

# CAR PARKING

# DEVELOPMENT CONTROL PLAN





## CONTENTS

<b>Part 1 - The Plan</b>	<b>Page No.</b>
Preamble . . . . .	2
Purpose . . . . .	2
Objectives . . . . .	2
Procedures . . . . .	2
Checklist . . . . .	4
 <b>Part 2 - Controls</b>	
Parking Provision . . . . .	5
Environmental Design. . . . .	7
Urban Streams . . . . .	9
Land Sensitivity . . . . .	10
Soil and Water Management . . . . .	12
Acoustics . . . . .	13
Crime Prevention . . . . .	14
Schedule A    Parking Requirements . . . . .	15
Schedule B    Parking for delivery and service vehicles. . . . .	18
Schedule C    Provision of Parking Spaces for People with Disabilities	19
Environmental Planning and Assessment Act - Section 79C . . . . .	20

Prepared by: Planning Branch  
 In force: 7 March, 1995  
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## THE PLAN

### PREAMBLE

This Development Control Plan (DCP) applies to development of all lands to which the Hornsby Shire Local Environmental Plan 1994 applies. The Plan is called the "Car Parking Development Control Plan" and came into force on 7 March, 1995.

### PURPOSE

#### What is the purpose of this DCP?

The primary purpose of the DCP is to provide car parking controls for development.

### OBJECTIVES

#### What are the objectives of this DCP?

The objectives of this DCP are;

- to provide detailed parking requirements for individual land use categories;
- to provide measures to protect the natural and built environment; and
- to ensure car parking areas relate to site conditions.

### PROCEDURES

#### When is a development application required?

Generally all development requiring car parking areas, other than single dwelling houses requires a development application. Prior to the commencement of a development, formal Council consent is required. Consent can be sought through the submission of a Development Application (refer Figure 1 - Development Application Procedures).

#### How does Council consider a development application?

In assessing development proposals, Council will have regard to Section 79C of the Environmental Planning and Assessment Act, 1979, how the development satisfies the aims and objectives of the Hornsby Shire Local Environmental Plan 1994 and conforms with the provisions of this DCP.

A copy of Section 79C of the Act is provided on the inside back cover of this DCP.

#### How does this DCP work?

The DCP is divided into the primary control elements of a development. Control elements comprise element objectives, performance criteria and prescriptive measures.

The element objective may be implemented by meeting either the performance criteria or the prescriptive measures. Meeting performance criteria enables the development of innovative schemes that meet the particular characteristics of an individual site.

Prescriptive measures are requirements that Council consider are likely to meet the objectives and performance criteria of the particular control element. Compliance with the prescriptive measures does not guarantee approval of an application, the application must also achieve the element objectives and performance criteria.

An applicant wishing to vary a control element in this plan will be required to prepare a parking study demonstrating that the objectives of the control element are met in an equally acceptable manner.

Proponent of development may also be required to have regard to the provisions of other DCPs depending on the nature and location of the proposal. Relevant DCPs may include:

Access and Mobility DCP  
Brooklyn DCP  
Hornsby Town Centre DCP  
Dwelling House DCP  
Low Density Multi-Unit Housing DCP  
Medium Density Multi-Unit Housing DCP  
Medium-High Density Multi-Unit Housing DCP  
High Density Multi-Unit Housing DCP  
Medical Support DCP  
Industrial Lands DCP  
Business Lands DCP  
Dural Service Centre DCP  
Pennant Hills Commercial Centre DCP  
Community Uses DCP

### Amendments

- 18/12/96 - Urban Streams  
20/10/99 - Section 94 contributions, Parking provision element, place of worship, car parking requirements for 'take-away' restaurants and gross leasable floor area. Schedules B - parking for service and delivery vehicles and Schedule C - parking for differently abled persons parking calculations.  
16/5/00 - Land Sensitivity element  
7/2/01 - Soil and Water Management element  
10/4/01 - Acoustic element  
15/10/02 - Crime Prevention element  
8/6/04 - Land Sensitivity element

## Figure 1 - Development Application Procedures

### STEP 1

Consult Council on draft proposal

- Is the development permitted in the zone?
- Does the proposal comply with the DCP?  
(refer to checklist page 3)

### STEP 2

Consult adjoining property owners.

- Consider their opinions on proposal.

### STEP 3

Finalise application

- