
DEVELOPMENT CONTROL PLAN - PARKING CODE No 1

RESPONSIBLE DEPARTMENT: Planning & Development
RESPONSIBLE SECTION: Strategy and Land Use Management

OBJECTIVE:

The objectives of this plan are;

- To provide a consistent guide for Council and developers.
- To provide adequate parking for people using, and employed by, developments within the Shire.
- To provide an acceptable quality of parking areas within the Shire.

POLICY:

APPLICATION

This development control plan repeals Development Control Plan – Parking Code applies to all proposed traffic generating developments with the Shire of Narrabri, this is subject to Narrabri Local Environmental Plan 2012.

CITATION:

This development control plan may be referred to as “The Parking Code No 1”.

This Code was adopted by Narrabri Shire Council on Tuesday, 19th January 1993 (*Vide Minute No.94/93*) and came into effect on Tuesday 26th January 1993.

REQUIREMENTS:

1. Council adopts the standard for design and level of provision of parking areas, in the guidelines as provided by the Roads and Traffic Authority of NSW in:-

“Guide to Traffic Generating Developments”
2. For the purposes of this code development for the purpose of Residential flat buildings, and Accommodation for Aged and Disabled Persons (Development under State Environmental Planning Policy 5) are not required to comply with the requirements relating to the level of provision of parking spaces as detailed in the Roads and Traffic Authority Guidelines.

These developments are still required to comply with the geometric standards required for the carparking areas.

3. Where Council considers it satisfactory that the required level of parking is not provided on site, a levee may be required from the developer for each parking space not provided.

In this regard, the levee is to be:-

\$1,000.00 per space not provided in the townships of Boggabri, Wee Waa and Narrabri.

Developments outside of these urban areas will only be considered for exemption from the requirements in extreme circumstances.

4. Annexure 1 gives the minimum requirements for parking relating to a range of developments. Where there are mixed land uses ie; retail/warehouse, retail/offices etc, care should be taken in determination of the parking to be provided for each activity.

This Annexure is to be used as a guide only to the most common developments.

5. *Notwithstanding the requirements for parking in Annexure 1 the Council will recognise a dispensation in the following circumstances:-*

- a) *Premises have most recently been utilised for an authorised commercial or retail development.*
- b) *Parking provision is deficient in terms of the standards in the Code.*
- c) *Proposal is for another commercial or retail use that would not comply with the parking standards in the Code other than with a dispensation that does not exceed the number of parking spaces in subsection b).*

As an example if an existing shop would have been required to have 4 car spaces but has 0 and the new use is required to have 6 car spaces then the new use will be required to supply 2 spaces or pay the contribution of \$2000. In effect the new use obtains a credit for what should have been supplied in the past but has not been required.

6. *The design of tenant/customer parking is to conform to Australian Standard AS2890.1 – Car Parking.*

CONSTRUCTION:

1. All parking areas are to be paved, and the maneuvering and parking spaces are to be clearly delineated. The parking area is to be drained to Council's stormwater network.
2. Upon an application being lodged, the paving required may be waived, if the applicant can demonstrate that the parking turnover will not adversely effect the proposed pavement.

LANDSCAPING:

It is suggested that carparking areas be landscaped, especially with shade trees.

Summary table for parking requirements

The following table should only be used in conjunction with the information provided under each land use in this document.

Parking requirements

Land Use	Parking Requirements
Residential	
Dwelling houses	1 - 2 spaces per dwelling
Medium density residential flat buildings	1 space per unit +1 space for every 5 x 2 bedroom unit +1 space for every 2 x 3 bedroom unit +1 space for 5 units (visitor parking)
Housing for aged and disabled persons	<i>Resident funded developments</i> Self-contained units: 2 spaces per 3 units +1 space per 5 units (visitor parking) Hostel, nursing and convalescent homes: 1 space per 10 beds (visitors) +1 space per 2 employees +1 space per ambulance <i>Subsidised development</i> Self-contained units: 1 spaces per 10 units (residents) +1 space per 10 units (visitor parking) Hostel, nursing and convalescent homes: 1 space per 10 beds (visitors) +1 space per 2 employees +1 space per ambulance
Casual Accommodation	
Hotels -traditional -tourist	Comparisons should be drawn with regard to similar developments
Office and Commerical	
Commercial premises	Unrestrained situation: 1 space per 40m ² GFA Restrained situation: refer to council parking code
Retail	
Shopping centres	GLFA (m ²) spaces per 100m ² GLFA 0-10,000 6.1

