



ACT Planning &  
Land Authority

# **Parking and Vehicular Access General Code**

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# 1. Introduction

## 1.1 Purpose of the Code

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

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

## 1.2 Structure of the Code

The Code is divided into three sections:

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

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

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

## 1.3 Using the Code

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

The scale of parking provision required is derived from a set of criteria relating to safety, economic efficiency, accessibility, commercial viability, 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 a range empirical evidence available to the Department of Territory and Municipal Services (TaMS), interstate codes and guidelines and international guidelines to set the most appropriate standards for a particular Zone.

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

Where a Zone in the Territory Plan allows for additional Zones, 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 Codes of the Territory Plan would take precedence over the requirements specified in this Code.

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

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

## 1.4 Calculations of Parking Provision Requirements

Total parking requirements are calculated by multiplying the relevant parking provision rates by the scale of the development, ie the gross floor area of the development.

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

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

Table 1 Calculations of Parking Provision Requirements

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1. Determine the relevant development and Zone under the Territory Plan.
2. Identify the parking location and access requirements relevant to the proposal (see Section 2).
3. Identify parking provision rates for the proposal (see Schedules in Section 3 for the relevant Zone 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:

$$\text{Parking requirement} = \text{Parking provision rate} \times \text{Scale of development}$$

5. Identify any on-site and other parking and access requirements necessary for approval of the development.

Note: A parking provision less than the calculated parking requirement may be considered, if it can be demonstrated that the objectives for the provision of parking in that area can still be met.

## 2. General Design and Vehicular Access Requirements

### 2.1 Parking Location

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

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

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

### 2.2 Parking for people with disabilities

Car parking for people with disabilities must be provided in accordance with Australian Standards.

The Australian Standard for Parking Facilities, Part 1 : Off-street Car Parking (AS 2890.1 - 2004) specifies requirements for the provision of parking spaces. For people with disabilities, a new part is being considered for the Australian Standard AS2890. Until that new Standard is adopted, the provisions of the 1993 version still apply in respect of parking for people with disabilities. Full reference should be given to the Australian Standards. However, the following requirements from AS 2890.1 - 1993 (under Section 2.4.5) are provided for information purposes:

a) classification

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

b) 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).

c) space width

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

d) 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.

e) 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).

f) 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).

g) 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:

a) parking layout

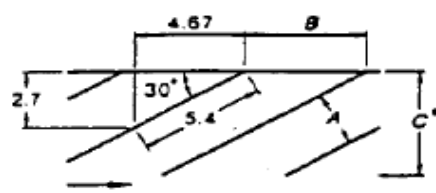
The layout of the car park should meet the requirements of AS 2890.1 - 2004, The Australian Standard for Parking Facilities, Part 1: Off-street Car Parking. Table 2 and Figures 1 and 2, extracts from the Australian Standard, are included for information purposes. Full reference should be given to the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

Table 2 Classification of off-street car parking facilities

Class	Examples of uses	Required door opening
a)	Tenant, employee and commuter parking, universities (generally all day parking)	Front door, first stop
b)	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)	Front door, second stop
c)	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
d)	Parking for people with disabilities	Front door, full opening plus wheelchair manoeuvre

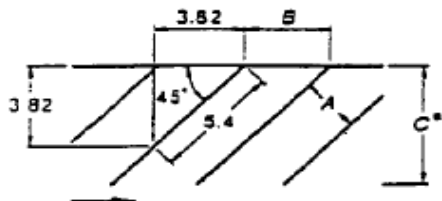
Source: Table 1.1, AS 2890.1 - 2004

Figure 1 Layouts for angle parking spaces



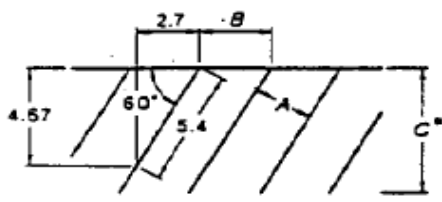
(a) Bays at 30°

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



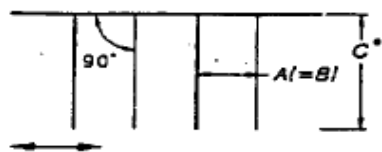
(b) Bays at 45°

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



**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 direction of parking, or where the ends of parking spaces for a sawtooth pattern, e.g. as shown in the upper half of Figure 2.4. (b).

