

# *ACT Parking and Vehicular Access Guidelines*



**PLANNING & LAND MANAGEMENT**

DEPARTMENT OF URBAN SERVICES

**October 2000**

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## Preface

The provision of car parking is necessary for most development projects. There is a need to ensure that parking is provided to accommodate staff, visitors and customers at commercial and industrial premises and to meet the needs of residents and visitors in housing developments. The ACT Parking and Vehicular Access Guidelines, which are based on the best available experience and practice in Canberra and other States are to be used to calculate the amount of carparking to be provided.

These Guidelines have a dual purpose. Firstly they advise developers on their parking provision and secondly, they assist development assessment officers in determining whether appropriate parking has been provided to avoid detrimental impacts. A parking shortfall can hinder commercial activity when the parking generated by a local shopping centre exceeds the available parking supply at the centre, to the detriment of local businesses. A shortfall can also create a nuisance where parking spills into nearby residential streets to the extent that residents and visitors are impeded from parking there.

The parking provision rates are presented as 'Guidelines' rather than as mandatory requirements and all developments should be assessed with regard to their specific circumstances. In some circumstances where it can be demonstrated that there is no detrimental effect and that the objectives of the Guidelines can be met, a lesser provision may be permitted. Where a proponent obtains approval which permits parking at below the Guideline rate they should be aware that, in view of the Territory, there is a possibility that they may be taking a commercial risk by providing insufficient customer parking. In addition, the continued availability of public carparking, on which they may be relying, may not be guaranteed.

This document is one of a series of guidelines developed by the Planning and Land Management Group in the Department of Urban Services, for the purpose of Appendix I, sub-section I.1(t) of the Territory Plan. The Department keeps a register of guidelines which have been adopted.

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**ACT Parking and Access Guidelines – Amendment Register**

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# 1. Introduction

## 1.1 Purpose of the Guidelines

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

The Guidelines seek to ensure that development achieves the relevant objectives set out in Clauses 8.1 and 8.6 of Part A of the Territory Plan and will be used by the Territory in the assessment of development applications involving development, redevelopment and lease variations. The Guidelines specify vehicular access and parking requirements which must be met before approval may be granted to a proposal, unless other specific provisions are included in a lease or development condition.

## 1.2 Structure of the Guidelines

The Guidelines document is divided into four sections:

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

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

Section 3 states the parking provision rates relating to each of the Territory Plan's Land Use Policies Areas. The relevant parking provision rates form the basis for determining the required amount of parking to be provided; and

Section 4 includes Parking Plans for areas covered by the ACT Parking Contribution Scheme.

## 1.3 Using the Guidelines

The Guidelines adopt a performance based approach and Section 3 sets out, for each of the Land Use Policies Areas, 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 land uses for each of the Land Use Policies Areas.

The scale of parking provision required is derived from a set of criteria relating to safety, economic efficiency, accessibility, commercial viability, social and environmental objectives. The parking provision rates take account of such factors 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 the most recent empirical evidence available to Planning and Land Management to set the most appropriate standards for a particular land use.

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.

Where an Area Specific Policy in the Territory Plan allows for additional land uses, the provision of parking would be subject to individual assessment.

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

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

However it is often the case that the physical constraints of a site make on-site provision impracticable. The Territory may also consider it undesirable for efficiency, traffic operation, pedestrian amenity or other reasons for the specified parking to be provided totally on-site. 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.

The ACT Parking Contribution Scheme provides a mechanism for achieving this. It allows a proponent of development to make a cash payment in lieu for each assessed parking space not provided on-site, this payment being forwarded to the Territorial account for subsequent parking provision through the Capital Works Program.

#### **1.4 Parking Contribution Scheme**

The Parking Contribution Scheme applies to those areas for which a Parking Plan has been prepared.

Area Parking Plans maintain the nexus between developer contributions and parking provision and ensure that the scheme is cost neutral to the Territory. The Plan summaries are included at Section 4 of the Guidelines. The Plans will be reviewed regularly and comprise:

- an assessment of future parking demand and supply including the amount of land needed and the type of car park to be provided (surface or structured);
- the location of existing and proposed public car parks to be developed and expanded by the funds received;
- the per space contribution required in lieu of providing spaces on-site;
- the limits, if applicable, of the proportion of parking for which a contribution will be permitted or required; and
- a programme of future parking provision.

In areas where development is expected to proceed at a steady predictable rate the programme may be framed in terms of timing of provision. However, it is more likely that provision will be triggered by achievement of specified increments of development and Parking Plans will need to be defined in terms of development thresholds rather than time.

### 1.5 Areas covered by the ACT Parking Contribution Scheme

Where a Parking Plan has been developed for the area in question, use of the ACT Parking Contribution Scheme can assist in setting a realistic balance between the provision of on-site spaces and those to be provided off-site in public car parks through a payment in lieu.

Total parking requirements are calculated by multiplying the relevant parking provision rates by the scale of the development. Where applicable, on-site parking requirements are calculated by multiplying the relevant on-site parking requirement factors identified in the Parking Plans by the total parking requirement.

The payment will be based on the difference between the total parking requirement and the actual on-site parking requirement. This process is summarised in Table 1 below.

Table 1: Using the Guidelines in areas covered by the ACT Parking Contribution Scheme

1. Identify the parking location and access requirements relevant to the proposal (See Section 2).				
2. Identify parking provision rates for the proposal (See relevant Parking Rate Schedule in Section 3).				
3. Calculate the <u>total</u> number of parking spaces which would meet the parking requirements for the proposal as follows:				
Total parking requirement	=	parking provision rate	X	scale of development
4. Calculate the number (or range) of <u>on-site</u> parking spaces which would be deemed to meet the relevant objectives and performance criteria specified for the location in the Parking Plan (in Section 4) as follows:				
on-site parking requirement	=	on-site factor	X	total parking requirement
5. Identify on-site parking requirements and any other parking and access requirements necessary for approval of the process including the Contribution as follows:				
Contribution	=	\$ Rate	X	(total requirement – on-site provision)



The following worked example for a development in an area covered by a Parking Plan is presented to illustrate how to calculate the on-site parking provision requirement and the contribution.

#### Step 1 - Proposed development

The proposal is located in Civic in the Main Office Area - Precinct 'b1', comprising the following uses:

Office	10,000 m <sup>2</sup> GFA
Place of Assembly	200 people
Restaurant	200 m <sup>2</sup> GFA
Shop	200 m <sup>2</sup> GFA

#### Step 2 - Parking Provision Rates (see relevant Schedule in Section 3)

Office	1 space/100 m <sup>2</sup>
Place of Assembly	1 space/20 seats
Restaurant	5 spaces/100 m <sup>2</sup>
Shop	4 spaces/100 m <sup>2</sup>

#### Step 3 - Total Parking Requirement

parking provision rate	X scale of development	= total parking requirement
Office	1 space/100 m <sup>2</sup> X 10,000 m <sup>2</sup>	= 100 spaces
Place of Assembly	1 space/20 seats X 20 seats	= 10 spaces
Restaurant	5 spaces/100 m <sup>2</sup> X 200 m <sup>2</sup>	= 10 spaces
Shop	4 spaces/100 m <sup>2</sup> X 200 m <sup>2</sup>	= 8 spaces
Total Parking Requirement		= 128 spaces

#### Step 4 - Deemed on-site parking requirement (Section 4)

The Parking Plan for Precinct 'b1' in Civic sets the on-site parking requirement factor at 50% of the total parking requirement. This would be calculated as follows:

$$128 \times 50\% = 64 \text{ spaces deemed on-site parking requirement}$$

#### Step 5 - Parking Contribution

The proponent has accepted the deemed on-site parking requirement. To calculate the contribution the monetary rate for provision of public parking in Civic is used. The \$ Rate for Civic is set by the Parking Plan at \$10,000 per space.

$$\text{\$ Rate} \times \text{deemed total parking} - \text{actual on-site parking requirement} = \text{Contribution requirement}$$

$$\text{\$10,000/space} \times (128 - 64)$$

$$\text{\$10,000} \times 64 = \text{\$640,000} = \text{Contribution}$$

1.6 Areas not covered by the ACT Parking Contribution Scheme

Total parking requirements are calculated by multiplying the relevant parking provision rates by the scale of the development.

However the performance approach adopted in these guidelines 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 off-site parking. This process is summarised in Table 2 below.

Table 2 Using the Guidelines in areas not covered by the ACT Parking Contribution Scheme

- 1. Determine the relevant land use and Land Use Policies Areas 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 Schedule in Section 3 for the relevant Land Use Policy area).

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 caculated 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.

## 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 off-site, 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 land uses in each of the Land Use Policy areas are set out in Section 3, as relevant.

### 2.2 Parking for people with disabilities

Car parking for people with disabilities must be provided in accordance with the Building Code of Australia (BCA) Part D3.5 'car parking'.

