular parking for people with disabilities must be provided in accordance with *Australian Standard AS/NZS 2890.6:2009 Parking Facilities – Part 6: Off-street parking for people with disabilities*.

Parking spaces for people with disabilities need to be much wider and longer than other parking spaces in car parks. The extra space is needed because of advances in technology for vehicle mounted equipment for loading and unloading wheelchairs. Vehicles equipped with ramps or platform hoists either at the side or rear of the vehicle allow for wheelchair-bound passengers or drivers to enter or leave the vehicle in the wheelchair.

### 2.2.1 Dimensions of parking spaces for people with disabilities

The dimensions for parking spaces for people with disabilities are set out in section 2.2 and figures 2.1 to 2.7 in *Australian Standard AS/NZS 2890.6:2009 Parking Facilities – Part 6: Off-street parking for people with disabilities*.

### 2.2.2 Headroom

In relation to safe access and egress for vehicles of people with disabilities, the path of vehicular travel from the car park entrance to all parking spaces for people with disabilities and from those spaces to the car park exit shall have a minimum headroom of 2,200mm.

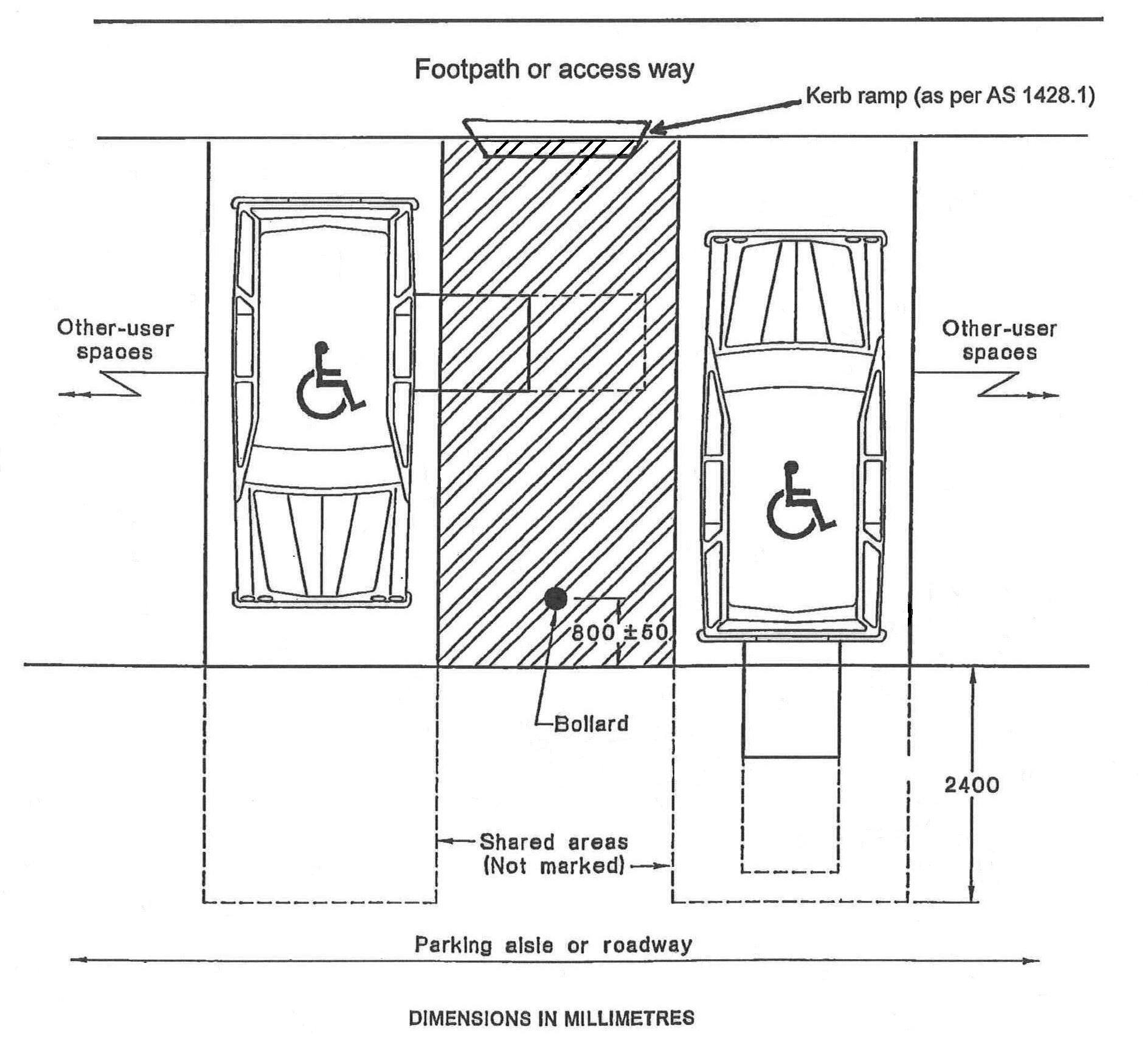
The headroom above each parking space provided for people with disabilities and the adjacent shared area, measured from the level of the parking space, shall be a minimum of 2,500mm. (The method of measuring headroom is given in section 5.3 in *AS2890.1* noting particularly the requirements in section 5.3.2 – vertical clearance above disabled user spaces.)

### 2.2.3 Kerb ramps

Notwithstanding the provisions of section 2.5 of *Australian Standard AS/NZS 2890.6:2009 Parking Facilities – Part 6: Off-street parking for people with disabilities* in relation to the position of kerb ramps, kerb ramps shall be placed in the middle of the shared area where the parking spaces are located within a surface or multi-level, off-street car park, or at either end of the parking space in the case of on-street parking spaces.

Where the front or rear of a parking space for people with disabilities abuts a kerb which forms the edge of a footpath or access way providing assess to or egress from or within the car park, kerb ramps shall be provided from the parking spaces or shared areas to the access way or footpath **(Figure 2.1)**.

**Figure 2.1 Indicative kerb ramp position for 90 degree parking spaces for people with  
 disabilities in cases where the parking space(s) abut a footpath or access way**



**Note 1: Drawing modified from Figure 2.3 in Australian Standard AS/NZS 2890.6:2009**

**Note 2: Kerb ramps are to be provided in accordance with AS 1428.1.**

**Note 3: For full dimensions of parking spaces for people with disabilities and the associated shared areas, please refer to Figures 2.1 to 2.3 in AS/NZS 2890.6:2009. For kerb ramp dimensions, refer to AS 1428.1**

### 2.2.4 Percentages of parking spaces for people with disabilities – minimum parking provision rate (excluding residential zones)

Notwithstanding any provision in the Building Code of Australia or in AS2890, parking spaces for people with disabilities are to comprise a minimum of 3% (rounded up to the nearest whole number) of the total number of parking spaces required in accordance with this code with a higher provision rate required for carparks serving health facilities and other facilities which provide services for aged persons and people with disabilities.

This requirement does not apply to residential developments in any zone (as these are subject to adaptable housing requirements).

2.3 Physical requirements

The following matters concerning the physical quality of parking and vehicular access must be considered and applied to all areas and for all uses.

### 2.3.1 Physical characteristics

The physical characteristics of a car park must meet the following requirements:

1. **Parking layout**
   * + 1. The layout of the car park should meet the requirements of *AS 2890.1:2004*, the Australian Standard for Parking Facilities, Part 1: Off-street Car Parking. Table 2 and Figures 2.2 and 2.3, extracts from the Australian Standard, are included for information purposes. Full reference must be given to the Australian Standard.

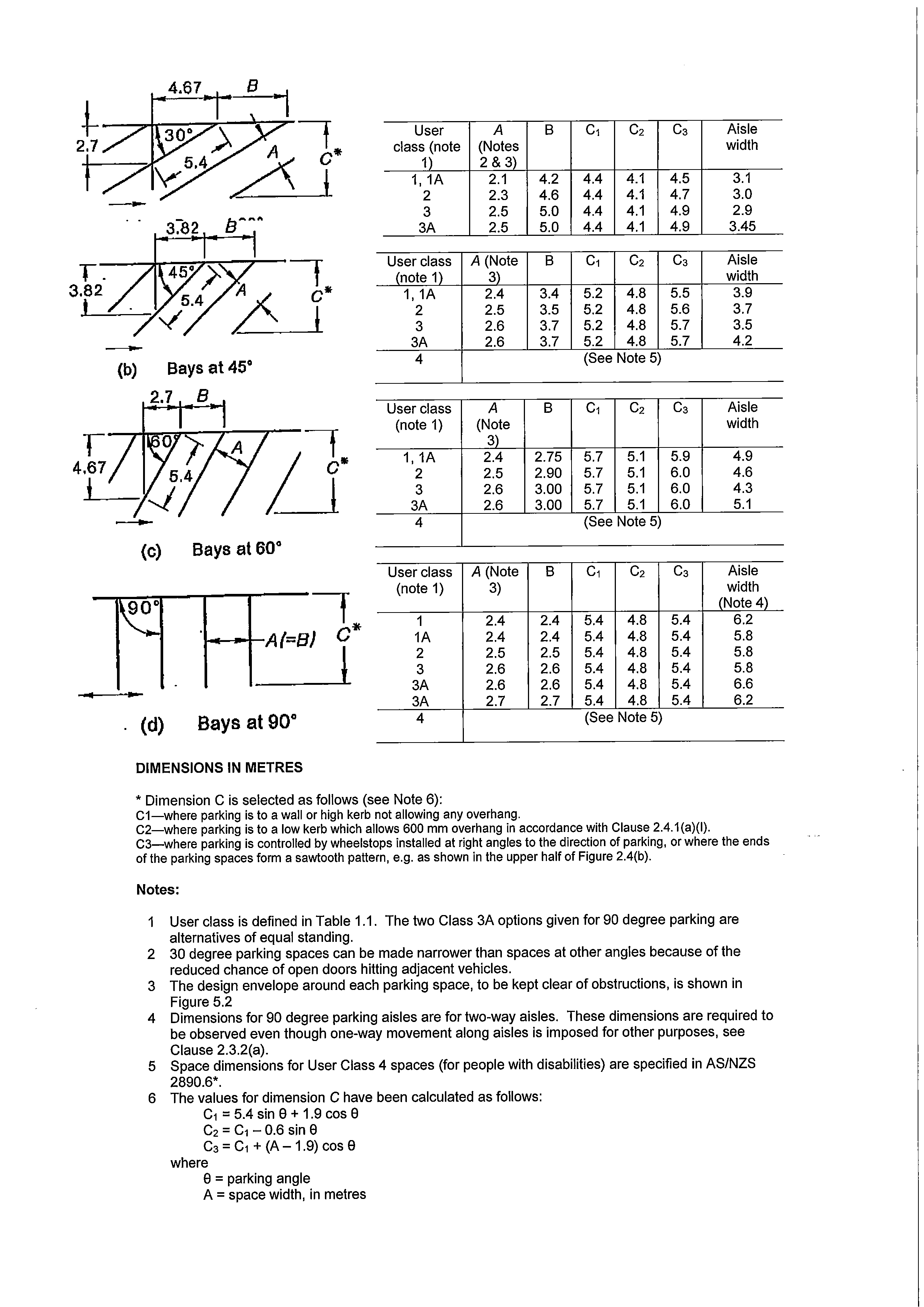
**Table 2 Classification of off-street car parking facilities (**Source: Table 1.1 AS/NZS 2890.1:2004)

|  |  |  |  |
| --- | --- | --- | --- |
| **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/NZS 2890.6 (Note 2) |  | Parking for people with disabilities |

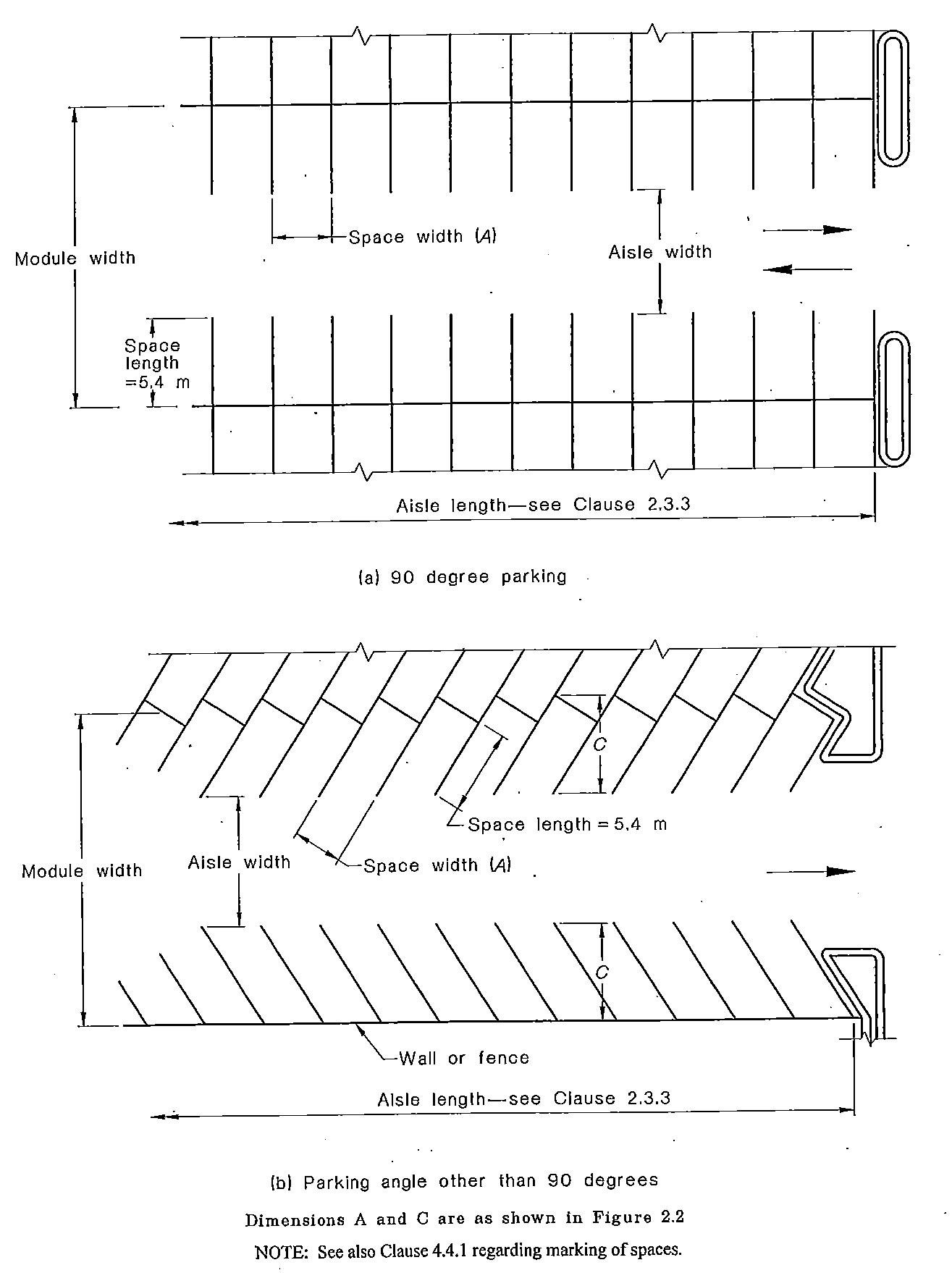
NOTES:

1. Except for the requirements specified in Clause 1.4 relating to User Classes 1A and 4, the examples of uses are intended to be flexible and allow for progressive improvement of 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 modelling 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.
2. In preparation, see footnote to Clause 1.2.

**Figure 2.2: Layouts for angle parking spaces** (Source: Figure 2 4 Layouts for angle parking spaces – *AS/NZS 2890.1:2004)*



**Figure 2.3 Angle parking module layouts** (Source: Figure 2.2 Angle parking module layouts – *AS/NZS 2890.1:2004)*



1. **Traffic controls**
   * + 1. Traffic control measures employed in the car park or in the access to the development and its parking areas should meet current ACT traffic policy, prepared by the Department of Territory and Municipal Services.
2. **Hydraulics**
   * + 1. The design of any hydraulic works associated with car parking should be in accordance with the conditions set out in ACTEW Corporation Water and Sewerage Standards (WSSS) July 2000 as amended and the Design Standards for Urban Infrastructure (Edition 1 Revision 0).
3. **Landscaping**
   * + 1. The design of all landscaping works is required to be to the satisfaction of Territory and Municipal Services.
4. **Surface treatment**
   * + 1. The surface of all car parks should be hard paved with materials such as bitumen or brick pavers, although in exceptional circumstances the use of paving materials such as gravel may be allowed, especially for temporary car parks.
5. **Other requirements**
   * + 1. Other Territory policy documents may contain special requirements which must be complied with. Although a comprehensive list is not included here, consideration should be given to a wide range of requirements including safety, lighting and access. It is the responsibility of the developer to ensure that all these matters are considered and the appropriate conditions met.

### 2.3.2 Vehicular access

Access to a car park must meet the following requirements, as applicable:

1. **Engineering and other design guidelines**

The criteria relating to the layout of access facilities are governed by engineering and other design manuals which apply to works in the Territory. The main requirements are covered in:

1. Design Standard 10 – Parking Areas (Department of Territory and Municipal Services) AS 2890.1:2004, the Australian Standard for Parking Facilities, Part 1: Off-street Car Parking
2. AS 2890.2:2002, the Australian Standard for Off-street Parking, Part 2 : Commercial Vehicle Facilities
3. Guides to Traffic Engineering Practice, National Association of Australian State Road Authorities (current issues)
4. For landscaping refer to 2.1.3 d) above.
5. **Access point**

Frontage access to highways and arterial roads shall not generally be permitted. Major developments may be considered for direct access to these classes of roads where it can be demonstrated that the efficiency and safety of the road system will not be adversely affected.

Access to other classes of roads will normally be permitted although planning controls which prohibit access may be appropriate where traffic volumes are high or visibility is restricted.

Except for single unit or dual occupancy residential blocks, ingress and egress to and from the site is to be in a forward direction for all vehicles having a regular requirement to enter the site. In the case of home businesses, this requirement would only apply where there are four or more car parking spaces on the site.

1. **Sight distance**

Sight distance for property access should comply with AUSTROADS intersection sight distance standards except for single dwelling or dual occupancy blocks where sight distances are specified in Department of Territory and Municipal Services guidelines.

1. **Driveway location**

Only one driveway per property is desirable in order to maximise on street parking supply. However, additional access points will be considered for larger scale developments. Where the property has more than one road frontage, it may be desirable to have one access to each street to split traffic loads.

Location of access points directly opposite the terminating road of a T-junction should be avoided.

Corner blocks in residential areas should have the driveway at the maximum practicable distance from the corner, and preferably on the minor road.

Driveways to corner blocks to other land uses should follow the above principle. However, if two access points are warranted, the minimum distance from the tangent point of the kerb return at the intersection to the closest edge of the driveway shall be as specified below, noting that queue length or weaving length difficulties may require greater distances.

|  |
| --- |
| Situation Minimum separation (metres) |
| Downstream of left turn (non-arterial road) 8 |
| Downstream of free left turn: |
| – high entry angle 20 |
| – low entry angle (no acceleration lane) 30 |
| – low entry angle (with acceleration lane) 100 |
| Upstream of left turn (non-arterial road) 8 |
| Upstream of traffic signals or possible future signals (non-arterial road) 25 |
| Upstream of traffic signals (arterial road) 100 |

1. **Emergency vehicles access**

Design of emergency vehicle access is to meet ACT requirements to enable ease and speed of safe access.

1. **Loading facilities**

It is important to cater for the needs of commercial vehicles. Although the quantitative requirements for loading facilities for commercial vehicles are not covered in this code, the provision of (un)loading facilities needs to be considered.

Reference should be made to the Australian Standard for Off-street Parking, Part 2 : Commercial Vehicle Facilities AS 2890.2:2002.

ACT NoWaste, Department of Territory and Municipal Services may need to be consulted for the location and design of facilities for waste receptacles.

1. **Service stations**

Particular access conditions apply to service stations:

1. where the site is adjacent to a major road at an intersection with a lesser road, access shall be from the lesser road only, or
2. where the site is adjacent to a major road with a service road, access shall be from the service road and/or a lesser side road, or
3. where the site is adjacent to a road which is not judged to be a major road, direct access will be permitted.
4. **Restaurants with drive through facilities**

The queuing space for drive through facilities should be accommodated entirely on-site. The driveway must provide for a minimum queue length of 10 cars from the pick up point, including a minimum length of 4 cars from the ordering point.

The calculated on-site parking provision requirement may be reduced by two spaces for every three spaces provided for in queuing space.

2.4 Parking for motorcycles and motor scooters

The provision of parking for motorcycles needs to be considered. Three dedicated spaces per 100 car parking spaces are required, with a minimum provision of one space for carparks with a minimum of 30 car parking spaces. These spaces are to be provided in addition to the number of car parking spaces required under this code. Location considerations for motorcycle parking, particularly for long stay parking (such as work place parking) are:

1. provision of lighting and good surveillance from other users of the space
2. provision for a security chain to be attached to a substantial fixed object
3. wherever possible that a wall or a fence be located on at least one side of each space

Provision of motorcycle parking spaces should comply with AS 2890 (both part 1 - Off-street and part 5 - On-street).

2.5 Car parks and community safety

Car parks are often a problem from a community safety perspective. They are regularly used by drivers who travel alone at night, making them potential targets for attack. Existing car parks often require modification to improve safety, particularly in terms of lighting and landscaping. The planning and design of new car parks should take into account principles of natural surveillance and sightlines, as well as direct access by pedestrian paths to destinations.