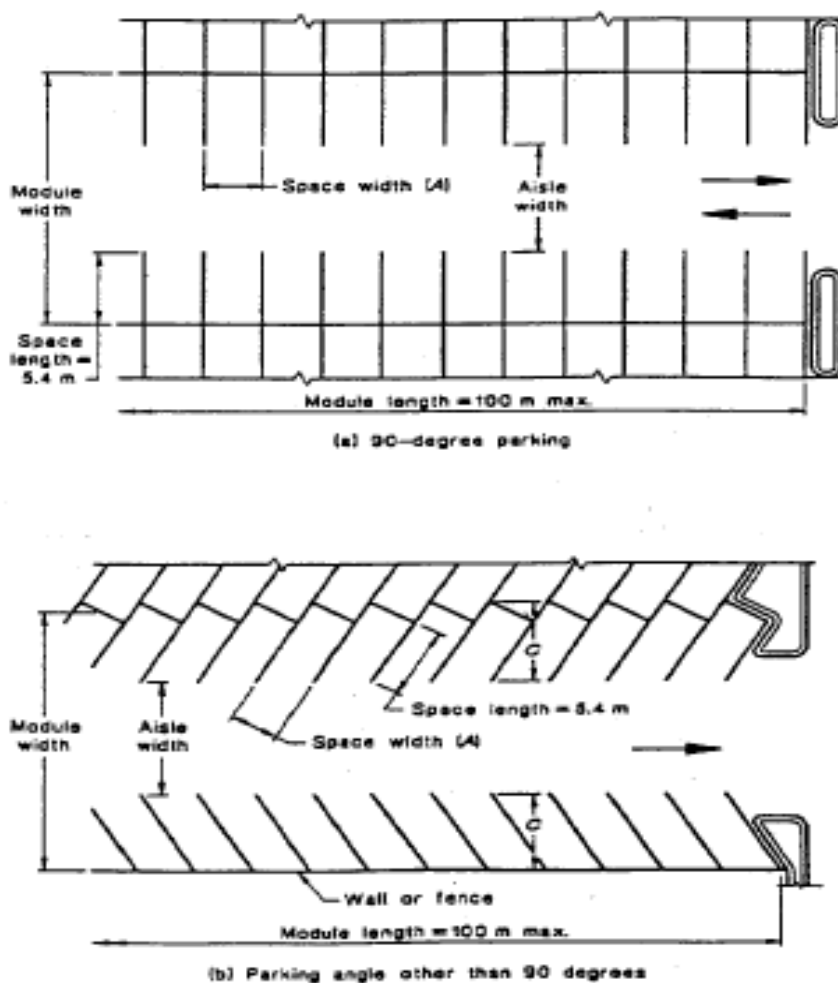
**NOTES:**

- 1 User class is defined in Table 1.1.
- 2 30 degree parking spaces can be 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:

$$\begin{array}{l}
 C1=5.4 \sin q + 1.9 \cos q \\
 C2=C1 - 0.6 \sin q \\
 C3=C1 + (A - 1.9) \cos q
 \end{array}
 \quad \left. \begin{array}{l} \\ \\ \end{array} \right\} \begin{array}{l} \\ \\ \text{where: } - q = \text{parking angle} \\ \text{A} = \text{space width, meters.} \end{array}$$

Source: Figure 2.2, AS 2890.1 – 2004

**Figure 2 Parking module layouts**



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

Source: Figure 2.4, AS 2890.1 – 2004

b)

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 Codes, published by Infrastructure Policy, Department of Territory and Municipal Services.

c)

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 (WSSS) July 2000 as amended and the Design Standards for Urban Infrastructure (Edition 1 Revision 0).

d)

landscaping

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

e)

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, especially for temporary carparks.

f)

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:

a) engineering and other design guidelines

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

- i) Design Standard 10 – Parking Areas (Department of Territory and Municipal Services (TaMS)AS 2890.1 - 2004, The Australian Standard for Parking Facilities, Part 1 : Off-street Car Parking
- ii) AS 2890.2 - 2002, The Australian Standard for Off-street Parking, Part 2 : Commercial Vehicle Facilities
- iii) Guides to Traffic Engineering Practice, National Association of Australian State Road Authorities (current issues)
- iv) Canberra Landscape Guidelines (or its replacement).

b)

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.

c)

sight distance

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

d) 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

e) emergency vehicles access

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

f) loading facilities

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

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

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

g) service stations

Particular access conditions apply to service stations:

- i) 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
- ii) where the site is adjacent to a major road with a service road, access shall be from the service road and/or a lesser side road, or
- iii) where the site is adjacent to a road which is not judged to be a major road, direct access will be permitted, or

h) restaurants with drive through facilities.

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

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

The provision of parking for motorcycles needs to be considered. Three dedicated space per 100 car parking spaces are required, with a minimum provision of one space for car parks with a minimum of 30 car parking spaces. Location considerations for motorcycle parking, particularly for long stay parking (such as work place parking) are:

- a) provision of lighting and good surveillance from other users of the space
- b) provision for a security chain to be attached to a substantial fixed object
- c) wherever possible that a wall or a fence by 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).

## 2.4 Car Parks and Community Safety

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

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

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

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

### Safety Issues

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

#### Lighting

- a) 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 Codes (for requirements for indoor car parks, see AS1680.2).
- b) For exterior car parks with high night-time activity, provide a minimum average illuminance of 20 lux and a minimum illuminance of 10 lux, which significantly exceeds AS 1158.1 Road Lighting, the SAA Public Lighting Codes.
- c) 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.
- d) Ensure that lighting is vandal-resistant and has a wide beam of illumination which reaches to the next light.

- e) Provide minimum average illuminance of 50 lux for parking spaces in outdoor car parks for people with disabilities.
- f) 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.
- g) Provide consistent lighting that does not create shadows and ensure that lighting levels are as high over parking bays as in the rest of the car park.
- h) 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.)
- i) Ensure that entries and exits to the car park are well lit.
- j) Provide lighting that illuminates both parking bays and circulation routes.
- k) Use white paint on walls and ceilings (over parking bays as well as lanes), to maximise light distribution.
- l) 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

- a) 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.
- b) 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.
- c) Where possible, provide direct access at each level of the car park to the building it serves.
- d) 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.
- e) Arrange parking spaces in straight rows to provide sightlines.
- f) 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.
- g) Use convex security mirrors in stairwells corners and corridors.