The Australian Standard for Parking Facilities, Part 1 : Off-street Car Parking (AS 2890.1 - 1993, under section 2.4.5) specifies requirements for the provision of parking spaces for people with disabilities. Full reference should be given to the Australian Standards. However, the following requirements from AS 2890.1 - 1993 are provided for information purposes:

i) classification

Parking spaces for use by people with disabilities should be in accordance with the use classification in Table 3 below.

ii) pavement requirements

A parking space should consist of an unobstructed area having a firm, plane surface with a fall not exceeding 1:40 either parallel to, or at 90 degrees to the angle of parking (1:33 if the surface is a bituminous seal and the parking space is out-of-doors).

iii) space width

Parking space should have a width not less than 3.2 metres, which may include overlap allowances, if necessary (specified in (iv) below).

iv) overlap allowances

An overlap of 500 mm may be used at the sides of a parking space when the unobstructed width of adjoining surfaces is not less than 1000 mm, provided adjoining surface meets the pavement requirements (under (ii)), is at the same level as the parking space and is not another space.

## v) location

Parking spaces to service a particular building or facility should be located close to an accessible entrance to the building or facility or a wheelchair accessible lift (in accordance with AS 1428.1 and AS 1735.12).

## vi) provision of accessible path of travel

A continuous, accessible path of travel should be provided between each parking space and an accessible entrance/lift (in accordance with AS 1428.1).

## vii) signs

Parking spaces should be identified by a sign incorporating the international symbol of access for people with disabilities.

## 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:

## i) parking layout

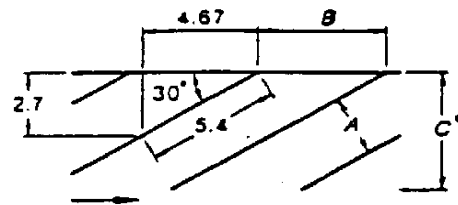
The layout of the car park should meet the requirements of AS 2890.1 - 1993, The Australian Standard for Parking Facilities, Part 1 : Off-street Car Parking. Table 3 and Figures 1 and 2, extracts from the Australian Standard, are included for information purposes. Full reference should be given to the Australian Standard.

Table 3 Classification of off-street car parking facilities

Class	Examples of uses	Required door opening
1	Tenant, employee and commuter parking, universities (generally all day parking)	Front door, first stop
2	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)	Front door, second stop
3	Short-term city and town centre parking, shopping centres, department stores, supermarkets, hospitals and medical centres (generally short-term parking and where children and goods can be expected to be loaded into the vehicles)	Rear door, full opening
4	Parking for people with disabilities	Front door, full opening plus wheelchair manoeuvre space

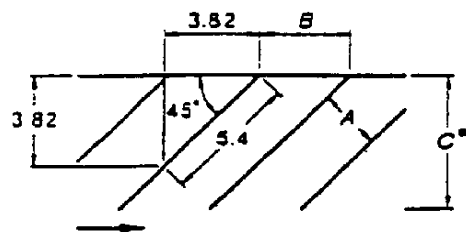
Source: Table 1.1, AS 2890.1 - 1993

Figure 1 Layouts for angle parking spaces



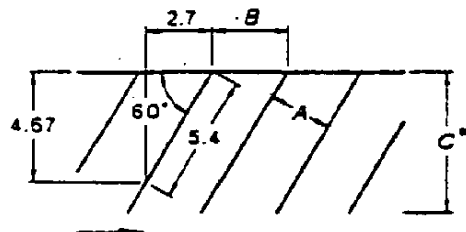
(a) Bays at 30°

User class (Note 1)	A (Notes 2 & 3)	B	C1	C2	C3	Aisle width
1	2.1	4.2	4.4	4.1	4.5	3.1
2	2.3	4.5	4.4	4.1	4.7	3.0
3	2.5	5.0	4.4	4.1	4.9	2.9
4	3.2	6.4	4.4	4.1	5.5	2.9



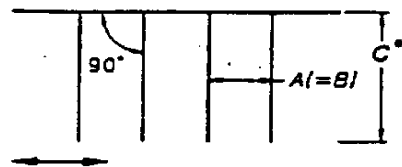
(b) Bays at 45°

User class (Note 1)	A (Note 3)	B	C1	C2	C3	Aisle width
1	2.4	3.4	5.2	4.8	5.5	3.9
2	2.5	3.5	5.2	4.8	5.6	3.7
3	2.5	3.7	5.2	4.8	5.7	3.5
4	3.2	4.5	5.2	4.8	6.1	3.3



(c) Bays at 60°

User class (Note 1)	A (Notes 3)	B	C1	C2	C3	Aisle width
1	2.4	2.75	5.7	5.1	5.9	4.9
2	2.5	2.90	5.7	5.1	6.0	4.6
3	2.6	3.00	5.7	5.1	6.0	4.3
4	3.2	3.70	5.7	5.1	6.3	4.0



(d) Bays at 90°

User class (Note 1)	A (Notes 3)	B	C1	C2	C3	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.4
4	3.2	3.2	5.4	4.8	5.4	5.0

See next page for dimensions.

## DIMENSIONS IN METRES

\*Dimension C is selected as follows (see Note 5):

C1 - where parking is to a wall or high kerb not allowing for overhang.

C2 - where parking is to a low kerb which allows 600 mm overhang in accordance with Clause 2.4.1(a)(i).

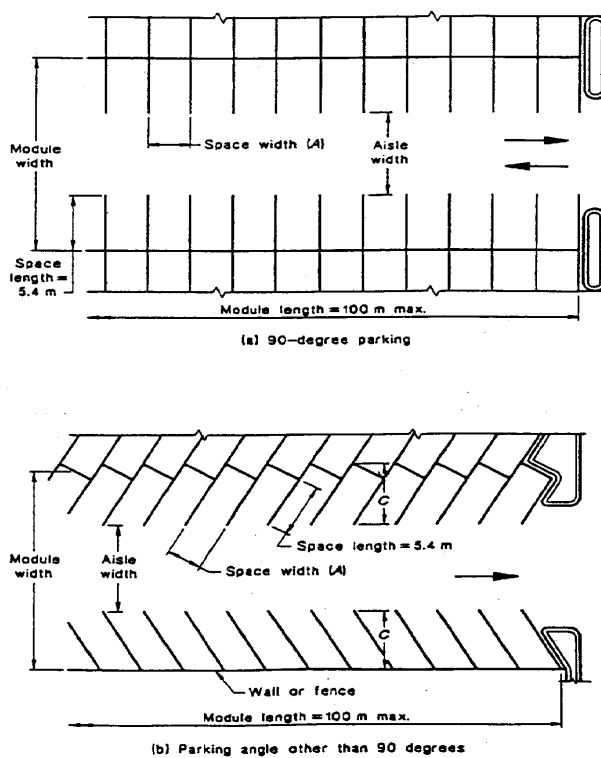
C3 - where parking is controlled by wheelstops installed at right angles to the parking, or where the ends of parking spaces form a sawtooth pattern, e.g. as shown in the upper half of Figure 2.4.(b).

## NOTES:

- 1 User class is defined in Table 1.1.
  - 2 30 degree parking spaces can be made narrower than spaces at other angles because of the reduced chance of open doors hitting adjacent vehicles.
  - 3 The preferred design envelope around each parking space, to be kept clear of obstructions, is shown in Figure 5.2.
  - 4 Dimensions are for one-way aisles. For two-way aisles see Clause 2.4.2.
  - 5 The values for dimension C have been calculated as follows:  
 $C1 = 5.4 \sin q + 1.9 \cos q$   
 $C2 = C1 - 0.6 \sin q$   
 $C3 = C1 + (A \cdot 1.9) \cos$
- where: - q = parking angle  
A = space width, metres.

(Source: Figure 2.2, AS 2890.1 - 1993)

Figure 2 Parking module layouts



NOTE: Dimensions A and C are as shown in Figure 1

Source: Figure 2.4, AS 2890.1 - 1993

ii) traffic controls

Traffic control measures employed in the car park or in the access to the development and its parking areas should meet current ACT Traffic Guidelines, published by Infrastructure Policy, Department of Urban Services.

iii) hydraulics

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 1993* as amended and the *Public Works and Services ACT Stormwater Standards 1993*.

iv) landscaping

The design of all landscaping works should be in accordance with the *Canberra Landscape Guidelines* (or its replacement).

v) surface treatment

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.

vi) other requirements

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:

i) engineering and other design guidelines

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

- *Guidelines on Engineering and Environmental Practices - Roads & Bridges, NCDC, 1988*
- *AS 2890.1 - 1993, The Australian Standard for Parking Facilities, Part 1 : Off-street Car Parking*
- *AS 2890.2 - 1993, The Australian Standard for Off-street Parking, Part 2 : Commercial Vehicle Facilities*
- *Guide to Traffic Engineering Practice, National Association of Australian State Road Authorities, 1988*
- *ACT Code for Residential Development, 1993.*
- *Canberra Landscape Guidelines (or its replacement).*

ii) 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.

iii) sight distance

Sight distance for property access should comply with AUSTROADS intersection sight distance standards except for single dwelling or dual occupancy blocks where minimum stopping distances as specified in the ACT Code for Residential Development shall apply.

iv) 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

v) emergency vehicles access

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

vi) 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 these Guidelines, 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 - 1989.