While different approaches are required for exterior and interior car parks, lighting is a key factor in determining how safe people will feel. This can be achieved by other measures than simply lighting fixtures. Lighter colours on ceilings can increase levels of illumination, for example. While different approaches are needed for buildings and open car parks, some of the general principles relating to sightlines, lighting and access control can increase safety levels.

A critical consideration is how the design of the car park is experienced from the pedestrian’s perspective. For example, it is important that lighting enables a person to clearly identify vehicles, objects and approaching people and permit colour rendition.

A significant body of new research and standards has been developed for car park lighting. In particular *AS1680 Interior Lighting* addresses these issues. Because of the complex and highly specific requirements for lighting car parks within buildings, the following section focuses primarily on exterior or outdoor car parks. Wherever parking spaces are reserved for people with disabilities, higher levels of illumination should be specified, generally more than twice the minimum average illuminance.

###### Safety Issues

To maximise community safety in car parks the following design issues should be considered.

Lighting

1. For exterior car parks with low night-time activity, provide a minimum average illuminance of 10 lux and a minimum illuminance of at least 4 lux, which is double the recommended levels in AS 158.1 Road Lighting, the SAA Public Lighting Codes (for requirements for indoor car parks, see AS1680.2).
2. For exterior car parks with high night-time activity, provide a minimum average illuminance of 20 lux and a minimum illuminance of 10 lux, which significantly exceeds AS 1158.1 Road Lighting, the SAA Public Lighting Codes.
3. For underground and multi-storey car parks lighting throughout the car parks must conform to AS 2890.1 and AS 1680.2 as a minimum standard.
4. Ensure that lighting is vandal-resistant and has a wide beam of illumination which reaches to the next light.
5. Provide minimum average illuminance of 50 lux for parking spaces in outdoor car parks for people with disabilities.
6. For car parks used at night, ensure that lighting is such that a person can see the inside of a car’s back seat before entering the car.
7. Provide consistent lighting that does not create shadows and ensure that lighting levels are as high over parking bays as in the rest of the car park.
8. Pay particular attention to lighting levels near exit points and pedestrian access points to reduce theft from vehicles (see AS1680 Interior Lighting, pp. 11-17.)
9. Ensure that entries and exits to the car park are well lit.
10. Provide lighting that illuminates both parking bays and circulation routes.
11. Use white paint on walls and ceilings (over parking bays as well as lanes), to maximise light distribution.
12. Design lighting so that it can be on at all hours after dark while the car park is accessible or operated on a sensor system.

Sightlines

1. Maximise sightlines within car parks through the removal of any dense bush or tree landscaping, solid fences or signage or unnecessary structures which block views.
2. In enclosed car parks, ensure that support pillars are as few and as slim as possible to minimise their use as hiding places. As a rule, rounded pillars are preferable to square ones. Also, if sheer walls are necessary, port-holed windows can be provided to allow sightlines through them.
3. Where possible, provide direct access at each level of the car park to the building it serves.
4. To maximise visibility, ensure that lift enclaves in enclosed car parks are not enclosed by concrete, but are surrounded by window glazing. Robax glass can be used in fire exit doors to facilitate supervision and natural surveillance.
5. Arrange parking spaces in straight rows to provide sightlines.
6. Design stairwells which are on the car park perimeter to be open or optically permeable to facilitate natural surveillance from external public areas. Use wire glass panels on stairwell doors.
7. Use convex security mirrors in stairwells corners and corridors.

Informal surveillance

1. Encourage informal surveillance of multi-storey or interior car parks through placement of windows of new buildings to overlook the car park and locate new car parks where they can be overlooked by shops, offices or housing.
2. Design exterior surface car parks to be overlooked from the street and occupied buildings.

Signage

1. Provide signs in large car parks so people can easily locate their cars. Signage which outlines security measures in place will also act as a deterrent.
2. Provide exit and direction signs which are clearly visible from within the car park.
3. Provide signage to encourage people to lock their cars and conceal or remove any valuables.

Design

1. Clearly identify pedestrian routes within car parks.
2. Attempt to integrate as much complementary activity as possible near car parks. Where possible, integrate car parking with other site uses to prevent isolation.
3. Avoid large expanses of car parking where possible. Large car parks should be divided into sections or groups of cars, each visually distinguishable from the other (by different paving, landscaping, street furniture, etc.) to help people locate their cars quickly.
4. Where possible, these sections should be able to be opened and closed separately, thus enhancing supervision capacity and minimising opportunities for crime.

Car park size

1. Car park design should be kept to as small a size as possible. More than about 75 cars in one lot make it difficult to see and travel safely to exits. If the lot design calls for larger lots, separate the lot into segments of about 75 cars, or smaller ones, with separate entrances.

Landscaping

1. Use landscaping of a type and size which provides the widest possible view from the street of pedestrian entry/exit areas.

Access

1. Ensure that access to the liftwell, stairwell and directions to these points are clearly visible from every car parking space.
2. Ensure that paths to and from car parks have appropriate landscaping, lighting, signage, sightlines, etc.
3. Use vehicle-control measures, such as boom gates, to reduce opportunities for vehicle theft. These are much more effective if exits are supervised.
4. Employ pedestrian-control measures, such as ensuring pedestrians pass through regulated entry and exit points. If these are supervised they will reduce opportunities for theft from motor vehicles. Fire exits which can be accessed from street level increase risk considerably. Limit the number of unauthorized entry/exit points into the car park.
5. Locate entry and exit points at ground level to maximise opportunities for natural surveillance from active uses at ground level, such as shops or cafes, as well as from a car park operator.

Safe pedestrian routes

1. Consider marking ‘safe routes’ for pedestrians as a walkway system throughout the facility. These can incorporate cues such as floor markings. Ceiling lights can similarly be used (by changing colour, appearance, spacing or lux levels) to create overhead route cues. Pedestrian controls such as bollards/chains, low planting, signage etc can be used to define the limits of the safe route. Safe routes help to make illegitimate users of space (car thieves, muggers etc.) stand out.

Escort Service

1. Employers should consider providing escort services for car parks which serve office buildings where staff regularly work late or where customers are likely to use them late at night. In some cases, designated parking spots for women employees have been placed near entrances or access routes to buildings to limit the distance women have to walk to their cars at night after work.

Facilities

1. Locate facilities such as telephones and bicycle storage in the most prominent and visible areas possible.
2. If seating is installed, locate it to reduce opportunities for loitering. Seating should not be located near toilets, but rather in highly visible locations near pedestrian entry and exit points.

Management

1. Arrange regular patrols of car parks by security personnel.

Maintenance

1. Replace broken lights on a regular basis.

2.6 Landscaping of car parks

General requirements

Car park areas should be attractive, pleasant spaces in their own right. Large, unbroken expanses of paving are aesthetically unacceptable. Maximum use should be made of vegetation within the car park areas to soften the visual impact. It is desirable that around 15% of surface car park sites be permanently landscaped with shade trees, shrubs and groundcovers.

Trees are particularly important within the overall landscape of urban areas. Car owners generally prefer to park in the shade and trees can provide summer shade. Some surface car parking spaces will be lost with tree planting.

Design and Use

The prime function of car parking, ease of access and pedestrian movement should be carefully considered in the design of car parks. The following points require specific attention:

1. The movement routes of pedestrians accessing a car park need to be carefully thought about and incorporated in the final design layout. Pedestrian movement routes should be on all weather surfaces such as brick or concrete pavers, stabilised granite gravel or concrete. The pedestrian routes should be clearly identified in the car park.
2. The design of the car park should minimise vehicle/pedestrian conflict within the car park and at entry points.
3. The layout of the car park should enable owners to locate their cars easily.
4. The location of trees in relation to car park lighting so that fully grown trees will not obscure lighting.

Establishment

Landscape proposals are to include all works necessary to ensure the protection of vegetation for up to 4 years where the risk of damage is high.

Safety

Car parks can be a problem from a community safety perspective. A range of design issues require careful consideration to maximise user safety. Specific design advice is set out in this code (See section 2.5 above - Car parks and community safety)

Planting

Trees often perform poorly when planted in areas with hard surfaces, suffering stress from lack of water and air. When trees do grow well there is often a conflict due to roots damaging the surface.

The following points should be considered when selecting species.

1. Plants should be selected that have vigorous growth, longevity, minimal maintenance and ample shade.
2. No trees are to be planted within 2 metres of underground services or 1 metre of footpaths and kerbs, unless root barriers are provided
3. Trees or shrubs should not be planted where cars overhang, unless wheel stops are installed. The normal car overhang allowance is 1 metre.
4. Plants with thorns and berries are generally not suitable for car parks and should not be used.
5. Shrubs and trees should be selected that require minimal pruning at maturity.
6. Trees that drop nuisance litter such as fruit, bark and sap are not suitable for car parks.
7. Trees need air and water in the root zone. An area of porous paving should be provided for at least one metre on all sides of trees.

Drainage

1. Surface water run-off from paved areas (except paths) should not drain directly on to trees and shrubs.
2. Subsoil drainage should be provided for all trees and shrubs.

Maintenance

1. Car parks should be designed to achieve minimum maintenance.
2. Mowable grass areas should not be steeper than 1 in 4.
3. Granite gravel should not be used in the vicinity of building entrances or on slopes greater than 1 in 30.
4. Dry grass areas adjacent to the car park should be protected from vehicles.

2.7 Small car spaces

Up to 10% of parking spaces may be provided for small cars in any development.  For residential apartment development up to 10% of parking spaces may be for small cars provided that at least one (1) parking space per apartment must meet the minimum dimensions set out in Section 2.3.1 of this code.

2.8 Tandem parking in multi unit residential apartment developments

Where there are dwellings with two (2) or more bedrooms in an apartment development, tandem parking spaces may be permitted where all of the following are met:

1. two (2) parking spaces have been allocated per two (2) or more bedroom apartments
2. the proportion of tandem parking spaces does not exceed 10% of the total residential parking for two (2) or more bedroom units.

If the proportion of tandem parking spaces exceeds 10% of parking spaces for two (2) or more bedroom apartments it is subject to an individual assessment and is referred to the Department of Territory and Municipal Services for advice.

Tandem parking will only be permitted where it can be clearly demonstrated that vehicles so parked are directly associated to a single apartment and that such vehicles do not restrict or impede the parking, manoeuvring or access of other vehicles.

This restriction does not apply to *attached house*, *dual occupancy housing* and *triple occupancy housing* developments.

2.9 Impact and merit tracks– assessment of parking rates

Where a particular use is not listed as merit assessable or prohibited in the development table of the relevant zone but is subject to the impact track, then the car parking provision is subject to individual assessment and referred to the Department of Territory and Municipal Services for advice.

For merit assessable uses where parking provision is subject to individual assessment, these are to be referred to the Department of Territory and Municipal Services for advice.