#### Informal surveillance

- a) 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.
- b) Design exterior surface car parks to be overlooked from the street and occupied buildings.

#### Signage

- a) 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.
- b) Provide exit and direction signs which are clearly visible from within the car park.
- c) Provide signage to encourage people to lock their cars and conceal or remove any valuables.

#### Design

- a) Clearly identify pedestrian routes within car parks.
- b) Attempt to integrate as much complementary activity as possible near car parks. Where possible, integrate car parking with other site uses to prevent isolation.
- c) 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.
- d) 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

- a) 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

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

#### Access

- a) Ensure that access to the liftwell, stairwell and directions to these points are clearly visible from every car parking space.
- b) Ensure that paths to and from car parks have appropriate landscaping, lighting, signage, sightlines, etc.
- c) Use vehicle-control measures, such as boom gates, to reduce opportunities for vehicle theft. These are much more effective if exits are supervised.
- d) Employ pedestrian-control measures, such as ensuring pedestrians pass through regulated entry and exit points. If these are supervised they will reduce opportunities for theft from motor vehicles. Fire exits which can be accessed from street level increase risk considerably. Limit the number of unauthorized entry/exit points into the car park.
- e) 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

- a) 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

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

#### Facilities

- b) Locate facilities such as telephones and bicycle storage in the most prominent and visible areas possible.
- c) 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

- a) Arrange regular patrols of car parks by security personnel.

#### Maintenance

- a) Replace broken lights on a regular basis.

## 2.5 Landscaping of Car Parks

#### General requirements

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

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

#### Design and Use

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

- 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) The location of trees in relation to car park lighting so that fully grown trees will not obscure lighting.

#### Establishment

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

#### Safety

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

#### Planting

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

The following points should be considered when selecting species.

- a) Plants should be selected that have vigorous growth, longevity, minimal maintenance and ample shade.
- b) No trees are to be planted 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 car parks and should not be 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 car parks.
- 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

Car parks 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

### 3.1 Residential Zones

The provision for parking in residential areas must be considered in conjunction with the requirements specified in the Residential Zones Development Code. Any specific requirements for the provision of parking and access in areas the subject of a Precinct Code take precedence over the provision rates specified in Schedule 1 of this Code.

#### 3.1.1 Objectives for Residential Zone

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

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

### **3.1.2 Parking Provision Rates**

The parking provision rates for development in the Residential Zone area are specified in the Schedule below in 3.1.5.

### **3.1.3 Calculation of Parking Provision Requirements**

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

### **3.1.4 Locational Requirements**

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

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

### 3.1.5 Schedules of Parking Provision Rates for Residential Zones

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

Schedule 1 - Residential Zones

Development	Parking Provision Rates for Residential Zone
Apartment	<p>1 space/unit for single bedroom dwellings</p> <p>2 spaces/unit for dwellings with two or more bedrooms</p> <p>or</p> <p>1.5 spaces/unit for two bedroom units in a multi-unit complex if provision beyond 1 space can be shared</p> <p>plus</p> <p>0.25 visitor spaces/house or unit where a complex comprises 4 or more units</p>
Attached house	<p>1 space/house or unit for single bedroom dwellings</p> <p>2 spaces/house or unit for dwellings with two or more bedrooms</p> <p>OR</p> <p>1.5 spaces/house or unit for two bedroom dwellings in a multi-unit complex if provision beyond 1 space can be shared</p> <p>plus</p> <p>0.25 visitor spaces/house or unit where a complex comprises 4 or more units</p>
Boarding house	<p>0.5 spaces/employee</p> <p>plus</p> <p>0.5 spaces/bedroom</p>
Child care centre	<p>1 space/centre plus 2 spaces per 15 child care places for employee parking</p> <p>plus</p> <p>visitor parking as follows:</p> <p style="padding-left: 40px;">2 spaces : &lt; 30 child care spaces</p> <p style="padding-left: 40px;">3 spaces : 30-59 child care spaces</p> <p style="padding-left: 40px;">4 spaces : 60-90 child care spaces</p> <p>plus</p> <p>1 pick-up/set-down bay per 10 child care places</p>
Community activity centre	<p>4 spaces/100m<sup>2</sup> Gross Floor Area (GFA)</p>

**Development****Parking Provision Rates for Residential Zone**

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

## 3.2 Commercial Zones (excepting Leisure and Accommodation Zone)

### 3.2.1 Objectives for Parking and Vehicular Access in the Commercial Zones

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

The scale and range of activities in the major centres is such that nonconcurrency 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 Zones is to ensure:

- a) **Amenity**
  - i) no regular overspill of parking occurs in neighbouring residential areas which detracts from the amenity of these areas;
  - ii) the provision of parking does not detract from creating vibrant, interesting and lively centres;
- b) **Safety**
  - i) no traffic hazards are created by the provision of access and parking facilities for a development;
  - ii) the safety of all users, especially pedestrians and cyclists, is considered;
  - iii) the creation of community surveillance of car parking areas by people using neighbouring areas;
- c) **Efficiency**
  - i) the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible;
  - ii) the effectiveness of travel demand management measures to reduce the overall demand for long stay, commuter parking of private vehicles in the City and Town Centres;
  - iii) commercial vehicles delivering or collecting goods are accommodated;
- d) **Access**
  - i) 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;
- e) **Equity**
  - i) the maintenance of an adequate supply of public parking for the level of development and activity approved in a centre;
- f) **Commercial viability**
  - i) the commercial viability of a centre is not adversely affected by the inappropriate provision of parking;
- g) **Non-commercial use**
  - i) the successful operation of non-commercial uses in centres, especially community uses which will require adequate set-down and pick-up facilities.