ACTWaste, Department of Urban Services may need to be consulted for the location and design of facilities for waste receptacles.

vii) service stations

Particular access conditions apply to service stations 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
- a major road with a service road, access shall be from the service road and/or a lesser side road, or
- a road which is not judged to be a major road, direct access will be permitted.

viii) 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 parking requirement may be reduced by two spaces for every three spaces provided for in queuing space.

## 2.4 Parking for Motorcycles

The provision of parking for motorcycles needs to be considered.

A suggested provision rate is around one dedicated space per 30 car parking spaces, with a minimum provision of four spaces (ie for car parks with around 100-120 spaces).

Location considerations for motorcycle parking, particularly for long stay parking (such as work place parking) are:

- provision of lighting and good surveillance from other users of the space
- provision for a security chain to be attached to a substantial fixed object
- 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). Broadly four motorcycle spaces with an average dimensions of 2.5 x 1.2 metres would fit a typical car parking space (5.4 x 2.6 metres).

Particular attention is required for the provision of motorcycle parking for Boarding house, Community activity centre and Guest house uses in Residential Land Use Policies areas.

## 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 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. Most facilities fall well short of minimum lighting standards.

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 1158.1 Road Lighting, the SAA Public Lighting Code (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 Code.
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 which 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

13. 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.
14. 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.
15. Where possible, provide direct access at each level of the car park to the building it serves.
16. 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.
17. Arrange parking spaces in straight rows to provide sightlines.
18. 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.
19. Use convex security mirrors in stairwells corners and corridors.

### Informal surveillance

20. 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.
21. Design exterior surface car parks to be overlooked from the street and occupied buildings.

### Signage

22. 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.
23. Provide exit and direction signs which are clearly visible from within the car park.
24. Provide signage to encourage people to lock their cars and conceal or remove any valuables.

### Design

25. Clearly identify pedestrian routes within car parks.
26. Attempt to integrate as much complementary activity as possible near car parks. Where possible, integrate car parking with other site uses to prevent isolation.

27. 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.
28. 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

29. 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

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

#### Access

31. Ensure that access to the liftwell, stairwell and directions to these points are clearly visible from every car parking space.
32. Ensure that paths to and from car parks have appropriate landscaping, lighting, signage, sightlines, etc.
33. Use vehicle-control measures, such as boom gates, to reduce opportunities for vehicle theft. These are much more effective if exits are supervised.
34. 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 unauthorised entry/exit points into the car park.
35. 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

36. 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

37. Provide 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

38. Locate facilities such as telephones and bicycle storage in the most prominent and visible areas possible.
39. 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

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

#### Maintenance

41. Replace broken lights on a regular basis.

## 2.6 Landscaping of Carparks

#### 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. Priority should be given to the improvement of growing conditions for trees and shrubs rather than maximising the number of parking spaces. A minimum of 15% of the car park site must 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 car parking spaces will be lost with tree planting. For example pairs of trees every sixth bay provide good shade at the expense of only two parking spaces.

#### 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.

- a) The movement routes of pedestrians accessing a carpark 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 carpark.

- b) The design of the carpark should minimise vehicle/pedestrian conflict within the carpark and at entry points.
- c) The layout of the carpark should enable owners to locate their cars easily.
- d) Consider 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 these Parking Guidelines (See Section 2.5 - 'CarParks 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.

- a) Plants should be selected that have vigorous growth, longevity, minimal maintenance and ample shade.
- b) No trees within 2 metres of underground services or 1 metre of footpaths and kerbs, unless root barriers are provided
- c) Trees or shrubs should not be planted where cars overhang, unless wheel stops are installed. The normal car overhang allowance is 1 metre.
- d) Plants with thorns and berries are generally not suitable for carparks and should be carefully used.
- e) Shrubs and trees should be selected that require minimal pruning at maturity.
- f) Trees that drop nuisance litter such as fruit, bark and sap are not suitable for carparks.
- g) 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

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

#### Maintenance

Carparks should be designed to achieve minimum maintenance.

- a) Mowable grass areas should not be steeper than 1 in 4.
- b) Granite Gravel should not be used in the vicinity of building entrances or on slopes greater than 1 in 30.
- c) Dry grass areas adjacent to the carpark should be protected from vehicles.



### 3. Parking and vehicular access under the Territory Plan

#### 3.1 Residential Land Use Policies

The provision for parking in residential areas must be considered in conjunction with the requirements specified in the Design and Siting Codes in Appendix III of the Territory Plan and any other Guidelines under the Territory Plan. Any specific requirements for the provision of parking and access in areas the subject of other Guidelines or Section Master Plans, such as Guidelines for Residential Redevelopment in Area B2 Kingston/Griffith, would take precedence over the provision rates specified in Schedule 1 of these Guidelines.

##### 3.1.1 Objectives for Residential Land Use Policies areas

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

- |                   |  |
|-------------------|--|
| <b>amenity</b>    | <ul style="list-style-type: none"> <li>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;</li> <li>meeting the design and siting requirements for provision of vehicle parking and access as set out in Design and Siting Codes in Appendix III of the Territory Plan;</li> </ul> |
| <b>safety</b>     | <ul style="list-style-type: none"> <li>no traffic hazards are created by the provision of access and parking facilities for a development, especially multi-unit developments;</li> <li>the safety of all users, especially pedestrians and cyclists, is considered;</li> <li>the creation of community surveillance of car parking areas by people using neighbouring areas;</li> </ul>   |
| <b>efficiency</b> | <ul style="list-style-type: none"> <li>parking generated by a development does not unacceptably affect the safe and efficient functioning of traffic and access to neighbouring areas;</li> <li>adequate supply of parking for the level of demand generated by the development;</li> </ul>  |
| <b>access</b>     | <ul style="list-style-type: none"> <li>safe and efficient access for all users, with the needs of residents and visitors being catered for by the on-site provision of adequate parking;</li> </ul>  |

- catering for community based residential uses, such as retirement complex, special care establishment, special care hostel, special dwelling**
  - 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;
  - parking provided on-site is consistent with the likely demand generated by the residents of the community residential uses, particularly the residents of special care establishments and special dwellings;
  - adequate access for emergency vehicles is provided for health and aged care facilities;
- non-residential uses**
  - 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 land uses in the Residential Land Use Policies area are specified in the Schedule below in 3.1.5.

### 3.1.3 Deemed Parking 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 (vehicles used directly as part of the operation of the land use, eg fleet cars) parking.

Land Use	Long Stay Parking	Short Stay Parking	Operational Parking
(i) Residential Use	On-site	On-site or within 100 metres	On-site
(ii) Child Care	On-site or adjacent	On-site or within 100 metres	On-site
(iii) Special Care Establishment, Special Care Hostel, Special Dwelling	On-site	On-site or within 100 metres	On-site
(iv) All other uses excluding those listed in (i), (ii) and (iii) above	On-site or within 200 metres		

### 3.1.5 Schedules of Parking Provision Rates for Residential Land Use Policies areas

The Parking provision rates for the provision of parking in the Residential Land Use Policies areas are set out in the Schedule below.

#### Schedule 1 - Residential Land Use Policies Areas

Land Use	Parking provision rates for Residential Land Use Policies areas
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 ** <i>plus</i> 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 ** <i>plus</i> 0.25 visitor spaces/house or unit where a complex comprises 4 or more units
Boarding house	0.5 spaces/employee <i>plus</i> 0.5 spaces/bedroom
Child care centre	1 space/centre plus 2 spaces per 15 child care places for employee parking <i>plus</i> visitor parking as follows: 2 spaces : < 30 child care spaces 3 spaces : 30-59 child care spaces 4 spaces : 60-90 child care spaces <i>plus</i> 1 pick-up/set-down bay per 10 child care places
Community activity centre	4 spaces/100m <sup>2</sup> GFA
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 ** <i>plus</i> 0.25 visitor spaces/house or unit where a complex comprises 4 or more units
Guest house	0.5 spaces/employee <i>plus</i> 1 space/guestroom
Health facility	4 spaces/practitioner
Home business	Subject to individual assessment
Parkland	Subject to individual assessment

Land Use	Parking provision rates for Residential Land Use Policies areas
Retirement complex	1 space/self-care unit <i>plus</i> 0.5 spaces/hostel or nursing home unit or bed <i>plus</i> 1 space/staff residential unit <i>plus</i> 0.5 spaces/non-resident peak shift employee
Special care establishment	0.25 spaces/bed or accommodation unit for visitor parking <i>plus</i> 1 space/staff residential unit <i>plus</i> 1 space/non-resident peak shift employee
Special care hostel	0.25 spaces/bed or accommodation unit for visitor parking <i>plus</i> 1 space/staff residential unit <i>plus</i> 1 space/non-resident peak shift employee
Special dwelling	1 space per resident employee <i>plus</i> 1 space per peak shift non-resident employee <i>plus</i> 1 space per operational vehicle <i>plus</i> 1 visitor space

\*\* The Territory Plan is currently being reviewed with a view to revising the standards in the Design and Siting Codes to comply with these Guidelines.

## 3.2 Commercial Land Use Policies

### 3.2.1 Objectives for Parking and Vehicular Access in the Commercial Land Use Policies areas

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 Civic and the Town Centres, for example, the level of public transport ridership permits a lower rate of provision for long-stay commuter parking than in Local Centres or Corridor sites. The policy to increase the mode share to public transport in Civic and the Town Centres through constraining the provision of parking will further reduce the required rate. The supply of public parking relative to employment in Civic and the town centres will be reduced through the development of temporary car parking areas and only partial replacement by on-site parking.