3. Parking and vehicular access

3.1 Residential zones

The provision for parking in residential areas must be considered in conjunction with the requirements specified in the residential zones development codes. Any specific requirements for the provision of parking and access in areas subject to a precinct code take precedence over the provision rates specified in schedule 1 of this code.

### 3.1.1 Objectives for residential zones

The objectives for the provision of parking and vehicular access in residential areas are to ensure:

1. **Amenity**
   * + 1. the amenity of neighbouring residential areas and streetscapes is not unacceptably affected by the provision of parking and access for residential uses generally and for non-residential uses in particular
       2. meeting the design and siting requirements for provision of vehicle parking and access as set out in residential zones development codes
2. **Safety**
   * + 1. no traffic hazards are created by the provision of access and parking facilities for a development, especially multi-unit developments
       2. the safety of all users, especially pedestrians and cyclists, is considered
       3. the creation of community surveillance of car parking areas by people using neighbouring areas
3. **Efficiency**
   * + 1. parking generated by a development does not unacceptably affect the safe and efficient functioning of traffic and access to neighbouring areas
       2. adequate supply of parking for the level of demand generated by the development
4. **Access**
   * + 1. safe and efficient access for all users, with the needs of residents and visitors being catered for by the onsite provision of adequate parking
5. **Catering for community based residential uses** (such as retirement complex, residential care accommodation, special dwelling)
   * + 1. adequate parking and access is provided on-site for community residential uses for the residents, visitors, workers and carers and for operational and commercial vehicles servicing the facilities
       2. parking provided on-site is consistent with the likely demand generated by the residents of the community residential uses, particularly the residents of special dwellings
       3. adequate access for emergency vehicles is provided for health and aged care facilities
6. **Non-residential uses**
   * + 1. the amenity of surrounding residential areas and character of the streetscape will not be adversely affected by the provision of parking and access to home businesses and non-residential uses.

### 3.1.2 Parking provision rates

The parking provision rates for development in the residential zones are specified in schedule 3.1.5 below.

### 3.1.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

### 3.1.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie vehicles used directly as part of the operation within the development, eg fleet cars).

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Development** | **Long Stay Parking** | **Short Stay Parking** | **Operational Parking** | **Visitor Parking** |
| Residential use | On-site | On-site or within 100 metres | On-site | On-site or within 100 metres |
| Child care | On-site or adjacent | On-site or within 100 metres | On-site | On-site or within 100 metres |
| Residential care accommodation, special dwelling | On-site | On-site or within 100 metres | On-site | On-site or within 100 metres |
| All other uses excluding those listed in (i), (ii) and (iii) above | On-site or within 200 metres | On-site or within 100 metres | On-site | On-site or within 100 metres |

### 3.1.5 Schedules of parking provision rates for residential zones

The parking provision rates for the provision of parking in the residential zones areas are set out in the schedule below.

**Schedule 1 - Residential zones**

| **Development** | Parking provision rates for residential zones |
| --- | --- |
| Apartment | 1 space/unit for single bedroom dwellings  2 spaces/unit for dwellings with two or more bedrooms  or  1.5 spaces/unit for two bedroom units in a multi-unit complex if provision beyond 1 space can be shared  plus  0.25 visitor spaces/house or unit where a complex comprises 4 or more units |
| Attached house | 1 space/house or unit for single bedroom dwellings  2 spaces/house or unit for dwellings with two or more bedrooms  OR  1.5 spaces/house or unit for two bedroom dwellings in a multi-unit complex if provision  beyond 1 space can be shared  plus  0.25 visitor spaces/house or unit where a complex comprises 4 or more units |
| Boarding house | 0.5 spaces/employee  plus  0.5 spaces/bedroom |
| Child care centre | 1 space/centre plus 2 spaces per 15 child care places for employee parking  plus  visitor parking as follows:  2 spaces : < 30 child care spaces  3 spaces : 30-59 child care spaces  4 spaces : 60-90 child care spaces  plus  1 pick-up/set-down bay per 10 child care places |
| Community activity centre | 4 spaces/100m2 gross floor area (GFA) |

|  |  |
| --- | --- |
| **Development** | Parking Provision Rates for Residential Zone |
| Detached house | 1 space/house or unit for single bedroom dwellings  2 spaces/house or unit for dwellings with two or more bedrooms  OR  1.5 spaces/house or unit in a multi-unit complex if provision beyond 1 space can be  shared  plus  0.25 visitor spaces/house or unit where a complex comprises 4 or more units |
| Guest house | 0.5 spaces/employee  plus  1 space/guestroom |
| Health facility | 4 spaces/practitioner |
| Home business | Subject to individual assessment |
| Parkland | Subject to individual assessment |
| Residential care accommodation  Retirement complex | 0.25 spaces/bed or accommodation unit for visitor parking  plus  1 space/staff residential unit  plus  1 space/non-resident peak shift employee  1 space/self-care unit  plus  0.5 spaces/hostel or nursing home unit or bed  plus  1 space/staff residential unit  plus  0.5 spaces/non-resident peak shift employee  Note: above rates for retirement complex include visitor car parking requirements |
| Special dwelling | 1 space per resident employee  plus  1 space per peak shift non-resident employee  plus  1 space per operational vehicle  plus  1 visitor space |

3.2 Commercial zones (excepting CZ5 mixed use zone and CZ6 leisure and accommodation zone)

### 3.2.1 Objectives for parking and vehicular access in the commercial zones

The size and role of the various commercial centres are such that public transport accessibility and opportunities for shared and consolidated parking differ significantly. In the city and the town centres, for example, the multiplicity of land use activities (and thus higher proportion of multi-purpose trips), coupled with greater transit access and services, permit a lower rate of provision for long-stay commuter parking than in group centres and local centres or corridor sites.

The scale and range of activities in the major centres is such that non-concurrence of peak demands for all activities means that there is significant potential for reducing provision through shared and consolidated parking.

The objectives for the provision of parking and vehicular access in commercial zones are to ensure:

1. **Amenity**
2. no regular overspill of parking occurs in neighbouring residential areas which detracts from the amenity of these areas
3. the provision of parking does not detract from creating vibrant, interesting and lively centres
4. **Safety**
5. no traffic hazards are created by the provision of access and parking facilities for a development
6. the safety of all users, especially pedestrians and cyclists, is considered
7. the creation of community surveillance of car parking areas by people using neighbouring areas
8. **Efficiency**
9. the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible
10. the effectiveness of travel demand management measures to reduce the overall demand for long stay, commuter parking of private vehicles in the city and town centres
11. commercial vehicles delivering or collecting goods are accommodated
12. **Access**
13. safe and efficient access to commercial centres by all users of the centre, including business, workers, residents, shoppers and visitors as well as by operational and commercial vehicles
14. **Equity**
15. the maintenance of an adequate supply of public parking for the level of development and activity approved in a centre
16. **Commercial viability**
17. the commercial viability of a centre is not adversely affected by the inappropriate provision of parking
18. **Non-commercial use**
19. the successful operation of non-commercial uses in centres, especially community uses which will require adequate set-down and pick-up facilities

### 3.2.2 Parking provision rates

The parking provision rates for development in the commercial zones are specified in schedule 3.2.5 below, except for the special condition for the City Centre CZ3 zone, as follows:

Special condition for city centre CZ3 zone.

For mixed use developments of greater than 1000m2 GFA where the lease permits a mixture of some or all of the following land uses, the maximum rate applicable shall be 3 spaces per 100m2 GFA:

Bulky goods retailing, business agency, craft workshop, community activity centre, cultural facility, financial establishment, health facility, industrial trades, light industry, office, personal services, plant and equipment hire, restaurant, shop, store and warehouse.

### 3.2.3 Calculation of parking provision requirement

The number of parking spaces required is calculated by multiplying the scale of the development by the appropriate parking provision rate.

### 3.2.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie. vehicles used directly as part of the operation within the development, eg. fleet cars).

Locational requirements

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Commercial centre | **Long stay parking** | **Short stay parking** | **Operational parking** | **Visitor parking** |
| City centre | (i) CZ1 and CZ2 zones - on–site or in publicly available car parks up to 1km distant  (ii) CZ3 zone - on-site and/or within 400m | (i) CZ1 and CZ2 zones– on site or within 400m  (ii) CZ3 zone - on-site and/or within 400m | On-site or immediately adjacent | (i) CZ1 and CZ2 zones– on site or within 400m  (ii) CZ3 zone - on-site and/or within 400m |
| Town centres | (i) Residential use – on site  (ii) Non residential use – on-site or within 1000m | Within 200m | On-site or immediately adjacent | Within 200m |
| Group centres | (i) On-site or within 400m except for residential use where parking is to be on-site | (i) On site or within 200m | (i) On-site or within 100m | (i) On site or within 200m |
| Local centres | (i) Residential use – on site  (ii) Non residential use – on site or within 200m  (iii) Yarralumla Section 56 Blocks 21 and 22 - All parking is to be provided on-site | (i) For Ainslie, O’Connor, Watson and Yarralumla – on-site or within 200m  (ii) For all other local centres, on-site or within 100m | On-site or adjacent to development | (i) For Ainslie, O’Connor, Watson and Yarralumla – on-site or within 200m  (ii) For all other local centres, on-site or within 100m |
| CZ2 zone outside centres and Northbourne Avenue precinct | (i) Residential use – On site  (ii) Non residential use – on site or within 400m | Within 200m | On-site or adjacent to the development | Within 200m |

### 3.2.5 Schedules of parking provision rates for commercial zones

The parking provision rates for the provision of parking in the commercial zones are set out in the schedule on the following page.