### 3.2.2 Parking Provision Rates

The parking provision rates for development in the Commercial Zones are specified in the Schedule below in 3.2.5, except for special condition for City Centre, C3 Zone, as follows:

**Special condition for City Centre CZ3 Zone.**

For mixed use developments of greater than 1000m<sup>2</sup> GFA where the lease permits a mixture of some or all of the following land uses, the maximum rate applicable shall be 3 spaces per 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 Calculation of Parking Provision Requirement**

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

**3.2.4 Locational Requirements**

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

**Locational Requirements**

Commercial Centre	Long Stay Parking	Short Stay Parking	Operational Parking
City Centre	(i) CZ2 Zone - On-site or in publicly available carparks up to 1km distant (ii) CZ1 and CZ3 Zones - On-site and/or within 400m	(i) CZ2 Zone- On site or within 400m (ii) CZ1 and CZ2 Zones - On-site and/or within 400m	On-site or immediately adjacent
Town Centres	(i) Residential Use – On site (ii) Non-Residential Use – on-site or within 1000m	Within 200m	On-site or immediately adjacent
Commercial C Group Centres	(i) On-site or within 400m except for Residential Use where parking is to be on-site	(i) On site or within 200m	(i) On-site or within 100m
Local Centres	(i) Residential Use – On site (ii) Non-Residential Use - Within 200m (iii) Yarralumla Section 56 Blocks 21 and 22 - All parking is to be provided on-site	(i) For Ainslie, O’Connor, Watson and Yarralumla – on-site or within 200m (ii) For all other local centres, on-site or within 100m	On-site or adjacent to development
C2 Zone Outside Centred and Northbourne Avenue Precinct	(i) Residential Use – On site (ii) Non-Residential Use - Within 400m	Within 200m	On-site or adjacent to the development

**3.2.5 Schedules of Parking Provision Rates for Commercial Zones**

The parking provision rates for the provision of parking in the Commercial Zones are set out in the Schedule on the following page.

**Schedule 2 – Parking Provision Rates for Commercial Zones**

<i>Development</i>	<i>City Centre</i>	<i>Town Centres</i>	<i>Group Centres</i>	<i>Local Centres</i>	<i>CZ2 Zones Outside Centres and Northbourne Avenue Precinct</i>
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	<i>1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows:                      2 spaces: &lt;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</i>				N/A
Civic administration	As per Office		N/A	N/A	N/A
Club	CZ3 Zone 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>  CZ3 Zone 10 Spaces/100m <sup>2</sup> GFA	CZ1 and CZ2 Zones 5 spaces/100m <sup>2</sup> GFA up to 5000 m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 5000m <sup>2</sup>  CZ3 Zone 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 spaces/12 seats			1 spaces/3 seats	N/A
COMMUNITY USE	N/A	N/A	N/A	As per Community Facility Zone Schedule	As per Community Facility Zone Schedule
Corrections facility	N/A	Subject to individual assessment	N/A	N/A	N/A
Craft workshop	3 spaces/100m <sup>2</sup> GFA			N/A	N/A
Cultural facility	0.5 spaces/100m <sup>2</sup> GFA		1 spaces/100m <sup>2</sup> GFA	2 spaces/100m <sup>2</sup> GFA	
Defecnce installation	N/A	N/A	N/A	N/A	Subject to individual assessment



<i>Development</i>	<i>City Centre</i>	<i>Town Centres</i>	<i>Group Centres</i>	<i>Local Centres</i>	<i>CZ2 Zones Outside Centres and Northbourne Avenue Precinct</i>
Drink establishment	CZ1 and CZ2 Zones 5 spaces/100m <sup>2</sup>  CZ3 Zone 10 spaces/100m <sup>2</sup> GFA	CZ1 and CZ2 Zones 5 spaces/100m <sup>2</sup> GFA  CZ3 Zone 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
Educational establishment	1 space/10 students		1.5 spaces/10 students	N/A	N/A
Emergency services facility	1 space/peak shift employee			N/A	1 space/peak shift employee
Financial establishment	4 spaces/100m <sup>2</sup> GFA		5 spaces/100m <sup>2</sup> GFA	6 spaces/100m <sup>2</sup> GFA	
Freight transport facility	Subject to individual assessment			N/A	N/A
Funeral parlour	2 spaces/100m <sup>2</sup> GFA excluding chapel area plus 1 space/20 chapel seats			N/A	N/A
Guest house	1/ space/3 employees plus 1 space/guest room for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room for establishments of more than 36 units	N/A	1/ space/3 employees plus 1 space/guest room for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room for establishments of more than 36 units	1/ space/3 employees plus 1 space/guest room for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room for establishments of more than 36 units	N/A
Health facility	3.5 spaces/100m <sup>2</sup> GFA		4 spaces/practitioner		N/A
Hospital	N/A	0.8 spaces/peak shift employee plus 0.5 spaces per bed	N/A	N/A	N/A