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 access in Commercial Land Use Policies areas are to ensure:

- |                   |   |
|-------------------|---|
| <b>amenity</b>    | <ul style="list-style-type: none"> <li>• no regular overspill of parking occurs in neighbouring residential areas which detracts from the amenity of these areas;</li> <li>• the provision of parking does not detract from creating vibrant, interesting and lively centres;</li> </ul>  |
| <b>safety</b>     | <ul style="list-style-type: none"> <li>• no traffic hazards are created by the provision of access and parking facilities for a development;</li> <li>• the safety of all users, especially pedestrians and cyclists, is considered;</li> <li>• the creation of community surveillance of car parking areas by people using neighbouring areas;</li> </ul>  |
| <b>efficiency</b> | <ul style="list-style-type: none"> <li>• the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible;</li> <li>• the effectiveness of travel demand management measures to reduce the overall demand for long stay, commuter parking of private vehicles in Civic and Town Centres;</li> <li>• commercial vehicles delivering or collecting goods are accommodated;</li> </ul> |
| <b>access</b>     | <ul style="list-style-type: none"> <li>• 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;</li> </ul>  |

- equity** • the maintenance of an adequate supply of public parking for the level of development and activity approved in a centre;
- commercial viability** • the commercial viability of a centre is not adversely affected by the inappropriate provision of parking;
- non-commercial uses** • 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 land uses in the Commercial Land Use Policies areas are specified in the Schedule below in 3.2.6., except for special condition for Commercial A Precinct c, as follows:

Special condition for Commercial A Precinct C.

For mixed use developments of greater than 1000m<sup>2</sup> GFA where the lease permits only some or all of the following land uses, the maximum rate applicable shall be 3 spaces per 100m<sup>2</sup> 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 Deemed Parking 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 (vehicles used directly in the operation of a land use, fleet cars) parking.

#### Locational Requirements

Land Use Policy Area	Long Stay Parking	Short Stay Parking	Operational Parking
Commercial A Civic Centre	(i) Precincts b2, b3, b4 & b5 and Residential Use On-site  (ii) Excluding Precincts b2, b3, b4 & b5 On-site and/or within 400m	(i) Precincts b2, b3, b4 & b5 On-site  (ii) Excluding Precincts b2, b3, b4 & b5 On-site and/or within 200m	On-site or immediately adjacent
Commercial B Town Centres	(i) Residential Use On-site  (ii) Non-Residential Use Within 400m	Within 200m	On-site or immediately adjacent
Commercial C Group Centres	(i) Dickson S32 B2, Manuka excluding Precincts a1 & a2, and Residential Use On-site  (ii) Kingston Precinct a1 & Manuka Precincts a1 and a2 Within 300m  (iii) Dickson excluding S32 B2, Kingston excluding Precinct a1, other Group Centres On-site or within 200m	(i) Dickson S32 B2, Manuka excluding Precincts a1 & a2 On-site  (ii) Kingston Precinct a1 & Manuka Precincts a1 & a2 Within 100m  (iii) Dickson excluding S32 B2, Kingston excluding a1, other Group Centres On-site or within 100m	(i) Kingston Precinct a1 & Manuka Precincts a1 & a2 Within 100m  (ii) Excluding (i) above On-site
Commercial D Local Centres	(i) Residential Use On-site  (ii) Non-Residential Use Within 200m  (iii) Yarralumla S56, B2, 3 & 21 All parking is to be provided on-site	Within 100m	Adjacent to development
Commercial E Corridor and Office Sites	(i) Residential Use On-site  (ii) Non-Residential Use Within 200m	Within 100m	On-site

### 3.2.5 Bicycle Parking

A minimum level of bicycle parking shall be provided as specified below. Within the limits specified, additional provision will allow a reduction in the car parking requirement.

#### 3.2.5 (i) Mandatory

In Commercial Land Use Policy areas, for offices of 500m<sup>2</sup> GFA to 2000m<sup>2</sup> GFA, a minimum of one bicycle space is to be provided, with one additional space for each additional 2000m<sup>2</sup> GFA or part thereof. The bicycle parking shall be in the form of Class 1 (secure bicycle locker) or Class 2 (secure communal compound) as described in AS 2890.3 - 1993. Adequate change rooms, showers and storage facilities should also be provided to encourage bicycle use.

#### 3.2.5 (ii) Substitution

A reduction in car parking provision is permitted for offices in Commercial Land Use Policy areas where additional bicycle parking is substituted. For each Class 1 (bicycle locker) or Class 2 (secure communal compound) bicycle space (as per AS 2890.3 - 1993) provided in addition to the mandatory requirement in 3.2.5(i), the provision of car parking spaces calculated using these guidelines shall be reduced by one space, up to a maximum of five percent (5%) of the total number of car parking spaces which would be required under these guidelines. Adequate change rooms, showers and storage facilities should also be provided to encourage bicycle use.

### 3.2.6 Schedules of Parking provision rates for Commercial Land Use Policies areas

The parking provision rates for the provision of parking in the Commercial Land Use Policies areas are set out in the Schedule on the following page.



Schedule 2 - Parking provision rates for Commercial Land Use Policy areas

Land Use	Commercial A Civic Centre	Commercial B Town Centres	Commercial C Group Centres	Commercial D Local Centres	Commercial E Corridors & Office Sites
Bulky goods retailing		2 spaces/100m <sup>2</sup> GFA	2.5 spaces/100m <sup>2</sup> GFA	N/A	N/A
Business agency		4 spaces/100m <sup>2</sup> GFA	5 spaces/100m <sup>2</sup> GFA	6 spaces/100m <sup>2</sup> 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	Excluding precinct c plus 10 spaces/100m <sup>2</sup> GFA above 5000m <sup>2</sup> Precinct c 10 spaces/100m <sup>2</sup> GFA	Precincts a & b plus 5 spaces/100m <sup>2</sup> GFA up to 5000m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 5000m <sup>2</sup> Precinct c plus 5 spaces/100m <sup>2</sup> GFA up to 500m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 500m <sup>2</sup>	10 spaces/100m <sup>2</sup> GFA	N/A	15 spaces/100m <sup>2</sup> GFA
Communications facility		1 space/peak shift employee		N/A	1 space/peak shift employee
Community activity centre		3 spaces/100m <sup>2</sup> GFA		4 spaces/100m <sup>2</sup> GFA	N/A
Community theatre		1 space/12 seats		1 space/3 seats	N/A
COMMUNITY USE	N/A	N/A	N/A	As per Community Facility Land Use Policies Schedule	As per Community Facility Land Use Policies Schedule
Corrections facility	N/A	Subject to individual assessment	N/A	N/A	N/A
Craft workshop		3 spaces/100m <sup>2</sup> GFA		N/A	N/A
Cultural facility		0.5 spaces/100m <sup>2</sup> GFA	1 space/100m <sup>2</sup> GFA	2 spaces/100m <sup>2</sup> GFA	
Defence installation	N/A	N/A	N/A	N/A	Subject to individual assessment

Land Use	Commercial A Civic Centre	Commercial B Town Centres	Commercial C Group Centres	Commercial D Local Centres	Commercial E Corridors & Office Sites
<b>Drink establishment</b>	Precincts a & b 5 spaces/100m <sup>2</sup> GFA Precincts c & d 10 spaces/100m <sup>2</sup> GFA	Precincts a, b & d 5 spaces/100m <sup>2</sup> GFA Precinct c 5 spaces/100m <sup>2</sup> GFA up to 500m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 500m <sup>2</sup>	10 spaces/100m <sup>2</sup> GFA	N/A	15 spaces/100m <sup>2</sup> GFA
<b>Educational establishment</b>	1 space/10 students	1 space/peak shift employee	1.5 spaces/10 students	N/A	N/A
<b>Emergency services facility</b>	4 spaces/100m <sup>2</sup> GFA	1 space/peak shift employee	5 spaces/100m <sup>2</sup> GFA	N/A	1 space/peak shift employee
<b>Financial establishment</b>		Subject to individual assessment			6 spaces/100m <sup>2</sup> GFA
<b>Freight transport facility</b>				N/A	N/A
<b>Funeral parlour</b>		2 spaces/100m <sup>2</sup> GFA excluding chapel area plus 1 space/20 chapel seats		N/A	N/A
<b>Guest house</b>	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
<b>Health facility</b>		3.5 spaces/100m <sup>2</sup> GFA	4 spaces/practitioner		N/A
<b>Hospital</b>	N/A	0.8 spaces/peak shift employee plus 0.5 spaces per bed	N/A	N/A	N/A

Land Use	Commercial A Civic Centre	Commercial B Town Centres	Commercial C Group Centres	Commercial D Local Centres	Commercial E Corridors & Office Sites
<b>Hotel</b>	<p>Precincts a1, a2 &amp; b1 1 space/3 employees plus 0.1 spaces/guest room or unit plus 5 spaces/100m<sup>2</sup> GFA of bars and function rooms plus 2 spaces/100m<sup>2</sup> of retail space</p> <p>Precincts b2, b3, b4, c &amp; d 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</p>	<p>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/100m<sup>2</sup> GFA of bars and function rooms up to 5000m<sup>2</sup> plus 10 spaces/100m<sup>2</sup> over 5000m<sup>2</sup> plus 1 space/10 restaurant seats plus 2 spaces/100m<sup>2</sup> of retail space</p>	<p>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/100m<sup>2</sup> GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m<sup>2</sup> of retail space</p>	N/A	<p>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/100m<sup>2</sup> GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m<sup>2</sup> of retail space</p>
<b>Indoor entertainment facility</b> Cinema, commercial theatre Amusement arcade, night club, music hall discotheque	<p>1 space/12 seats 5 spaces/100m<sup>2</sup> GFA</p>	<p>1 space/4 seats 10 spaces/100m<sup>2</sup> GFA</p>	N/A	N/A	N/A

Land Use	Commercial A Civic Centre	Commercial B Town Centres	Commercial C Group Centres	Commercial D Local Centres	Commercial E Corridors & Office Sites
Indoor recreation facility Basketball, netball Skating rink, swimming pool Squash courts	15 spaces/court 5 spaces/100m2 of actual pool or rink area Excl Precincts b2 & c 1 space/court Precincts b2 & c 2 spaces/court 1 space/100m2 GFA Subject to individual assessment	15 spaces/court 5 spaces/100m2 of actual pool or rink area Excl Precinct c - 1 space/court Precinct c - 2 spaces/court 1 space/100m2 GFA Subject to individual assessment	20 spaces/court 10 spaces/100m2 of actual pool or rink area 2 spaces/court 2 spaces/100m2 GFA Subject to individual assessment	20 spaces/court 10 spaces/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
Fitness centre, gymnasium Other	1 space/100m2 GFA Subject to individual assessment	1 space/100m2 GFA Subject to individual assessment	2 spaces/100m2 GFA Subject to individual assessment	3.5 spaces/100m2 GFA Subject to individual assessment	3.5 spaces/100m2 GFA Subject to individual assessment
Industrial trades	2 spaces/100m2 GFA	2 spaces/100m2 GFA	2.5 spaces/100m2 GFA	2.5 spaces/100m2 GFA	N/A
Light industry	2 spaces/100m2 GFA	2 spaces/100m2 GFA	2.5 spaces/100m2 GFA	2.5 spaces/100m2 GFA	N/A
Motel	As per Hotel				
Municipal depot	0.5 space/peak shift employee				
Office	Precincts a1, a2 & b1 1 space/100m2 GFA Precincts b2, b4 & c 2.0 spaces/100m2 GFA Precinct b3 2.5 spaces/100m2 GFA	Belconnen & Woden Precincts a & b 1 space/100m2 GFA Precincts c & d 2.5 spaces/100m2 GFA Gungahlin & Tuggeranong 2.5 spaces/100m2 GFA	1 space/peak shift employee	2.5 spaces/100m2 GFA	N/A
Outdoor recreation facility Skating rink, swimming pool Bowling green	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	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
Tennis court Other	Subject to individual assessment				
Parkland	Subject to individual assessment				
Pedestrian plaza	Subject to individual assessment				

Land Use	Commercial A Civic Centre	Commercial B Town Centres	Commercial C Group Centres	Commercial D Local Centres	Commercial E Corridors & Office Sites
Personal services	4 spaces/100m2 GFA	N/A	5 spaces/100m2 GFA	N/A	N/A
Place of assembly		1 space/20 seats		N/A	1 space/4 seats
Place of worship		1 space/20 seats		N/A	1 space/4 seats
Plant and equipment hire establishment		2 spaces/100m2 GFA		N/A	N/A
Produce market	N/A		5 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	Precincts a1, a2 & b1 No minimum requirement Precincts b2, b3, b4, c & d As per Residential Land Use Policies Schedule	As per Residential Land Use Policies Schedule			
Restaurant	Precincts a1, a2 & b1 no minimum requirement Precincts b2, c & d 5 spaces/100m2 GFA	Precincts a, b & d 5 spaces/100m2 GFA  Precinct c 5 spaces/100m2 GFA up to 500m2 plus 10 spaces/100m2 GFA over 500m2	10 spaces/100m2 GFA		15 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

Land Use	Commercial A Civic Centre	Commercial B Town Centres	Commercial C Group Centres	Commercial D Local Centres	Commercial E Corridors & Office Sites
<b>Store</b>		2 spaces/100m <sup>2</sup> GFA		N/A	N/A
<b>Tourist facility</b>		Subject to individual assessment	N/A	N/A	N/A
<b>Transport depot</b>		Subject to individual assessment		N/A	N/A
<b>Vehicle sales</b>		4 spaces/service bay plus 3 spaces/100m <sup>2</sup> of sales area	4 spaces/service bay plus 6 spaces/100m <sup>2</sup> of sales area	N/A	N/A
<b>Veterinary hospital</b>	N/A		3.5 spaces/100m <sup>2</sup> GFA	3.5 spaces/100m <sup>2</sup> GFA	N/A
<b>Warehouse</b>		1 space/100m <sup>2</sup> GFA plus 2.5 spaces/100m <sup>2</sup> GFA of office space		N/A	N/A

### 3.3 Industrial Land Use Policies

#### 3.3.1 Objectives for Parking and Access in the Industrial Land Use Policies areas

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 negligible 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 Land Use Policies areas are to ensure:

- |                             |  |
|-----------------------------|--|
| <b>amenity</b>              | <ul style="list-style-type: none"> <li>• no regular overspill of parking occurs on surrounding areas which detracts from the amenity of these areas;</li> </ul>  |
| <b>safety</b>               | <ul style="list-style-type: none"> <li>• no traffic hazards are created by the provision of access and parking facilities for a development;</li> <li>• the safety of all users, especially pedestrians and cyclists, is considered;</li> <li>• the creation of community surveillance of car parking areas by people using neighbouring areas;</li> </ul> |
| <b>efficiency</b>           | <ul style="list-style-type: none"> <li>• the majority of parking is to be provided on-site and associated with individual developments;</li> <li>• the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible;</li> </ul>  |
| <b>access</b>               | <ul style="list-style-type: none"> <li>• 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;</li> </ul>   |
| <b>commercial viability</b> | <ul style="list-style-type: none"> <li>• the commercial viability of an industrial area is not affected by the inappropriate provision of parking.</li> </ul>  |

#### 3.3.2 Parking provision rates

The parking provision rates for land uses in the Industrial Land Use Policies areas are as specified in the Schedule below in 3.3.5.

### 3.3.3 Deemed Parking Requirements

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

### 3.3.4 Location Requirements

The following are specific requirements for the location of long stay, short stay and operational (vehicles used directly in the operation of a land use) parking.

Land Use	Long Stay Parking	Short Stay Parking	Operational Parking
Personal service (commercial sexual services)	On-site (concealed from the road for employee safety)		
All other land uses in Industrial Land Use Policies areas	On-site or within 200m	On-site or within 100m	On-site

### 3.3.5 Schedule of Parking provision rates for Industrial Land Use Policies areas

The parking provision rates for the provision of parking in the Industrial Land Use Policies areas are set out in the Schedule below.

#### Schedule 3 - Industrial Land Use Policy Area

Land Use	Parking provision rates for Industrial Land Use Policies areas
Bulk landscape supplies	Subject to individual assessment
Bulky goods retailing	3 spaces/100m <sup>2</sup> GFA
Business agency	6 spaces/100m <sup>2</sup> GFA
Car park	1 space/peak shift employee
Child care centre	1 space/centre <i>plus</i> 2 spaces per 15 child care places for employee parking <i>plus</i> visitor parking as follows: 2 spaces : < 30 child care spaces 3 spaces : 30-59 child care spaces 4 spaces : 60-90 child care spaces <i>plus</i> 1 pick-up/set-down bay per 10 child care places
Club	15 spaces/100m <sup>2</sup> GFA
Communications facility	1 space/peak shift employee
Community activity centre	4 spaces/100m <sup>2</sup> GFA
Defence installation	Subject to individual assessment
Drink establishment	15 spaces/100m <sup>2</sup> GFA
Educational establishment	4 spaces/10 students



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**Land Use**                      **Parking provision rates for Industrial Land Use Policies areas**


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Emergency services facility	1 space/peak shift employee
Financial establishment	6 spaces/100m <sup>2</sup> GFA
Freight transport facility	Subject to individual assessment
Funeral parlour	2 spaces/100m <sup>2</sup> GFA excluding chapel area <i>plus</i> 1 space/4 chapel seats
General industry	2 spaces/100m <sup>2</sup> 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	20 spaces/court
Skating rink, swimming pool	10 spaces/100m <sup>2</sup> of actual pool or rink area
Squash courts	2 spaces/court
Fitness centre, gymnasium	2 spaces/100m <sup>2</sup> GFA
Industrial trades	2 spaces/100m <sup>2</sup> GFA
Light industry	2 spaces/100m <sup>2</sup> 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/100m <sup>2</sup> GFA
Parkland	Subject to individual assessment
Personal services	4 spaces/100m <sup>2</sup> GFA
Place of worship	1 space/4 seats
Plant and equipment hire establishment	2 spaces/100m <sup>2</sup> GFA
Produce market	20 spaces/100m <sup>2</sup> GFA
Public agency	4 spaces/100m <sup>2</sup> GFA
Railway use	Subject to individual assessment
Recyclable materials collection	1 space
Recycling facility	1 space/peak shift employee
Restaurant	15 spaces/100m <sup>2</sup> GFA
Scientific research establishment	2.5 spaces/100m <sup>2</sup> of office and laboratory space <i>plus</i> individual assessment of provision for other activities