**Schedule 2 – Parking provision rates for commercial zones**

| ***Development*** | **City centre** | ***Town centres*** | ***Group centres*** | ***Local centres*** | ***CZ2 zones outside centres and Northbourne Avenue precinct*** |
| --- | --- | --- | --- | --- | --- |
| Bulky goods retailing | 2 spaces/100m2 GFA | | 2.5 spaces/100m2 GFA | N/A | N/A |
| Business agency | 4 spaces/100m2 GFA | | 5 spaces/100m2 GFA | 6 spaces/100m2 GFA | |
| Car park | 1 space/peak shift employee | | | | |
| Child care centre | *1 space/centre plus 2 spaces per 15 child care places for employee parking*  *plus*  *visitor parking as follows:*  *2 spaces: <30 child care places*  *3 spaces: 30-59 child care places*  *4 spaces: 60-90 child care places*  *plus*  *1 pick-up/set-down bay per 10 child care places* | | | | N/A |
| Civic administration | As per Office | | N/A | N/A | N/A |
| Club | CZ1 and CZ2 zones  5 spaces/100m2  GFA up to 5000 m2  plus  10 spaces/100m2 GFA over 5000m2 | | 10 spaces/100m2 GFA | N/A | 15 spaces/100m2 GFA |
| CZ3 zone  10 Spaces/100m2 GFA | CZ3 zone  5 spaces/100m2 GFA up to 500m2  plus  10 spaces/100m2 GFA over 500m2 |
| Communications facility | 1 space peak shift employee | | | N/A | 1 space peak shift employee |
| Community activity centre | 3 spaces/100m2 GFA | | | 4 spaces/100m2 GFA | N/A |
| Community theatre | 1 spaces/12 seats | | | 1 spaces/3 seats | N/A |
| COMMUNITY USE | N/A | N/A | N/A | As per community facility zone schedule | As per community facility zone schedule |
| Corrections facility | N/A | Subject to individual assessment | N/A | N/A | N/A |
| Craft workshop | 3 spaces/100m2 GFA | | | N/A | N/A |
| Cultural facility | 0.5 spaces/100m2 GFA | | 1 spaces/100m2 GFA | 2 spaces/100m2 GFA |  |
| Defence installation | N/A | N/A | N/A | N/A | Subject to individual assessment |

| ***Development*** | **City centre** | ***Town centres*** | ***Group centres*** | ***Local centres*** | ***CZ2 zones outside centres and Northbourne Avenue precinct*** |
| --- | --- | --- | --- | --- | --- |
| Drink establishment | CZ1 and CZ2 zones  5 spaces/100m2  CZ3 zone  10 spaces/100m2 GFA | CZ1 and CZ2 zones  5 spaces/100m2 GFA  CZ3 zone  5 spaces/100m2 GFA up to 500m2  plus  10 spaces/100m2 GFA over 500m2 | 10 spaces/100m2 GFA | N/A | 15 spaces/100m2 GFA |
| Educational establishment | 1 space/10 students | | 1.5 spaces/10 students | N/A | N/A |
| Emergency services facility | 1 space/peak shift employee | | | N/A | 1 space/peak shift employee |
| Financial establishment | 4 spaces/100m2 GFA | | 5 spaces/100m2 GFA | 6 spaces/100m2 GFA | |
| Freight transport facility | Subject to individual assessment | | | N/A | N/A |
| Funeral parlour | 2 spaces/100m2 GFA excluding chapel area  plus  1 space/20 chapel seats | | | N/A | N/A |
| Guest house | 1 space/3 employees  plus  1 space/guest room for establishments of up to 36 units  OR  25 spaces  plus  0.3 spaces/guest room for establishments of more than 36 units | N/A | 1 space/3 employees  plus  1 space/guest room for establishments of up to 36 units  OR  25 spaces  plus  0.3 spaces/guest room for establishments of more than 36 units | 1 space/3 employees  plus  1 space/guest room for establishments of up to 36 units  OR  25 spaces  plus  0.3 spaces/guest room for establishments of more than 36 units | N/A |
| Health facility | 3.5 spaces/100m2 GFA | | 4 spaces/practitioner | | N/A |
| Hospital | N/A | 0.8 spaces/peak shift employee  plus  0.5 spaces per bed | N/A | N/A | N/A |

| ***Development*** | **City centre** | ***Town centres*** | ***Group centres*** | ***Local centres*** | ***CZ2 zones outside centres and Northbourne Avenue precinct*** |
| --- | --- | --- | --- | --- | --- |
| Hotel | CZ1 zone  1 space/3 employees  plus  0.1 spaces/guest room or unit  plus  5 spaces/100m2 GFA of bars and  function rooms  plus  2 spaces/100m2 of retail space | 1 space/3 employees  plus  1 space/guest room or unit for  establishments of up to 36 units  OR  25 spaces  plus  0.3 spaces/guest room or unit for establishments of more than 36 units  plus  5 spaces/100m2 GFA of bars and function rooms up to 5000m2  plus  10 spaces/100m2 over 5000m2  plus  1 space/10 restaurant seats  plus  2 spaces/100m2 of retail space | 1 space/2 employees  plus  1 spaces/guest room or unit for  establishments of up to 36 units  OR  25 spaces  plus  0.3 spaces/guest room or unit for  establishments of more than 36 units  plus  10 spaces/100m2 GFA of bars and function rooms  plus  1 space/10 restaurant seats  plus  3 spaces/100m2 of retail space | N/A | 1 space/2 employees  plus  1 spaces/guest room or unit for  establishments of up to 36 units  OR  25 spaces  plus  0.3 spaces/guest room or unit for  establishments of more than 36 units  plus  10 spaces/100m2 GFA of bars and function rooms  plus  1 space/10 restaurant seats  plus  3 spaces/100m2 of retail space |
| CZ2 and CZ3 zones  1 space/3 employees  plus  1 space/guest room or unit for  establishments of up to 36 units  OR  25 spaces  plus  0.3 spaces/guest room or unit for  establishments of more than 36 units  plus  5 spaces/100m2 GFA of bars and function rooms up to 5000m2  plus  10 spaces/100m2 over 5000m2  plus  1 space/10 restaurant seats  plus  2 spaces/100m2 of retail space |
| Indoor entertainment facility  Cinema, commercial theatre | 1 space/3 seats | 1 space/4 seats | 1 space/ 4 seats | | N/A |
| Amusement arcade, night club, music hall, discothèque | 5 spaces/100m2 GFA | | 10 spaces/100m2 GFA | |  |

| ***Development*** | **City centre** | ***Town centres*** | ***Group centres*** | ***Local centres*** | ***CZ2 zones outside centres and Northbourne Avenue precinct*** |
| --- | --- | --- | --- | --- | --- |
| Indoor recreation facility  Basketball, netball  Skating rink, swimming pool  Squash courts  Fitness centre, gymnasium  Other | 15 spaces/court  5 paces/100m2 of actual pool or rink area  C1 Zones  1 space/court  C2 and C3 Zones  2spaces/court  1 space/100m2 GFA  Subject to individual assessment | 15 spaces/court  5 paces/100m2 of actual pool or rink area  C1 and C2 Zones  1 space/court  C3 Zone  2spaces/court  1 space/100m2 GFA  Subject to individual assessment | 20 spaces/court  5 paces/100m2 of actual pool or rink area  2 spaces/court  2 spaces/100m2 GFA  Subject to individual assessment | 20 spaces/court  5 paces/100m2 of actual pool or rink area  2 spaces/court  3.5 spaces/100m2 GFA  Subject to individual assessment | 25 spaces/court  20 spaces/100m2 of actual pool or rink area  2 spaces/court  3.5 spaces/100m2 GFA  Subject to individual assessment |
| Industrial trades | 2 spaces/100m2 GFA | | 2.5 spaces/100m2 GFA | 2.5 spaces/100m2 GFA | N/A |
| Light industry | 2 spaces/100m2 GFA | | 2.5 spaces/100m2 GFA | 2.5 spaces/100m2 GFA | N/A |
| Motel | As per Hotel | | | N/A | As per Hotel |
| Municipal depot | 0.5 space/peak shift employee | | 1 space/peak shift employee | N/A | N/A |
| Office | CZ1 Zone Belconnen & Woden CZ1 and CZ2  1 space/100m2 GFA 1 space/100m2 GFA  CZ2 Zone CZ3 Zone  2.5 spaces/100m2 GFA 2.5 spaces/100m2 GFA  CZ3 Zone Gungahlin & Tuggeranong  2.5 spaces/100m2 GFA 2.5 spaces/100m2 GFA | | 2.5 spaces/100m2 GFA | | |
| Outdoor recreation facility  Skating rink, swimming pool  Bowling green  Tennis court  Other | 5 spaces/100m2 of actual pool or rink area  30 spaces for first green  plus  15 spaces/additional green  5 spaces/court  Subject to individual assessment | | N/A | N/A | N/A |
| Parkland | Subject to individual assessment | | | | |
| Pedestrian plaza | Subject to individual assessment | | | | |

| ***Development*** | **City centre** | ***Town centres*** | ***Group centres*** | | ***Local centres*** | ***CZ2 Zones Outside Centres and Northbourne Avenue Precinct*** |
| --- | --- | --- | --- | --- | --- | --- |
| Personal services | 4 spaces/100m2 GFA | N/A | | 5 spaces/100m2 GFA | N/A | N/A |
| Place of assembly | 1 space/20 seats | 1 space/10 seats | | | N/A | 1 space/4 seats |
| Place of worship | 1 space/20 seats | 1 space/10 seats | | | 1 space/4 seats | 1 space/4 seats |
| Plant and equipment hire establishment | 2 spaces/100m2 GFA | | | | N/A | N/A |
| Produce market | N/A | 10 spaces/100m2 GFA | | | N/A | N/A |
| Public agency | 4 spaces/100m2 GFA | | | 5 spaces/100m2 GFA | | 6 spaces/100m2 GFA |
| Public transport facility | Subject to individual assessment | | | | N/A | N/A |
| Recyclable materials collection | 1 space | | | | N/A | N/A |
| Religious associated use | Subject to individual assessment | | | | N/A | N/A |
| RESIDENTIAL USE | CZ1 zone  No minimum requirement  CZ2 and CZ3 zones  As per residential zone schedule | As per Residential Zone Schedule | | | | |
| Restaurant | CZ1 zone  No minimum requirement  CZ2 and CZ3 zones  5 spaces/100m2 GFA | CZ1 zone  No minimum requirement  CZ2 and CZ3 zone  5 spaces/100m2 GFA up to 500m2  Plus  10 spaces/100m2 GFA over 500m2 | | 10 spaces/100m 2 GFA | | 10 spaces/100m2 GFA |
| Retail plant nursery | N/A | 2 spaces/100m2 GFA | | | N/A | N/A |
| Scientific research  establishment | N/A | N/A | | N/A | N/A | 2.5 spaces/100m2 of office and laboratory space  Plus  Individual assessment of provision for other activities |
| Service station | 4 spaces/service bay  plus  4 spaces/100m2 of shop area | | | 4 spaces/service bay  plus  5 spaces/100m2 of shop area | 4 spaces/service bay  plus  6 spaces/100m2 of shop area | |
| Shop | 4 spaces/100m2 GFA | | | 5 spaces/100m2 GFA | 6 spaces/100m2 GFA | |

| ***Development*** | **City centre** | ***Town centres*** | ***Group centres*** | | ***Local centres*** | ***CZ2 Zones Outside Centres and Northbourne Avenue Precinct*** |
| --- | --- | --- | --- | --- | --- | --- |
| Store | 2 spaces/100m2 GFA | | | | N/A | N/A |
| Tourist facility | Subject to individual assessment | | | N/A | N/A | N/A |
| Transport depot | Subject to individual assessment | | | | N/A | N/A |
| Vehicle sales | 4 spaces/service bay  plus  3 spaces/100m2 of sales area | | | 4 spaces/service bay  plus  6 spaces/100m2 of sales area | N/A | N/A |
| Veterinary hospital | N/A | 3.5 spaces/100m2 GFA | | | 3.5 spaces/100m2 GFA | N/A |
| Warehouse | 1 spaces/100m2 GFA  plus  2.5 spaces/100m2 of office area | | | | N/A | N/A |

3.3 Commercial CZ5 mixed use zone

### 3.3.1 Objectives for parking and vehicular access in the CZ5 mixed use zone

The size and role of the various mixed use areas are such that public transport accessibility and opportunities for shared and consolidated parking differ significantly.