<i>Development</i>	<i>City Centre</i>	<i>Town Centres</i>	<i>Group Centres</i>	<i>Local Centres</i>	<i>CZ2 Zones Outside Centres and Northbourne Avenue Precinct</i>
Hotel	<p>C1 Zone 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>C2 and C3 Zones 1 space/3 employees plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 5 spaces/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/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 spaces/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 10 spaces/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 spaces/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 10 spaces/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>
<p>Indoor entertainment facility Cinema, commercial theatre Amusement arcade, night club, music hall, discothèque</p>	<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	

<i>Development</i>	<i>City Centre</i>	<i>Town Centres</i>	<i>Group Centres</i>	<i>Local Centres</i>	<i>CZ2 Zones Outside Centres and Northbourne Avenue Precinct</i>
Indoor recreation facility					
Basketball, netball	15 spaces/court	15 spaces/court	20 spaces/court	20 spaces/court	25 spaces/court
Skating rink, swimming pool	5 paces/100m <sup>2</sup> of actual pool or rink area	5 paces/100m <sup>2</sup> of actual pool or rink area	5 paces/100m <sup>2</sup> of actual pool or rink area	5 paces/100m <sup>2</sup> of actual pool or rink area	20 spaces/100m <sup>2</sup> of actual pool or rink area
Squash courts	C1 Zones 1 space/court C2 and C3 Zones 2spaces/court	C1 and C2 Zones 1 space/court C3 Zone 2spaces/court	2 spaces/court	2 spaces/court	2 spaces/court
Fitness centre, gymnasium	1 space/100m <sup>2</sup> GFA	1 space/100m <sup>2</sup> GFA	2 space/100m <sup>2</sup> GFA	3.5 space/100m <sup>2</sup> GFA	3.5 space/100m <sup>2</sup> GFA
Other	Subject to individual assessment	Subject to individual assessment	Subject to individual assessment	Subject to individual assessment	Subject to individual assessment
Industrial trades	2 spaces/100m <sup>2</sup> GFA		2.5 spaces/100m <sup>2</sup> GFA	2.5 spaces/100m <sup>2</sup> GFA	N/A
Light industry	2 spaces/100m <sup>2</sup> GFA		2.5 spaces/100m <sup>2</sup> GFA	2.5 spaces/100m <sup>2</sup> GFA	N/A
Motel	As per Hotel			N/A	As per Hotel
Municipal depot	0.5 space/peak shift employee		1 space/peak shift employee	N/A	N/A
Office	CZ1 Zone 1 space/100m <sup>2</sup> GFA  CZ2 Zone 2.0 spaces/100m <sup>2</sup> GFA  CZ3 Zone 2.5 spaces/100m <sup>2</sup> GFA	Belconnen & Woden CZ1 and CZ2 1 space/100m <sup>2</sup> GFA  C3 Zone 2.5 spaces/100m <sup>2</sup> GFA  Gungahlin & Tuggeranong 2.5 spaces/100m <sup>2</sup> GFA	2.5 spaces/100m <sup>2</sup> GFA		
Outdoor recreation facility			N/A	N/A	N/A
Skating rink, swimming pool	5 spaces/100m <sup>2</sup> of actual pool or rink area				
Bowling green	30 spaces for first green  plus 15 spaces/additional green				
Tennis court	5 spaces/court				
Other	Subject to individual assessment				

Parkland	Subject to individual assessment
Pedestrian plaza	Subject to individual assessment

<i>Development</i>	<i>City Centre</i>	<i>Town Centres</i>	<i>Group Centres</i>	<i>Local Centres</i>	<i>CZ2 Zones Outside Centres and Northbourne Avenue Precinct</i>
Personal services	4 spaces/100m <sup>2</sup> GFA	N/A	5 spaces/100m <sup>2</sup> 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/100m <sup>2</sup> GFA			N/A	N/A
Produce market	N/A	5 spaces/100m <sup>2</sup> GFA		N/A	N/A
Public agency	4 spaces/100m <sup>2</sup> GFA		5 spaces/100m <sup>2</sup> GFA		6 spaces/100m <sup>2</sup> GFA
Public transport facility	Subject to individual assessment			N/A	N/A
Recyclable materials collection	1 space			N/A	N/A
Religious associated use	Subject to individual assessment			N/A	N/A
RESIDENTIAL USE	CZ1 Zone No minimum requirement  CZ2 and CZ3 Zones As per Residential Zone Schedule	As per Residential Zone Schedule			
Restaurant	CZ1 Zone No minimum requirement  CZ2 and CZ3 Zones 5 spaces/100m <sup>2</sup> GFA	CZ1 Zone No minimum requirement  CZ3 Zone 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		15 spaces/100m <sup>2</sup> GFA
Retail plant nursery	N/A	2 spaces/100m <sup>2</sup> GFA		N/A	N/A
Scientific research establishment	N/A	N/A	N/A	N/A	2.5 spaces/100m <sup>2</sup> of office and laboratory space Plus Individual assessment of provision for other activities
Service station	4 spaces/service bay plus 4 spaces/100m <sup>2</sup> of shop area		4 spaces/service bay plus 5 spaces/100m <sup>2</sup> of shop area	4 spaces/service bay plus 6 spaces/100m <sup>2</sup> of shop area	
Shop	4 spaces/100m <sup>2</sup> GFA		5 spaces/100m <sup>2</sup> GFA	6 spaces/100m <sup>2</sup> GFA	