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Land Use	Parking provision rates for Industrial Land Use Policies areas
Service station	6 spaces/service bay <i>plus</i> 4 spaces/100m <sup>2</sup> of shop area
Shop	4 spaces/100m <sup>2</sup> GFA
Store	2 spaces/100m <sup>2</sup> GFA
Transport depot	Subject to individual assessment
Vehicle sales	6 spaces/service bay <i>plus</i> 6 spaces/100m <sup>2</sup> of sales area
Veterinary hospital	3 spaces/100m <sup>2</sup> GFA
Warehouse	1 space/100m <sup>2</sup> GFA <i>plus</i> 2.5 spaces/100m <sup>2</sup> GFA of office space
Waste transfer station	1 space/peak shift employee

### 3.4 Community Facility Land Use Policies

#### 3.4.1 Objectives for Community Facility Land Use Policies areas

Community Facility Land Use Policies apply to a variety of areas both within centres and in diverse locations spread throughout the metropolitan area. Land uses include schools, community centres, hospitals and health facilities, cultural facilities and some specific forms of supported accommodation. Travel associated with community facilities land use 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 Land Use Policies areas are to ensure:

- |                   |  |
|-------------------|--|
| <b>amenity</b>    | <ul style="list-style-type: none"> <li>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;</li> <li>no regular overspill of parking occurs which uses kerbside or other parking in surrounding residential streets;</li> </ul>   |
| <b>safety</b>     | <ul style="list-style-type: none"> <li>no traffic hazards are created by the provision of access and parking facilities for a development;</li> <li>the safety of all users, especially pedestrians and cyclists, is considered;</li> <li>the creation of community surveillance of car parking areas by people using neighbouring areas;</li> </ul>   |
| <b>efficiency</b> | <ul style="list-style-type: none"> <li>provision of parking and access for the efficient use of sites consistent with the multi-use and co-location of facilities;</li> <li>adequate supply of parking for the level of demand generated by the development;</li> <li>commercial vehicles delivering or collecting goods are accommodated;</li> <li>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;</li> </ul> |
| <b>access</b>     | <ul style="list-style-type: none"> <li>safe and efficient access by all users, including operational and commercial vehicles;</li> <li>adequate set-down and pick-up points are provided</li> </ul>  |

for users;

- 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;
- meet all other parking needs of visitors and commuters in appropriate off-site locations;
- access for emergency vehicles to be provided for health and aged care facilities.

#### 3.4.2 Parking Provision Rates

The parking provision rates for land uses in the Community Facility Land Use Policies area are specified in the Schedule below in 3.4.5.

#### 3.4.3 Deemed Parking 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 requirement for the location of long stay, short stay and operational (vehicles used directly as part of the operation of the land use) parking.

Land Use	Long Stay Parking	Short Stay Parking	Operational Parking
(i) Residential Use	On-site	On-site or within 100m	On-site
(ii) All other land uses in Community Facility Land Use Policies areas	Within 200m	On-site or within 100m	On-site

### 3.4.5 Schedule of Parking provision rates for Community Facility Land Use Policies areas

The parking provision rates for the provision of parking in the Community Facility Land Use Policies areas are set out in the Schedule below.

Schedule 4 - Community Facility Land Use Policies Areas

Land Use	Parking provision rates for Community Facility Land Use Policies areas
Child care centre	1 space/centre plus 2 spaces per 15 child care places for employee parking <i>plus</i> visitor parking as follows: 2 spaces : < 30 child care places 3 spaces : 30-59 child care places 4 spaces : 60-90 child care places  <i>plus</i> 1 pick-up/set-down bay per 10 child care places
Community activity centre	4 spaces/100m <sup>2</sup> GFA
Community theatre	1 space/4 seats
Corrections facility	Subject to individual assessment
Cultural facility	2 spaces/100m <sup>2</sup> GFA
Educational establishment	
Pre-school, primary & high schools	0.8 spaces/10 students <i>plus</i> 0.4 set-down/pick-up spaces/10 students
Secondary college	1.8 spaces/10 students <i>plus</i> 0.2 set-down/pick-up spaces/10 students
Tertiary institution, specialist college	Subject to individual assessment
Emergency services facility	1 space/peak shift employee
Health facility	4 spaces/practitioner
Hospital	0.8 spaces/peak shift employee <i>plus</i> 1.3 spaces/bed
Parkland	Subject to individual assessment
Place of worship	1 space/4 seats
Religious associated use	Subject to individual assessment
Retirement complex	1 space/self-care unit <i>plus</i> 1 space/per four hostel or nursing home units or beds <i>plus</i> 1 space/staff residential unit <i>plus</i> 0.5 spaces/non-resident peak shift employee

Land Use	Parking provision rates for Community Facility Land Use Policies areas
Special care establishment	0.25 spaces/bed or accommodation unit <i>plus</i> 1 space/staff residential unit <i>plus</i> 1 space/non-resident peak shift employee
Special care hostel	0.25 spaces/bed or accommodation unit <i>plus</i> 1 space/staff residential unit <i>plus</i> 1 space/non-resident peak shift employee
Special dwelling	1 space/resident employee <i>plus</i> 1 space/peak shift non-resident employee <i>plus</i> 1 space/operational vehicle <i>plus</i> 1 visitor space
Veterinary hospital	3.5 spaces/100m <sup>2</sup> GFA

### 3.5 Restricted Access Recreation Land Use Policies

#### 3.5.1 Objectives for Parking and Access in the Restricted Access Recreation Land Use Policies areas

Land uses under Restricted Access Recreation Land Use Policies 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 Land Use Policies areas are to ensure:

- |                   |  |
|-------------------|--|
| <b>amenity</b>    | <ul style="list-style-type: none"> <li>the amenity of neighbouring development is not unacceptably affected by the provision of parking and access for the operations of sport and recreation facilities;</li> </ul>   |
| <b>safety</b>     | <ul style="list-style-type: none"> <li>no traffic hazards are created by the provision of access and parking facilities for a development;</li> <li>the safety of all users, especially pedestrians and cyclists, is considered;</li> <li>the creation of community surveillance of car parking areas by people using neighbouring areas;</li> </ul> |
| <b>efficiency</b> | <ul style="list-style-type: none"> <li>the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible;</li> </ul>  |
| <b>access</b>     | <ul style="list-style-type: none"> <li>safe and efficient access to restricted access recreation areas by all users of the area, including business, workers, residential guests and visitors as well as by operational and commercial vehicles;</li> </ul>  |

- the parking demand of visitors and residential guests to the development is catered for on-site consistent with the level of public transport accessibility and other parking opportunities in the vicinity.

### 3.5.2 Parking Provision Rates

The parking provision rates for land uses in the Restricted Access Recreation Land Use Policies areas are set out in the Schedule below in 3.5.5.

### 3.5.3 Deemed Parking Requirement

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.

### 3.5.4 Locational Requirements

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

Land Use	Long Stay Parking	Short Stay Parking	Operational Parking
All land uses in the Restricted Access Recreation Land Use Policies areas	On-site	On-site or within 200m	On-site

### 3.5.5 Schedules of Parking provision rates for Restricted Access Recreation Land Use Policies areas

The parking provision rates for the provision of parking in the Restricted Access Recreation Land Use Policies areas are set out in the Schedule below.