The scale and range of activities in the mixed use areas is such that non-concurrence of peak demands for all activities means that there may be some potential for reducing provision through shared and consolidated parking.

The objectives for the provision of parking and access in the CZ5 mixed use zone are to ensure:

1. **Amenity**
2. no regular overspill of parking occurs in neighbouring residential areas which detracts from the amenity of these areas
3. the provision of parking does not detract from creating vibrant, interesting and lively centres
4. **Safety**
5. no traffic hazards are created by the provision of access and parking facilities for a development
6. the safety of all users, especially pedestrians and cyclists, is considered
7. the creation of community surveillance of car parking areas by people using neighbouring areas
8. **Efficiency**
9. the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible
10. commercial vehicles delivering or collecting goods are accommodated
11. **Access**
12. safe and efficient access to mixed use areas by all users including business, workers, residents, shoppers and visitors as well as by operational and commercial vehicles
13. **Equity**
14. the maintenance of an adequate supply of public parking for the level of development and activity approved in a mixed use area
15. **Non-commercial use**
16. the successful operation of non-commercial uses in mixed use areas, especially community uses which will require adequate set-down and pick-up facilities.

### 3.3.2 Parking provision rates

The parking provision rates for development in the mixed use zone are specified in schedule 3.3.5 below.

### 3.3.3 Calculation of parking provision requirement

The number of parking spaces required is calculated by multiplying the scale of the development by the appropriate parking provision rate.

### 3.3.4 Locational requirements

The following are specific requirement for the location of long stay, short stay and operational parking (ie. vehicles used directly as part of the operation within the development).

Locational requirements

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Long stay parking** | **Short stay parking** | **Operational parking** | **Visitor parking** |
| City centre | On–site or in publicly available car parks up to 1km distant | On site or within 400m | On-site or immediately adjacent | On site or within 400m |
| All other centres or areas | On-site or within 400m except for residential use where parking is to be on-site | On site or within 200m | On-site or within 100m | On site or within 200m |

### 3.3.5 Schedule of parking provision rates for commercial CZ5 mixed use zone

The parking provision rates for the provision of parking in the commercial CZ5 mixed use zone is set out in the schedule below.

**Schedule 3 – mixed use zone**

| **Development** | **Parking provision rates for CZ5 mixed use zone** |
| --- | --- |
| Aquatic recreation facility | As for ‘indoor recreation facility’ in CZ2 zones. |
| Boarding house | 0.5 spaces/employee  Plus  0.5 spaces/bedroom |
| Business agency | 5 spaces/100m2 GFA. |
| Car park | 1 space/peak shift employee. |
| Club | 10 spaces/100m2 GFA, except for the CZ5 zone in City West (Section 6 City) where the rate is the same as for the CZ1 zone (i.e. 5 spaces/100m2 GFA for the first 5,000m2 GFA and 10 spaces/100m2 GFA for space in excess of 5,000m2 GFA. |
| Communications facility | 1 space/peak shift employee |
| COMMUNITY USE | As per community facility zone schedule |
| Craft workshop | 3 spaces/100m2 GFA. |
| Defence installation | Subject to individual assessment. |
| Demolition | 1 space/peak shift employee |
| Drink establishment | 10 spaces/100m2 GFA. |
| Emergency services facility | 1 space/peak shift employee |
| Financial establishment | 5 spaces/100m2 GFA. |
| Guest house | 1 space/peak shift employee plus 1 space per two guest rooms. |
| Home business | Subject to individual assessment |
| Hotel | 1 space/ employee  plus  1 space/guest room or unit for establishments of up to 36 units  OR  25 spaces  plus  0.3 spaces/guest room or unit for establishments of more than 36 units  plus  10 spaces/100m22 GFA of bars and function rooms  plus  1 space/10 restaurant seats  plus  3 spaces/100m2 of retail space |
| Indoor entertainment facility | Cinema, commercial theatre 1 space/3 seats  Amusement arcade, night club,  music hall, discothèque 10 spaces/100m2 GFA |
| Indoor recreation facility | Basketball, netball 20 spaces/court  Skating rink 15 spaces/100m2 of rink area  Swimming pool 15 spaces per 100m2 of rink area  Squash court 2 spaces per court  Fitness centre,  gymnasium 3.5 spaces/100m2 GFA  Other Subject to individual assessment. |
| Light industry | 2.5 spaces/100m2 GFA. |
| Major utility installation | Subject to individual assessment. |
| Minor use | Subject to individual assessment. |
| Motel | As per hotel |
| Multi-unit housing | As per Schedule 1 in the section on Residential Zones. |
| Municipal depot | 1 space/peak shift employee. |
| NON-RETAIL COMMERCIAL | See parking provision rates under *business agency, financial Establishment, office* and *public agency.* |
| Office | 2.5 spaces/100m2 GFA |
| Outdoor recreation facility | Skating rink 15 spaces per 100m2 of rink area  Swimming pool 15 spaces per 100m2 of rink area  Bowling green 30 spaces for the 1st green, plus 15 spaces for each extra green  Tennis court 2 spaces per court  Other Subject to individual assessment |
| Place of assembly | 1 space/4 seats. |
| Public agency | 5 spaces/100m2 GFA. |
| Public transport facility | Subject to individual assessment. |
| Religious associated use | Subject to individual assessment. |
| Relocatable unit | Temporary parking in accordance with the provisions of the relevant section of this code, depending on the use for which the relocatable unit is intended. For example, residential use might attract a requirement for one space per unit, while for school use, the parking provision rates should be related to the number of staff and students as per the requirements of the community facility zone provisions. |
| RESIDENTIAL USE | As per residential zone schedule |
| Restaurant | 10 spaces/100m2 GFA |
| Scientific research establishment | 2.5 spaces/100m2 of office and laboratory space  plus  Individual assessment of provision for other activities |
| Serviced apartment | As per Schedule 1-Residential Zones. |
| Service station | 4 spaces/service bay  plus  5 spaces/100m2 shop area |
| Shop | 5 spaces/100m2 GFA |
| Store | 2 spaces/100m2 GFA |
| Subdivision | 1 space per peak shift employee (including contractors). |
| Temporary Use | Subject to individual assessment. |
| Tourist facility | Subject to individual assessment |
| Tourist resort | As per hotel  Except for restaurant use, where the rate is 5 spaces/100m2 GFA |
| Warehouse | 1 space per 100m2 GFA, except for areas used for ancillary offices, where the on-site parking provision rate is 2.5 spaces/100m2 GFA. |
|  |  |

3.4 Commercial CZ6 leisure and accommodation zone

### 3.4.1 Objectives for CZ6 leisure and accommodation zone

Development assessable in the merit track for the CZ6 leisure and accommodation zone is predominantly tourist accommodation and facilities, and a range of entertainment and leisure facilities. The nature and location of these facilities is such that private vehicle use accounts for the majority of associated travel, except for a small number of more centrally located developments and central area accommodation with convenient access to public transport.

The objectives for the provision of access and parking in the leisure and accommodation zone are to ensure:

1. **Amenity**
2. the amenity of adjoining development, particularly nearby residential areas, is not unacceptably affected by the provision of parking and access for the operations of entertainment, accommodation and leisure facilities
3. **Safety**
4. no traffic hazards are created by the provision of access and parking facilities for a development
5. the safety of all users, especially pedestrians and cyclists, is considered at all times
6. the creation of community surveillance of car parking areas by people using neighbouring areas
7. **Efficiency**
8. the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible.
9. **Access**
10. safe and efficient access to entertainment, accommodation and leisure developments by all users of the area, including business, workers, residential guests and visitors as well as by operational and commercial vehicles
11. the parking demand of visitors and residential guests to the development is catered for onsite consistent with the level of public transport accessibility and other parking opportunities in the vicinity.

### 3.4.2 Parking provision rates

The parking provision rates for development in the leisure and accommodation zone are specified in schedule 3.4.5 below.

### 3.4.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

### 3.4.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie vehicles used directly as part of the operation within the development, eg fleet cars).

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Development** | **Long stay parking** | **Short stay parking** | **Operational parking** | **Visitor parking** |
| All development in leisure and accommodation zone | On-site or within 200m | On-site or within 200m | On-site | On-site or within 200m |

### 3.4.5 Schedules of parking provision rates for CZ6 leisure and accommodation zone

The parking provision rates for the provision of parking in the leisure and accommodation zone are set out in the schedule below.

**Schedule 4 – Leisure and accommodation zone**

|  |  |
| --- | --- |
| Development | Parking provision rates for leisure and accommodation zone |
| Aquatic recreation facility | Subject to individual assessment |
| Car park | 1 space/peak shift employee |
| Caravan park / camping ground | 2.5 spaces/100m2 GFA of office space  plus  1 space/site or unit  plus  0.25 visitor spaces/site or unit |
| Club | 15 spaces/100m2 GFA except for CZ6 zones in town centres where the rate is 10 spaces/100m2 GFA |
| COMMUNITY USE | As per schedule in the community facility zone |
| Craft workshop | 3 spaces/100m2 GFA |
| Drink establishment | In city centre 5 spaces/100m2 GFA  In town centres 5 spaces/100m2 GFA up to 500m2 GFA, then 10 spaces/100m2 GFA  In group centres and local centres 10 spaces/100m2 GFA  In all other areas 15 spaces/100m2 GFA |
| Drive-in cinema | Subject to individual assessment |
| Equestrian facility | Subject to individual assessment |
| Group or organised camp | Subject to individual assessment |
| Guest house | 0.5 spaces/employee  plus  1 space/guestroom |
| Hotel | 1 space/ employee  plus  1 space/guest room or unit for establishments of up to 36 units  OR  25 spaces  plus  0.3 spaces/guest room or unit for establishments of more than 36 units  plus  10 spaces/100m22 GFA of bars and function rooms  plus  1 space/10 restaurant seats  plus  3 spaces/100m2 of retail space |
| Indoor recreation facility  Cinema, commercial theatre  Amusement arcade, night club,  Music hall, discotheque | 1 space/3 seats  20 spaces/100m2 GFA  20 spaces /100m2 GFA |
| Indoor recreation facility  Basketball, netball  Skating rink, swimming pool  Squash courts  Fitness centre, gymnasium | 25 spaces/court  20 spaces/100m2 of actual pool or rink area  2 spaces/court  3.5 spaces/100m2 GFA |
| Motel | As per hotel |
| Outdoor recreation facility  Skating rink, swimming pool  Bowling green  Tennis court  Any leisure and/or accommodation facility not otherwise specified | 15 spaces/100m2 of actual pool or rink area  30 spaces for first green  plus  15 spaces/additional green  5 spaces/court  Subject to individual assessment |
| Overnight camping area | 1 space  plus  1 space/site |
| Parkland | Subject to individual assessment |
| Place of assembly | 1 space/4 seats |
| Public agency (TAB) | 6 spaces/100m2 GFA |
| Public transport facility | Subject to individual assessment |
| Restaurant | In city centre 5 spaces/100m2 GFA  In town centres 5 spaces/100m2 GFA up to 500m2 GFA, then 10 spaces/100m2 GFA  In group centres and local centres 10 spaces/100m2 GFA  In all other areas 15 spaces/100m2 GFA |
| Shop | 6 spaces/100m2 GFA |
| Tourist facility | Subject to individual assessment |
| Zoological facility | Subject to individual assessment |

## 3.5 Industrial zones

### 3.5.1 Objectives for parking and access in the industrial zones

The location and the nature of Canberra’s industrial land areas at Fyshwick, Hume and Mitchell, ensure that the great majority of trips to industrial areas are made by private and commercial vehicles, with public transport catering for only a small proportion of journey to work trips and a low level of customer and visitor travel.