<i>Development</i>	<i>City Centre</i>	<i>Town Centres</i>	<i>Group Centres</i>	<i>Local Centres</i>	<i>CZ2 Zones Outside Centres and Northbourne Avenue Precinct</i>
Store	2 spaces/100m <sup>2</sup> GFA			N/A	N/A
Tourist facility	Subject to individual assessment		N/A	N/A	N/A
Transport depot	Subject to individual assessment			N/A	N/A
Vehicle sales	4 spaces/service bay plus 3 spaces/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
Veterinary hospital	N/A	3.5 spaces/100m <sup>2</sup> GFA		3.5 spaces/100m <sup>2</sup> GFA	N/A
Warehouse	1 spaces/100m <sup>2</sup> GFA plus 2.5 spaces/100m <sup>2</sup> of office area			N/A	N/A

### **3.3 Leisure and Accommodation Zone**

#### **3.3.1 Objectives for Leisure and Accommodation Zone**

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

The objectives for the provision of access and parking in the Leisure and Accommodation Zone are to ensure:

- a) **Amenity**
  - i) 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;
- b) **Safety**
  - i) no traffic hazards are created by the provision of access and parking facilities for a development;
  - ii) the safety of all users, especially pedestrians and cyclists, is considered at all times;
  - iii) the creation of community surveillance of car parking areas by people using neighbouring areas;
- c) **Efficiency**
  - i) the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible;
- d) **Access**
  - i) 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;
  - ii) the parking demand of visitors and residential guests to the development is catered for onsite consistent with the level of public transport accessibility and other parking opportunities in the vicinity.

#### **3.3.2 Parking Provision Rates**

The parking provision rates for development in the Leisure and Accommodation Zone are specified in the Schedule below in 3.3.5.

#### **3.3.3 Calculation of Parking Provision Requirements**

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

#### **3.3.4 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 development) parking.

Development	Long Stay Parking	Short Stay Parking	Operational Parking
All development Leisure and Accommodation Zone	On-site or within 200m	On-site or within 200m	On-site

### 3.3.5 Schedules of Parking Provision Rates for Leisure and Accommodation

The parking provision rates for the provision of parking in the Leisure and Accommodation Zone are set out in the Schedule below.

#### Schedule 3 – Leisure and Accommodation Zone

Development	Parking Provision Rates for Leisure and Accommodation Zone
Aquatic recreation facility	Subject to individual assessment
Car park	1 space/peak shift employee
Caravan park / camping ground	2.5 spaces/100m <sup>2</sup> GFA of office space plus 1 space/site or unit plus 0.25 visitor spaces/site or unit
Club	15 spaces/100m <sup>2</sup> GFA
COMMUNITY USE	As per Schedule in the Community Facility Zone
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 plus 1 space/guestroom
Hotel	1 space/ employee plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 10 spaces/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
Indoor recreation facility Cinema, commercial theatre Amusement arcade, night club, Music hall, discotheque	1 space/3seats 20 spaces/100m <sup>2</sup> GFA 20 spaces /100m <sup>2</sup> GFA
Indoor recreation facility Basketball, netball Skating rink, swimming pool Squash courts Fitness centre, gymnasium	25 space/court 20 spaces/100m <sup>2</sup> of actual pool or rink area 2 spaces/court 3.5 spaces/100m <sup>2</sup> GFA



Development	Parking Provision Rates for Leisure and Accommodation Zone
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 plus 15 spaces/additional green
Tennis court	5 spaces/court
Any leisure and/or accommodation facility not otherwise specified	Subject to individual assessment
Overnight camping area	1 spaces plus 1 spaces/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

## 3.4 Industrial Zones

### 3.4.1 Objectives for Parking and Access in the Industrial Zones

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

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

The objectives for the provision of parking and access in Industrial Zones

Policies areas are to ensure:

- a) **Amenity**
  - i) no regular overspill of parking occurs on surrounding areas which detracts from the amenity of these areas;
- b) **Safety**
  - i) no traffic hazards are created by the provision of access and parking facilities for a development;
  - ii) the safety of all users, especially pedestrians and cyclists, is considered at all times;
  - iii) the creation of community surveillance of car parking areas by people using neighbouring areas;
- c) **Efficiency**
  - i) the majority of parking is to be provided on-site and associated with individual developments;
  - ii) the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible;
- d) **Access**
  - i) 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;
- e) **Commercial viability**
  - i) the commercial viability of an industrial area is not affected by the inappropriate provision of parking.

### 3.4.2 Parking Provision Rates

The parking provision rates for Zones in the Industrial Zone are as specified in the Schedule below in 3.4.5.

### 3.4.3 Calculation of Parking Provision Requirements

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

### 3.4.4 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 Zone) parking.

Development	Long Stay Parking	Short Stay Parking	Operational Parking
Personal service (commercial sexual service)	On-site (concealed from the road for employee safety)	On-site or within 100m	On-site
All other development in Industrial Zone	On-site or within 200m	On-site or within 100m	On-site

### 3.4.5 Schedule of Parking Provision Rates for Industrial Zones

The parking provision rates for the provision of parking in the Industrial Zones are set out in the Schedule below.