#### Schedule 5 - Restricted Access Recreation Land Use Policies Areas

Land Use	Parking provision rates for Restricted Access Recreation Land Use Policies areas
Aquatic recreation facility	Subject to individual assessment
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



Land Use	Parking provision rates for Restricted Access Recreation Land Use Policies areas
Club	15 spaces/100m <sup>2</sup> GFA
Community activity centre	4 spaces/100m <sup>2</sup> GFA
Educational establishment	Subject to individual assessment
Pre-school, primary & high schools	
Secondary college	
Tertiary institution, specialist college	
Equestrian facility	Subject to individual assessment
Guest house	0.5 spaces/employee <i>plus</i> 1 space/guestroom
Hotel	1 space/2 employees <i>plus</i> 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces <i>plus</i> 0.3 spaces/guest room or unit for establishments of more than 36 units <i>plus</i> 10 spaces/100m <sup>2</sup> GFA of bars and function rooms <i>plus</i> 1 space/10 restaurant seats <i>plus</i> 3 spaces/100m <sup>2</sup> of retail space
Indoor recreation facility	
Basketball, netball	25 spaces/court
Skating rink, swimming pool	20 spaces/100m <sup>2</sup> of actual pool or rink area
Squash courts	2 spaces/court
Fitness centre, gymnasium	3.5 spaces/100m <sup>2</sup> GFA
Motel	As per Hotel
Outdoor recreation facility	
Skating rink, swimming pool	20 spaces/100m <sup>2</sup> of actual pool or rink area
Bowling green	30 spaces for first green <i>plus</i> 15 spaces/additional green
Tennis court	5 spaces/court
Other	Subject to individual assessment
Parkland	Subject to individual assessment
Playing field	Subject to individual assessment
Public agency (Totalisator Agency Board (TAB))	6 spaces/100m <sup>2</sup> GFA

### 3.6 Municipal Services Land Use Policies

#### 3.6.1 Objectives for Municipal Services Land Use Policies areas

The Municipal Services Land Use Policies allow for the development of essential services and transport facilities such as high voltage power lines, cemeteries, railway facilities and the 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 Municipal Services Land Use Policies are to ensure:

- |                   |   |
|-------------------|---|
| <b>amenity</b>    | <ul style="list-style-type: none"> <li>• no regular overspill of parking occurs on surrounding areas which detracts from the amenity of these areas</li> </ul>  |
| <b>safety</b>     | <ul style="list-style-type: none"> <li>• no traffic hazards are created by the provision of access and parking facilities for the operations of municipal services development;</li> <li>• the safety of all users, especially pedestrians and cyclists, is considered;</li> <li>• the creation of community surveillance of car parking areas by people using neighbouring areas;</li> </ul> |
| <b>efficiency</b> | <ul style="list-style-type: none"> <li>• the majority of parking is to be provided on-site and associated with individual developments;</li> <li>• the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible;</li> </ul>   |
| <b>access</b>     | <ul style="list-style-type: none"> <li>• 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.</li> </ul>  |

#### 3.6.2 Parking Provision Rates

The parking provision rates for land uses in the Municipal Services Land Use Policies areas are stated in the Schedule below in 3.6.5.

#### 3.6.3 Deemed Parking 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 requirements for the location of long stay, short stay and operational (vehicles used directly as part of the operation of the land use) parking.

Land Use	Long Stay Parking	Short Stay Parking	Operational Parking
All land uses in the Municipal Services Land Use Policies areas	On-site	On-site	On-site

### 3.6.5 Schedules of Parking provision rates for Municipal Services Land Use Policies areas

The parking provision rates for the provision of parking in the Municipal Services Land Use Policies areas are set out in the Schedule below.

#### Schedule 6 - Municipal Services Land Use Policies Areas

Land Use	Parking provision rates for Municipal Services Land Use Policies areas
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/100m <sup>2</sup> GFA
Transport depot	Subject to individual assessment
Waste transfer station	1 space/peak shift employee

### 3.7 Entertainment, Accommodation and Leisure Land Use Policies

#### 3.7.1 Objectives for Entertainment, Accommodation and Leisure Land Use Policies areas

Land uses permitted by Entertainment Accommodation and Leisure Land Use Policies areas are 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 Entertainment, Accommodation and Leisure Land Use Policies areas are to ensure:

- |                   |  |
|-------------------|--|
| <b>amenity</b>    | <ul style="list-style-type: none"> <li>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;</li> </ul>  |
| <b>safety</b>     | <ul style="list-style-type: none"> <li>no traffic hazards are created by the provision of access and parking facilities for a development;</li> <li>the safety of all users, especially pedestrians and cyclists, is considered at all times;</li> <li>the creation of community surveillance of car parking areas by people using neighbouring areas;</li> </ul>  |
| <b>efficiency</b> | <ul style="list-style-type: none"> <li>the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible;</li> </ul>  |
| <b>access</b>     | <ul style="list-style-type: none"> <li>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;</li> <li>the parking demand of visitors and residential guests to the development is catered for on-site consistent with the level of public transport accessibility and other parking opportunities in the vicinity.</li> </ul> |

#### 3.7.2 Parking Provision Rates

The parking provision rates for land uses in the Entertainment, Accommodation and Leisure Land Use Policies areas are specified in the Schedule below in 3.7.5.

### 3.7.3 Deemed Parking 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 (vehicles used as part of the operation of the land use) parking.

Land Use	Long Stay Parking	Short Stay Parking	Operational Parking
All land use in the Entertainment, Accommodation and Leisure Land Use Policies areas	On-site	On-site or within 200m	On-site

### 3.7.5 Schedules of Parking provision rates for Entertainment, Accommodation and Leisure Land Use Policies areas

The parking provision rates for the provision of parking in the Entertainment, Accommodation and Leisure Land Use Policies areas are set out in the Schedule below.

Schedule 7 - Entertainment, Accommodation and Leisure Land Use Policies Areas

Land Use	Parking provision rates for Entertainment, Accommodation and Leisure Land Use Policies areas
Aquatic recreation facility	Subject to individual assessment
Car park	1 space/peak shift employee
Caravan park / camping ground	2.5 spaces/100m <sup>2</sup> GFA of office space <i>plus</i> 1 space/site or unit <i>plus</i> 0.25 visitor spaces/site or unit
Club	15 spaces/100m <sup>2</sup> GFA
COMMUNITY USE	As per Schedule in the Community Facility Land Use Policies
Craft workshop	3 spaces/100m <sup>2</sup> GFA
Drink establishment	15 spaces/100m <sup>2</sup> 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 <i>plus</i> 1 space/guestroom

Land Use	Parking provision rates for Entertainment, Accommodation and Leisure Land Use Policies areas
Hotel	1 space/employee <i>plus</i> 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces <i>plus</i> 0.3 spaces/guest room or unit for establishments of more than 36 units <i>plus</i> 10 spaces/100m <sup>2</sup> GFA of bars and function rooms <i>plus</i> 1 space/10 restaurant seats <i>plus</i> 3 spaces/100m <sup>2</sup> GFA of retail space
Indoor entertainment facility	
Cinema, commercial theatre	1 space/3 seats
Amusement arcade, night club, music hall, discotheque	20 spaces/100m <sup>2</sup> GFA
Indoor recreation facility	
Basketball, netball	25 spaces/court
Skating rink, swimming pool	20 spaces/100m <sup>2</sup> of actual pool or rink area
Squash courts	2 spaces/court
Fitness centre, gymnasium	3.5 spaces/100m <sup>2</sup> GFA
Motel	As per Hotel
Outdoor recreation facility	
Skating rink, swimming pool	15 spaces/100m <sup>2</sup> of actual pool or rink area
Bowling green	30 spaces for first green <i>plus</i> 15 spaces/additional green
Tennis court	5 spaces/court
Other	Subject to individual assessment
Overnight camping area	1 space <i>plus</i> 1 space/site
Parkland	Subject to individual assessment
Place of assembly	1 space/4 seats
Public agency (TAB)	6 spaces/100m <sup>2</sup> GFA
Public transport facility	Subject to individual assessment
Restaurant	15 spaces/100m <sup>2</sup> GFA
Shop	6 spaces/100m <sup>2</sup> GFA
Tourist facility	Subject to individual assessment
Zoological facility	Subject to individual assessment

### 3.8 Other Land Use Policy areas

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

Urban Open Space  
 Broadacre  
 Rural  
 Hills, Ridges and Buffers  
 River Corridor  
 Mountains and Bushland  
 Plantation Forestry  
 Major Roads

#### 3.8.1 Objectives for all other Land Use Policies areas

The objectives for the provision of access and parking in all other Land Use Policies areas are to ensure:

<b>amenity</b>	<ul style="list-style-type: none"> <li>the amenity of surrounding areas is not unacceptably affected by the provision of parking and access as part of the operation of these areas;</li> </ul>
<b>safety</b>	<ul style="list-style-type: none"> <li>no traffic hazards are created by the provision of access and parking for a development;</li> <li>the safety of all users, especially pedestrians and cyclists, is considered;</li> </ul>
<b>efficiency</b>	<ul style="list-style-type: none"> <li>adequate supply of parking for the level of demand generated by the development;</li> <li>all demand can be adequately catered for by the on-site provision of parking;</li> </ul>
<b>access</b>	<ul style="list-style-type: none"> <li>the safe and efficient access for all users of the area, including for operational and commercial vehicles.</li> </ul>

#### 3.8.2 Parking Provision Rates

The parking provision rates for land uses under these Land Use Policies are set out in the Schedule below in 3.8.5.

#### 3.8.3 Deemed Parking 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 operation parking.

Land Use	Long Stay Parking	Short Stay Parking	Operational Parking
Under all other Land Use Policies areas	On-site	On-site or within 200m	On-site

### 3.8.5 Schedules of Parking provision rates for all other Land Use Policies areas

The parking provision rate for the provision of parking in the Urban Open Space, Broadacre, Rural, Hills, Ridges and Buffers, River Corridor, Mountains and Bushland, Plantation Forestry and Major Roads areas are set out in the Schedule below.