	10,000-20,000 5.6 20,000-30,000 4.3 over 30,000 4.1
Service stations and convenience stores	Requirements are additive: 6 spaces per work bay 5 spaces per 100m ² GFA of convenience store <i>(if restaurant present, then greater of:</i> 15 spaces per 100m ² GFA, or 1 space per 3 seats)
Motor showrooms	0.75 spaces per 100m ² site area + 6 spaces per work bay (for vehicle servicing facilities)
Car tyre retail outlets	whichever is the greater of: 3 spaces per 100m ² GFA, or 3 spaces per work bay
Roadside stalls	4 spaces
Drive-in liquor stores	not applicable
Markets	2.5 spaces per stall (customers only)
Bulky goods retail stores	Comparisons should be drawn with similar developments
Video stores	6.1 spaces per 100m ² GFA
Refreshments	
Drive-in take-away food outlets	Developments with no on-site seating: 12 spaces per 100m ² GFA Developments with on-site seating: 12 spaces per 100m ² GFA or greater of: 1 space per 5 seats (internal and external), or 1 space per 2 seats (internal) Developments with on-site seating and drive through facilities: greater of: 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external) plus queuing area for 5 to 12 cars (see 5.8.1)
Restaurants	whichever is greater of: 15 spaces per 100m ² GFA, or 1 space per 3 seats
Clubs	Comparisons should be drawn with similar clubs
Recreational and Tourist Facilities	
Recreational facilities • squash courts	3 spaces per court

• tennis courts	3 spaces per court
• bowling alleys	3 spaces per alley
• bowling greens	30 spaces for first green +15 spaces for each additional green
• Gymnasiums	Metropolitan regional centres 3 spaces per 100m ² GFA Metropolitan sub-regional centres 7.5 spaces per 100m ² GFA (desirable) 4.5 spaces per 100m ² GFA (minimum)
Tourist facilities • caravan parks	1 space per caravan site
Recreational and Tourist Facilities	
Tourist Facilities • marinas	If a survey of a similar existing development has not been undertaken, the following figures may serve as a general guide: 0.6 spaces per wet berth 0.2 spaces per dry storage berth 0.2 spaces per swing mooring 0.5 spaces per marina employee
Road Transport facilities	
Road transport terminals	Surveys should be undertaken of similar developments
Container depots	Surveys should be undertaken of similar developments
Truck stops	1 truck parking space per motel unit + 1 car space per 2 employees <i>For restaurant facilities, the greater of:</i> 15 spaces per 100m ² GFA, or 1 space per 3 seats
Industry	
Factories	1.3 spaces per 100m ² GFA
Warehouses	1 space per 300m ² GFA
Business parks	1.5 spaces per 100m ² of total GLA. 1.8 spaces per 100m ² gross leasable office / showroom leasable factory / warehouse are (where information on component developments is available).
Plant nurseries	Whichever is greater of: 15 spaces; or, 0.5 spaces per 100m ² of site area.
Health and Community Services	
Professional consulting rooms	Comparisons should be drawn with similar developments
Extended hour medical centres	4 spaces per 100m ² GFA

Child care centres	1 space for every 4 children in attendance
Private Hospitals	Comparisons should be drawn with similar developments (Refer to Section 5.12.4)
Public Car Parks	
Public car parks	not applicable

Note:

1. Parking spaces, unless stipulated otherwise, are for cars.
2. Depending on land use type, parking for delivery / service vehicles, courier vehicles, bicycles should also be provided.

HISTORY

MINUTE NO:	MEETING DATE:	DESCRIPTION:
94/93	19 January 1993	Adopted
931/2013	3 December 2013	Adopted