#### Schedule 4 - Industrial Zones

Development	Parking Provision Rates for Industrial Zones
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 plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows: 2 spaces : < 30 child care spaces 3 spaces : 30-59 child care spaces 4 spaces : 60-90 child car spaces plus 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
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 plus 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

Development	Parking Provision Rates for Industrial Zones
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 plus individual assessment of provision for other activities
Service station	6 spaces/service bay plus 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 plus 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 plus 2.5 spaces/100m <sup>2</sup> GFA of office space
Waste transfer station	1 space/peak shift employee

## 3.5 Community Facility Zone

### 3.5.1 Objectives for Community Facility Zone

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

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

The objectives for the provision of parking and access in the Community Facility Zone are to ensure:

#### a) **Amenity**

- i) 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;
- ii) no regular overspill of parking occurs which uses kerbside or other parking in surrounding residential streets;

#### b) **Safety**

- i) no traffic hazards are created by the provision of access and parking facilities for a development; the safety of all users, especially pedestrians and cyclists, is considered;
- ii) the safety of all users, especially pedestrians and cyclists, is considered;
- iii) the creation of community surveillance of car parking areas by people using neighbouring areas;

#### c) **Efficiency**

- i) provision of parking and access for the efficient use of sites consistent with the multi-use and collocation of facilities;
- ii) adequate supply of parking for the level of demand generated by the development;
- iii) commercial vehicles delivering or collecting goods are accommodated;
- iv) 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;

#### d) **Access**

- i) safe and efficient access by all users, including operational and commercial vehicles;
- ii) adequate set-down and pick-up points are provided for users;
- iii) 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;
- iv) all other parking needs of visitors and commuters are met in appropriate off-site locations; and
- v) access for emergency vehicles to be provided for health and aged care facilities.

### 3.5.2 Parking Provision Rates

The parking provision rates for development in the Community Facility Zone are specified in the Schedule below in 3.5.5.

### 3.5.3 Calculation of Parking Provision Requirements

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

### 3.5.4 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 Zone) parking.

Development	Long Stay Parking	Short Stay Parking	Operational Parking
Residential Use	On-site	On-site or within 100m	On-site
All other development in Community Facility Zone	Within 200m	On-site or within 100m	On-site

### 3.5.5 Schedule of Parking Provision Rates for Community Facility Zone

The parking provision rates for the provision of parking in the Community Facility Zones are set out in the Schedule below.

#### Schedule 5 - Community Facility Zone

Development	Parking Provision Rates for Community Facility Zones
Child care centre	1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows: 2 spaces : < 30 child care places 3 spaces : 30-59 child care places 4 spaces : 60-90 child care places plus 1 pick-up/set-down bay per 10 child care places
Community activity centre	4 spaces/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, college	Subject to individual assessment specialist
Emergency services facility	1 space/peak shift employee
Health facility	4 spaces/practitioner
Hospital	0.8 spaces/peak shift employee <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

Development	Parking provision rates for Industrial Zone
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
Residential care accommodation	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

### 3.6 Restricted Access Recreation Zone

#### 3.6.1 Objectives for Parking and Access in the Restricted Access Recreation Zone

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

The objectives for the provision of parking and access in the Restricted Access Recreation Zone are to ensure:

a) **Amenity**

- i) 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;
- ii) no regular overspill of parking occurs which uses kerbside or other parking in surrounding residential streets;

b) **Safety**

- i) no traffic hazards are created by the provision of access and parking facilities for a development;
- ii) the safety of all users, especially pedestrians and cyclists, is considered;
- iii) the creation of community surveillance of car parking areas by people using neighbouring areas;

c) **Efficiency**

- i) provision of parking and access for the efficient use of sites consistent with the multi-use and co-location of facilities;
- ii) adequate supply of parking for the level of demand generated by the development;
- iii) commercial vehicles delivering or collecting goods are accommodated;
- iv) 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;

d) **Access**

- i) safe and efficient access by all users, including operational and commercial vehicles;
- ii) adequate set-down and pick-up points are provided for users;
- iii) 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;
- iv) all other parking needs of visitors and commuters are met in appropriate off-site locations;
- v) access for emergency vehicles to be provided for health and aged care facilities.

### 3.6.2 Parking Provision Rates

The parking provision rates for Zones in the Restricted Access Recreation Zone are set out in the Schedule below in 3.6.5.

### 3.6.3 Calculation of Parking Provision Requirements

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

### 3.6.4 Locational Requirements

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

Development	Long Stay Parking	Short Stay Parking	Operational Parking
All development in the Restricted Access Recreation Zone	On-site or within 200m	On-site or within 200m	On-site



### 3.6.5 Schedules of Parking Provision Rates for Restricted Access Recreation Zone

The parking provision rates for the provision of parking in the Restricted Access Recreation Zone are set out in the Schedule below.