The policies and performance criteria for parking in industrial areas reflect the differing requirements that derive from their particular location and nature, in that they are situated in localities remote from town centres and generally provide for metropolitan scale facilities ranging from bulky goods retailing to offensive industry.

The objectives for the provision of parking and access in industrial zones

Policies areas are to ensure:

1. **Amenity**
2. no regular overspill of parking occurs on surrounding areas which detracts from the amenity of these areas
3. **Safety**
4. no traffic hazards are created by the provision of access and parking facilities for a development
5. the safety of all users, especially pedestrians and cyclists, is considered at all times
6. the creation of community surveillance of car parking areas by people using neighbouring areas
7. **Efficiency**
8. the majority of parking is to be provided on-site and associated with individual developments
9. the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible
10. **Access**
11. safe and efficient access to industrial areas by all users of the area, including business, workers, residents, shoppers and visitors as well as by operational and commercial vehicles
12. **Commercial viability**
13. the commercial viability of an industrial area is not affected by the inappropriate provision of parking.

### 3.5.2 Parking provision rates

The parking provision rates for industrial zones are as specified schedule 3.5.5 below.

### 3.5.3 Calculation of parking provision requirements

The number of parking spaces required is calculated by multiplying the scale of the development by the appropriate parking provision rate.

### 3.5.4 Location requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie vehicles used directly as part of the operation within the development, eg fleet cars).

.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Development** | **Long stay parking** | **Short stay parking** | **Operational parking** | **Visitor parking** |
| Personal service (commercial sexual service) | On-site (concealed from the road for employee safety) | On-site or within 100m | On-site | On-site or within 100m |
| All other development in industrial zone | On-site or within 200m | On-site or within 100m | On-site | On-site or within 100m |

### 3.5.5 Schedule of parking provision rates for industrial zones

The parking provision rates for the provision of parking in the industrial zones are set out in the schedule below.

**Schedule 5 - Industrial zones**

| **Development** | Parking provision rates for industrial zones |
| --- | --- |
| Bulk landscape supplies | Subject to individual assessment |
| Bulky goods retailing | 3 spaces/100m2 GFA |
| Business agency | 6 spaces/100m2 GFA |
| Car park | 1 space/peak shift employee |
| Child care centre | 1 space/centre  plus  2 spaces per 15 child care places for employee parking  plus  visitor parking as follows:  2 spaces : < 30 child care places  3 spaces : 30-59 child care places  4 spaces : 60-90 child care places  plus  1 pick-up/set-down bay per 10 child care places |
| Club | 15 spaces/100m2 GFA |
| Communications facility | 1 space/peak shift employee |
| Community activity centre | 4 spaces/100m2 GFA |
| Defence installation | Subject to individual assessment |
| Drink establishment | 15 spaces/100m2 GFA |
| Educational establishment | 4 spaces/10 students |
| Emergency services facility | 1 space/peak shift employee |
| Financial establishment | 6 spaces/100m2 GFA |
| Freight transport facility | Subject to individual assessment |
| Funeral parlour | 2 spaces/100m2 GFA excluding chapel area  plus  1 space/4 chapel seats |
| General industry | 2 spaces/100m2 GFA |
| Hazardous industry | 1 space/peak shift employee |
| Hazardous waste facility | 1 space/peak shift employee |
| Health facility | 3 spaces/practitioner |
| Incineration facility | 1 space/peak shift employee |
| Indoor recreation facility  Basketball, netball  Skating rink, swimming pool  Squash courts  Fitness centre, gymnasium | 20 spaces/court  10 spaces/100m2 of actual pool or rink area  2 spaces/court  2 spaces/100m2 GFA |
| Industrial trades | 2 spaces/100m2 GFA |
| Light industry | 2 spaces/100m2 GFA |
| Liquid fuel depot | 1 space/peak shift employee |
| MAJOR UTILITY INSTALLATION | Subject to individual assessment |
| Municipal depot | 1 space/peak shift employee |
| Offensive industry | 1 space/peak shift employee |
| Office | 2.5 spaces/100m2 GFA |
| Parkland | Subject to individual assessment |
| Personal services | 4 spaces/100m2 GFA |
| Place of worship | 1 space/4 seats |
| Plant and equipment hire establishment | 2 spaces/100m2 GFA |
| Produce market | 15 spaces/100m2 GFA |
| Public agency | 4 spaces/100m2 GFA |
| Railway use | Subject to individual assessment |
| Recyclable materials collection | 1 space |
| Recycling facility | 1 space/peak shift employee |
| Restaurant | 15 spaces/100m2 GFA |
| Scientific research establishment | 2.5 spaces/100m2 of office and laboratory space  plus  individual assessment of provision for other activities |
| Service station | 6 spaces/service bay  plus  4 spaces/100m2 of shop area |
| Shop | 4 spaces/100m2 GFA |
| Store | 2 spaces/100m2 GFA |
| Transport depot | Subject to individual assessment |
| Vehicle sales | 6 spaces/service bay  plus  6 spaces/100m2 of sales area |
| Veterinary hospital | 3 spaces/100m2 GFA |
| Warehouse | 1 space/100m2 GFA  plus  2.5 spaces/100m2 GFA of office space |
| Waste transfer station | 1 space/peak shift employee |

3.6 Community facility zone

### 3.6.1 Objectives for community facility zone

The community facility zone applies to a variety of areas both within centres and in diverse locations spread throughout the metropolitan area. Zones include schools, community centres, hospitals and health facilities, cultural facilities and some specific forms of supported accommodation. Travel associated with the community facilities zone therefore covers a range of purposes including the journey to work or school, personal business and recreation.

Mode of travel varies considerably with the prevalent functions of these facilities and their location, and while the majority of travel is by private car, public transport, walking and cycling also make up a significant proportion of trips. Ready access to public transport is often particularly important because of the absence of viable alternatives for the users of the facilities.

The objectives for the provision of parking and access in the community facility zone are to ensure:

1. **Amenity**
2. the amenity of neighbouring uses and areas is not unacceptably affected by the provision of parking and access for the operation of facilities, particularly in terms of noise, traffic, parking and privacy
3. no regular overspill of parking occurs which uses kerbside or other parking in surrounding residential streets
4. **Safety**
5. no traffic hazards are created by the provision of access and parking facilities for a development; the safety of all users, especially pedestrians and cyclists, is considered
6. the safety of all users, especially pedestrians and cyclists, is considered
7. the creation of community surveillance of car parking areas by people using neighbouring areas
8. **Efficiency**
9. provision of parking and access for the efficient use of sites consistent with the multi use and co-location of facilities
10. adequate supply of parking for the level of demand generated by the development
11. commercial vehicles delivering or collecting goods are accommodated
12. the parking demand of visitors to the development is catered for on-site consistent with the level of public transport accessibility and other parking opportunities in the vicinity
13. **Access**
14. safe and efficient access by all users, including operational and commercial vehicles
15. adequate set-down and pick-up points are provided for users
16. commuter parking needs of occupiers of the development are accommodated on-site consistent with the level of public transport accessibility and other parking opportunities in the vicinity
17. all other parking needs of visitors and commuters are met in appropriate off-site locations
18. access for emergency vehicles to be provided for health and aged care facilities.

### 3.6.2 Parking provision rates

The parking provision rates for development in the community facility zone are specified in schedule 3.6.5 below.

### 3.6.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

### 3.6.4 Locational requirements

The following are specific requirement for the location of long stay, short stay and operational parking (ie. vehicles used directly as part of the operation within the development).

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Development** | **Long stay parking** | **Short stay parking** | **Operational parking** | **Visitor parking** |
| Residential Use | On-site | On-site or within 100m | On-site | On-site or within 100m |
| All other development in community facility zone | Within 200m | On-site or within 100m | On-site | On-site or within 100m |

### 3.6.5 Schedule of parking provision rates for community facility zone

The parking provision rates for the provision of parking in the community facility zone is set out in the schedule below.

**Schedule 6 - Community facility zone**

|  |  |
| --- | --- |
| **Development** | Parking provision rates for community facility zone |
| Child care centre | 1 space/centre plus 2 spaces per 15 child care places for employee parking plus  visitor parking as follows:  2 spaces : < 30 child care places  3 spaces : 30-59 child care places  4 spaces : 60-90 child care places  plus  1 pick-up/set-down bay per 10 child care places |
| Community activity centre | 4 spaces/100m2 GFA |
| Community theatre | 1 space/4 seats |
| Corrections facility | Subject to individual assessment |
| Cultural facility | 2 spaces/100m2 GFA |
| Educational establishment  Pre-school, primary & high schools | 0.8 spaces/10 students  *plus*  0.4 set-down/pick-up spaces/10 students |
| Secondary college | 1.8 spaces/10 students  plus  0.2 set-down/pick-up spaces/10 students |
| Tertiary institution, college | Subject to individual assessment specialist |
| Emergency services facility | 1 space/peak shift employee |
| Health facility | 4 spaces/practitioner |
| Hospital | 0.8 spaces/peak shift employee  plus  1.3 spaces/bed |
| Parkland | Subject to individual assessment |
| Place of worship | 1 space/20 seats within city centre  1 space/10 seats within town and group centres  1 space/4 seats all other areas |
| Religious associated use | Subject to individual assessment |

|  |  |
| --- | --- |
| **Development** | Parking provision rates for Industrial Zone |
| Residential care accommodation | 0.25 spaces/bed or accommodation unit  plus  1 space/staff residential unit  plus  1 space/non-resident peak shift employee |
| Retirement complex | 1 space/self-care unit  *plus*  1 space/per four hostel or nursing home units or beds  plus  1 space/staff residential unit  plus  0.5 spaces/non-resident peak shift employee |
| Special dwelling | 1 space/resident employee  plus  1 space/peak shift non-resident employee  plus  1 space/operational vehicle  plus  1 visitor space |
| Veterinary hospital | 3.5 spaces/100m2 GFA |

3.7 Restricted access recreation zone

### 3.7.1 Objectives for parking and access in the restricted access recreation zone

Land uses under the restricted access recreation zone are predominantly outdoor recreation, but also include a range of related accommodation and club developments. The nature and location of these facilities is such that private vehicle use accounts for the vast majority of associated travel, except for a small number of more centrally located developments such as swimming pools and major sports grounds.