Schedule 8 - Other Land Use Policies Areas

Land Use	Parking provision rates for Other Land Use Policies areas
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
Caravan park / camping ground	2.5 spaces/100m <sup>2</sup> GFA of office space <i>plus</i> 1 space/site or unit <i>plus</i> 0.25 visitor spaces/site or unit
Car park	Subject to individual assessment
Cemetery	Subject to individual assessment
Communications facility	1 space/peak shift employee
Community activity centre	4 spaces/100m <sup>2</sup> GFA
Corrections facility	Subject to individual assessment
Defence installation	Subject to individual assessment
Educational establishment	Subject to individual assessment
Pre-school, primary & high schools	
Secondary college	
Tertiary institution, specialist college	
Emergency services facility	1 space/peak shift employee
Equestrian facility	Subject to individual assessment
Group or organised camp	Subject to individual assessment
Health facility	4 spaces/practitioner



Land Use	Parking provision rates for Other Land Use Policies areas
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 recreation facility	
Skating rink, swimming pool	20 spaces/100m <sup>2</sup> of actual pool or rink area
Bowling green	30 spaces for first green <i>plus</i> 15 spaces/additional green
Tennis court	5 spaces/court
Other	Subject to individual assessment
Overnight camping area	1 space <i>plus</i> 1 space/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 spaces/100m <sup>2</sup> of office and laboratory space <i>plus</i> individual assessment of provision for other activities
Special care establishment	0.25 spaces/bed or accommodation unit <i>plus</i> 1 space/staff residential unit <i>plus</i> 1 space/non-resident peak shift employee
Special care hostel	0.25 spaces/bed or accommodation unit <i>plus</i> 1 space/staff residential unit <i>plus</i> 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/100m <sup>2</sup> GFA
Woodlot	Subject to individual assessment

## 4. Parking plans

### 4.1 Parking Plan Register

Parking Plans have been prepared for the following areas enabling them to be covered by the ACT Parking Contribution Scheme.

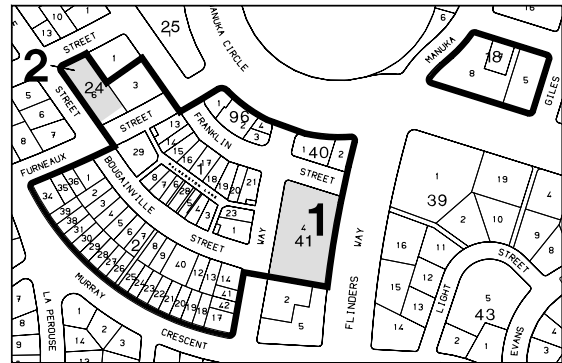
	Location	Land Use Policy	Date prepared/revised
4.2	Manuka Group Centre	Commercial C	
4.3	Kingston Group Centre	Commercial C	
4.4	Dickson Group Centre	Commercial C	
In preparation			
	Woden Town Centre		
	Weston Group Centre		
	Tuggeranong Town Centre		
	Kippax Group Centre		
	Civic		
	Belconnen Town Centre		
	Erindale Group Centre		
	Jamison Group Centre		
Under investigation for inclusion in the Parking Contribution Scheme			
	Gungahlin Town Centre		
	Hawker Group Centre		
	Kaleen Group Centre		
	Charnwood Group Centre		
	Calwell Group Centre		
	Wanniassa Group Centre		
	Kambah Village Group Centre		
	Chis olm Group Centre		
	Conder Group Centre		
	Curtin Group Centre		
	Mawson Group Centre		
	Deakin Office Site		
	Griffith Local Centre		
	O'Connor Local Centre		
	Ainslie Local Centre		

## 4.2 Manuka Parking Plan

### 4.2.1 Parking Location

The locations for parking funded by contributions are:

1. Griffith Section 41 - 62 spaces provided in the parking structure in advance of anticipated development.
2. Forrest Section 24 Block 6 - 32 spaces to be constructed in a one storey expansion to the parking structure.



### 4.2.2 Contribution

The contribution rate is \$15000 per space. The rate is based on the estimated cost per space in the existing Griffith Section 41 car parking structure and the estimated cost of construction of a one storey expansion to the Forrest Section 24 car park.

Reference: Manuka Carpark Extension Feasibility and Cost Estimate, Ove Arup and Partners, Canberra for Planning and Land Management, June 1998.

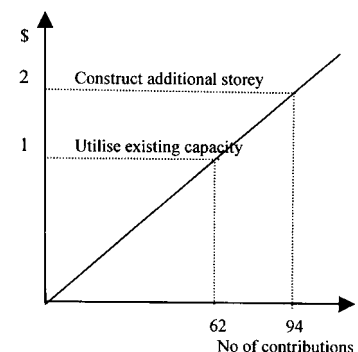
### 4.2.3 On-site provision requirement

No on-site requirements or limits apply to precincts a1 or a2. For precincts b1 and b2 a minimum of 50% of the parking requirement is to be provided on-site.

### 4.2.4 Application of contributions

Contributions will be applied to

1. Utilisation of existing capacity and recovery of the cost of the 62 spaces in the Griffith Section 41 car park, followed by
1. Construction of another storey on the Forrest Section 24 car park when contributions for a further 32 spaces have been received.
2. Section 24 car park when contributions for a further 32 spaces have been received.



### 4.3 Kingston Centre Parking Plan

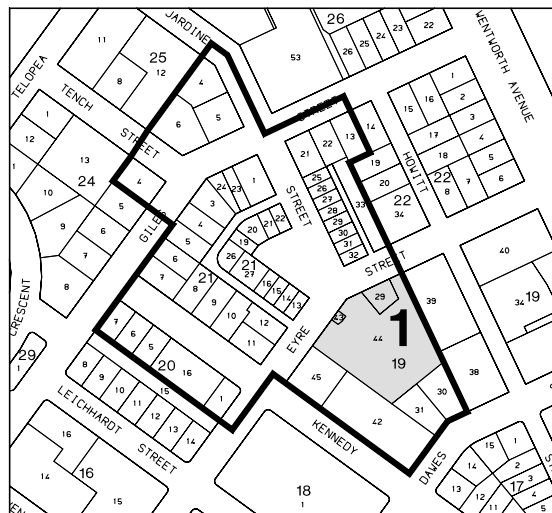
#### 4.3.1 Parking Location

The location for parking funded by contributions is:

Kingston Section 19 Block 44 - an increase in capacity of 120 spaces will be provided through the two-staged construction of a deck over the existing car park.

#### 4.3.2 Contribution

The contribution rate is \$13,300 per space. The rate is based on the estimated cost per space of constructing a deck over the existing car park.



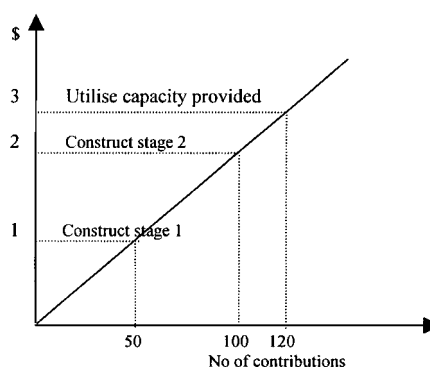
#### 4.3.3 On-site provision requirement

No on-site requirements or limits apply to precincts a1, b3 or b4. For precincts b1 and b2 a minimum of 50% of the parking requirement is to be provided on-site.

#### 4.3.4 Application of contributions

Contributions will be applied to:

1. Construction of Stage 1 of a deck (85 spaces) on the existing car park when contributions for 50 spaces have been received, followed by
2. Construction of Stage 2 of the deck (35 spaces) when contributions for a further 50 spaces have been received, followed by
3. Utilisation of excess capacity and recovery of the cost of the 20 spaces provided in advance of demand

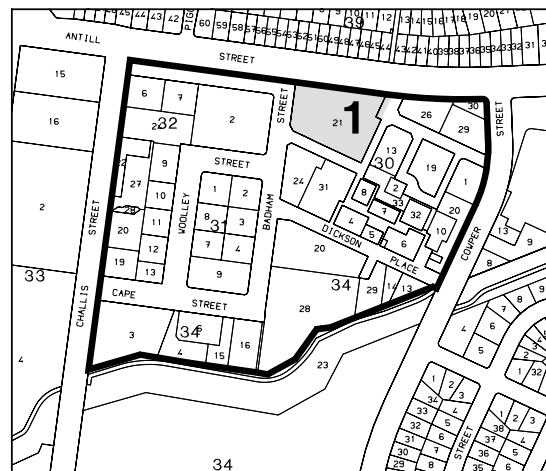


## 4.4 Dickson Centre Parking Plan

### 4.4.1 Parking Location

The locations for parking funded by contributions are:

1. Dickson Section 30 - an increase in capacity of 160 spaces will be provided through the two-staged construction of a deck over the existing car park.



### 4.4.2 Contribution

The contribution rate is \$15000 per space. The rate is based on the estimated cost per space of a two staged deck.

### 4.4.3 On-site provision requirement

No on-site requirements or limits apply except for precincts b1 where a minimum of 50%, and precinct c1 where a minimum of 30% of the parking requirement is to be provided on-site.

### 4.4.4 Application of contributions

Contributions will be applied to:

1. Construction of Stage 1 of a deck (80 spaces) on the existing car park when contributions for 50 spaces have been received, followed by
2. Construction of Stage 2 of the deck (80 spaces) when contributions for a further 50 spaces have been received, followed by
3. Utilisation of excess capacity and recovery of the cost of the 60 spaces provided in advance of demand