#### Schedule 6 – Restricted Access Recreation Zone

Development	Parking Provision Rates for Restricted Access Recreation Zones
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
Club	15 spaces/100m <sup>2</sup> GFA
Community activity center	4 spaces/100m <sup>2</sup> GFA
Educational establishment	Subject to individual assessment
Pre-school, primary & high school	
Secondary college	
Tertiary institution, specialist college	
Equestrian facility	Subject to individual assessment
Guest house	0.5 spaces/employee plus 1 space/guestroom
Hotel	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
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

Development	Restricted Access Recreation Zone
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 plus 15 spaces/additional green
Tennis court	2 spaces/court
Any other permitted land use not specified	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

### 3.7 Services Zone

#### 3.7.1 Objectives for Services Zone

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

The objectives for the provision of parking and access in the Services Zone are to ensure:

- a) **Amenity**
  - i) no regular overspill of parking occurs on surrounding areas which detracts from the amenity of these areas;
- b) **Safety**
  - i) no traffic hazards are created by the provision of access and parking facilities for the operations of municipal services development;
  - ii) the safety of all users, especially pedestrians and cyclists, is considered;
  - iii) the creation of community surveillance of car parking areas by people using neighbouring areas;
- c) **Efficiency**
  - i) the majority of parking is to be provided onsite and associated with individual developments;
  - ii) the efficient use of existing and future public parking provision by the consideration of sharing of facilities, wherever possible;
- d) **Access**
  - i) safe and efficient access to municipal services developments by all users of the area, including business, workers and visitors as well as by operational and commercial vehicles.

#### 3.7.2 Parking Provision Rates

The parking provision rates for Zones in the Services Zones are stated in the Schedule below in 3.7.5.

#### 3.7.3 Calculation of Parking Provision Requirements

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

### 3.7.4 Locational Requirements

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

Development	Long Stay Parking	Short Stay Parking	Operational Parking
All Zones in the Services Zone	On-site	On-site	On-site

### 3.7.5 Schedules of Parking provision rates for Services Zone

The parking provision rates for the provision of parking in the Services Zone are set out in the Schedule below.

#### Schedule 7 Services Zone

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

### 3.8 Other Zones

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

Urban Open Space  
Broadacre  
Rural  
Hills, Ridges and Buffer Areas  
River Corridor  
Mountains and Bushland  
Transport

### 3.8.1 Objectives for all other Zones

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

- a) **Amenity**
  - i) the amenity of surrounding areas is not unacceptably affected by the provision of parking and access as part of the operation of these areas;
- b) **Safety**
  - i) no traffic hazards are created by the provision of access and parking for a development;
  - ii) the safety of all users, especially pedestrians and cyclists, is considered at all times;
- c) **Efficiency**
  - i) adequate supply of parking for the level of demand generated by the development;
  - ii) all demand can be adequately catered for by the on-site provision of parking;
- d) **Access**
  - i) the safe and efficient access for all users of the area, including for operational and commercial vehicles.

### 3.8.2 Parking Provision Rates

The parking provision rates for development under these Zones are set out in the Schedule below in 3.8.5.

### 3.8.3 Calculation of Parking Provision Requirements

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

### 3.8.4 Locational Requirements

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

Development	Long Stay Parking	Short Stay Parking	Operational Parking
Under all other Zone	On-site or within 200m	On-site	On-site

### 3.8.5 Schedules of Parking provision rates for all other Zones

The parking provision rate for the provision of parking in the Urban Open Space, Broadacre, Rural, Hills, Ridges and Buffer Areas, River Corridor, Mountains and Bushland and Transport are set out in the Schedule below.

Schedule 8 – Other Zones

Development	Parking Provision Rates for Other Zones
Agriculture	Subject to individual assessment
Animal care facility	Subject to individual assessment
Animal husbandry	Subject to individual assessment
Aquatic recreation facility	Subject to individual assessment
Carvan park / camping ground	2.5 spaces/100m <sup>2</sup> of office space plus 0.25 visitors spaces/site or unit
Car park	Subject to individual assessment
Cemetery	Subject to individual assessment

Development	Parking Provision Rates for Other Zones
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 Pre-school, primary & high schools Secondary college Tertiary institution, Specialist college	Subject to individual assessment
Emergency services facility	1 space/peak shift employee
Equestrian facility	Subject to individual assessment
Group or organized camp	Subject to individual assessment
Health facility	4 spaces/practitioner
Land management facility	Subject to individual assessment
Major service conduits	Subject to individual assessment
MAJOR UTILITY INSTALLATION	Subject to individual assessment
Municipal depot	1 space/peak shift employee
Nature conservation area	Subject to individual assessment
Outdoor recreation facility Skating rink, swimming pool Bowling green	20 space/100m <sup>2</sup> of actual pool or rink area 30 spaces for first green plus 15 spaces/additional green
Tennis court	5 spaces/court
Other	Subject to individual assessment
Overnight camping	1 space plus 1 spaces/site
Parkland	Subject to individual assessment
Pedestrian plaza	Subject to individual assessment
Place of worship	1 space/4 seats
Plantation forestry	Subject to individual assessment
Playing field	Subject to individual assessment
Public transport facility	Subject to individual assessment
Road	No requirements
Scientific research establishment	2.5 space/100m <sup>2</sup> of office and laboratory space plus Individual assessment of provision for other activities
Residential care accommodation	0.25 spaces/bed or accommodation unit plus 1 space/staff residential unit plus 1 space/non-resident peak shift employee
Stock/sale yard	Subject to individual assessment
Tourist facility	Subject to individual assessment
Transport depot	Subject to individual assessment

Development

**Parking Provision Rates for Other Zones**

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Veterinary hospital

3.5 spaces/100m<sup>2</sup> GFA

Woodlot

Subject to individual assessment