The objectives for the provision of parking and access in the restricted access recreation zone are to ensure:

1. **Amenity**
2. the amenity of neighbouring uses and areas is not unacceptably affected by the provision of parking and access for the operation of facilities, particularly in terms of noise, traffic, parking and privacy
3. no regular overspill of parking occurs which uses kerbside or other parking in surrounding residential streets
4. **Safety**
5. no traffic hazards are created by the provision of access and parking facilities for a development
6. the safety of all users, especially pedestrians and cyclists, is considered
7. the creation of community surveillance of car parking areas by people using neighbouring areas
8. **Efficiency**
9. provision of parking and access for the efficient use of sites consistent with the multi-use and co-location of facilities
10. adequate supply of parking for the level of demand generated by the development
11. commercial vehicles delivering or collecting goods are accommodated
12. the parking demand of visitors to the development is catered for on-site consistent with the level of public transport accessibility and other parking opportunities in the vicinity
13. **Access**
14. safe and efficient access by all users, including operational and commercial vehicles
15. adequate set-down and pick-up points are provided for users
16. commuter parking needs of occupiers of the development are accommodated on-site consistent with the level of public transport accessibility and other parking opportunities in the vicinity
17. all other parking needs of visitors and commuters are met in appropriate off-site locations
18. access for emergency vehicles to be provided for health and aged care facilities.

### 3.7.2 Parking provision rates

The parking provision rates for the restricted access recreation zone are set out in schedule 3.7.5 below..

### 3.7.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

### 3.7.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie. vehicles used directly as part of the operation within the development).

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Development** | **Long stay parking** | **Short stay parking** | **Operational parking** | **Visitor parking** |
| All development in the restricted access recreation zone | On-site or within 200m | On-site or within 200m | On-site | On-site or within 200m |

### 3.7.5 Schedules of parking provision rates for restricted access recreation zone

The parking provision rates for the provision of parking in the restricted access recreation zone are set out in the schedule below.

**Schedule 7 – Restricted access recreation zone**

|  |  |
| --- | --- |
| **Development** | Parking provision rates for restricted access recreation zone |
| Aquatic recreation facility  Car park  Child care centre | Subject to individual assessment  1 space/peak shift employee  1 space/centre  Plus  2 spaces per 15 child care places for employee parking  plus  visitor parking as follows:  2 spaces : < 30 child care places  3 spaces : 30-59 child care places  4 spaces : 60-90 child care places  plus  1 pick-up/set-down bay per 10 child care places |
| Club | 15 spaces/100m2 GFA |
| Community activity centre | 4 spaces/100m2 GFA |
| Educational establishment  Pre-school, primary & high school  Secondary college  Tertiary institution, specialist college | Subject to individual assessment |
| Equestrian facility | Subject to individual assessment |
| Guest house  Hotel | 0.5 spaces/employee  plus  1 space/guestroom  1 space/2 employees  plus  1 space/guest room or unit for establishments of up to 36 units  OR  25 spaces  plus  0.3 spaces/guest room or unit for establishments of more than 36 units  plus  10 spaces/100m2 GFA of bars and function rooms  plus  1 space/10 restaurant seats  plus  3 spaces/100m2 of retail space |
| Indoor recreation facility  Basketball, netball  Skating rink, swimming pool  Squash courts  Fitness centre, gymnasium | 25 spaces/court  20 spaces/100m2 of actual pool or rink area  2 spaces/court  3.5 spaces/100m2 GFA |
| Motel | As per Hotel |

|  |  |
| --- | --- |
| **Development** | **Restricted access recreation zone** |
| Outdoor recreation facility  Skating rink, swimming pool  Bowling green  Tennis court  Any other permitted land use not specified | 20 spaces/100m2 of actual pool or rink area  30 spaces for first green  plus  15 spaces/additional green  2 spaces/court  Subject to individual assessment |
| Parkland | Subject to individual assessment |
| Playing field | Subject to individual assessment |
| Public agency (Totalisator Agency Board (TAB)) | 6 spaces/100m2 GFA |

## 3.8 Services zone

### 3.8.1 Objectives for services zone

The services zone allows for the development of essential services and transport facilities such as high voltage power lines, cemeteries, railway facilities and the Inter-Town Public Transport (IPT) route where it is not contained within road reserves. Associated travel is therefore primarily by employees working at or servicing the sites or by users of such facilities as freight depots or recycling facilities.

The objectives for the provision of parking and access in the services zone are to ensure:

1. **Amenity**
2. no regular overspill of parking occurs on surrounding areas which detracts from the amenity of these areas
3. **Safety**
4. no traffic hazards are created by the provision of access and parking facilities for the operations of municipal services development
5. the safety of all users, especially pedestrians and cyclists, is considered
6. the creation of community surveillance of car parking areas by people using neighbouring areas
7. **Efficiency**
8. the majority of parking is to be provided onsite and associated with individual developments
9. the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible
10. **Access**
11. safe and efficient access to municipal services developments by all users of the area, including business, workers and visitors as well as by operational and commercial vehicles.

### 3.8.2 Parking provision rates

The parking provision rates for the services zone are stated in schedule 3.8.5 below.

### 3.8.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

### 3.8.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operational parking (ie. vehicles used directly as part of the operation within the development).

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Development** | **Long stay parking** | **Short stay parking** | **Operational parking** | **Visitor parking** |
| All zones in the services zone | On-site | On-site | On-site | On-site |

### 3.8.5 Schedules of parking provision rates for services zone

The parking provision rates for the provision of parking in the services zone are set out in the schedule below.

**Schedule 8 Services zone**

|  |  |
| --- | --- |
| Development | **Parking Provision Rates for Services Zone** |
| Cemetery | Subject to individual assessment |
| Communications facility | 1 space/peak shift employee |
| Emergency services facility | 1 space/peak shift employee |
| Freight transport facility | Subject to individual assessment |
| Hazardous waste facility | 1 space/peak shift employee |
| Incineration facility | 1 space/peak shift employee |
| Land fill site | Subject to individual assessment |
| MAJOR UTILITY INSTALLATION | Subject to individual assessment |
| Municipal depot | 1 space/peak shift employee |
| Public transport facility | Subject to individual assessment |
| Railway use | Subject to individual assessment |
| Recyclable materials collection | 1 space |
| Recycling facility | 1 space/peak shift employee |
| Store | 2 spaces/100m2 GFA |
| Transport depot | Subject to individual assessment |
| Waste transfer station | 1 space/peak shift employee |

3.9 Other zones

This section applies to the provision of parking and vehicular access to land in all other Zones under the Territory Plan comprising:

Urban open space

Broadacre

Rural

Hills, ridges and buffer areas

River corridor

Mountains and bushland

Transport

### 3.9.1 Objectives for all other zones

The objectives for the provision of access and parking in all other zones are to ensure:

1. **Amenity**
2. the amenity of surrounding areas is not unacceptably affected by the provision of parking and access as part of the operation of these areas
3. **Safety**
4. no traffic hazards are created by the provision of access and parking for a development
5. the safety of all users, especially pedestrians and cyclists, is considered at all times
6. **Efficiency**
7. adequate supply of parking for the level of demand generated by the development
8. all demand can be adequately catered for by the on-site provision of parking
9. **Access**
10. the safe and efficient access for all users of the area, including for operational and commercial vehicles.

### 3.9.2 Parking provision rates

The parking provision rates for development under these zones are set out in schedule 3.9.5 below.

### 3.9.3 Calculation of parking provision requirements

The number of parking spaces required for a particular development is determined by multiplying the scale of the development by the appropriate parking provision rate.

### 3.9.4 Locational requirements

The following are specific requirements for the location of long stay, short stay and operation parking.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Development** | **Long stay parking** | **Short stay parking** | **Operational parking** | **Visitor parking** |
| Under all other zones | On-site or within 200m | On-site | On-site | On-site |

### 3.9.5 Schedules of parking provision rates for all other zones

The parking provision rate for the provision of parking in the urban open space, broadacre, rural, hills, ridges and buffer areas, river corridor, mountains and bushland and transport are set out in the Schedule below.

###### Schedule 9 – Other zones

| Development | Parking provision rates for other zones |
| --- | --- |
| Agriculture | Subject to individual assessment |
| Animal care facility | Subject to individual assessment |
| Animal husbandry | Subject to individual assessment |
| Aquatic recreation facility | Subject to individual assessment |
| Carvan park / camping ground | 2.5 spaces/100m2 of office space  plus  0.25 visitors spaces/site or unit |
| Car park | 1 space per peak shift employee |
| Cemetery | Subject to individual assessment |
| Communications facility | 1 space/peak shift employee |
| Community activity centre | 4 spaces/100m2 GFA |
| Corrections facility | Subject to individual assessment |
| Defence installation | Subject to individual assessment |
| Educational establishment  Pre-school, primary & high schools  Secondary college  Tertiary institution,  Specialist college | Subject to individual assessment |
| Emergency services facility | 1 space/peak shift employee |
| Equestrian facility | Subject to individual assessment |
| Group or organized camp | Subject to individual assessment |
| Health facility | 4 spaces/practitioner |
| Land management facility | Subject to individual assessment |
| Major service conduits | Subject to individual assessment |
| MAJOR UTILITY INSTALLATION | Subject to individual assessment |
| Municipal depot | 1 space/peak shift employee |
| Nature conservation area | Subject to individual assessment |
| Outdoor education establishment | Subject to individual assessment |
| Outdoor recreation facility  Skating rink, swimming pool  Bowling green  Tennis court  Other | 20 space/100m2 of actual pool or rink area  30 spaces for first green  plus  15 spaces/additional green  5 spaces/court  Subject to individual assessment |
| Overnight camping | 1 space  plus  1 spaces/site |
| Parkland | Subject to individual assessment |
| Pedestrian plaza | Subject to individual assessment |
| Place of worship | 1 space/4 seats |
| Plantation forestry | Subject to individual assessment |
| Playing field | Subject to individual assessment |
| Public transport facility | Subject to individual assessment |
| Road | No requirements |
| Scientific research establishment | 2.5 space/100m2 of office and laboratory space  plus  Individual assessment of provision for other activities |
| Residential care accommodation | 0.25 spaces/bed or accommodation unit  plus  1 space/staff residential unit  plus  1 space/non-resident peak shift employee |
| Stock/sale yard | Subject to individual assessment |
| Tourist facility | Subject to individual assessment |
| Transport depot | Subject to individual assessment |
| Veterinary hospital | 3.5 spaces/100m2 GFA |
| Woodlot | Subject to individual assessment |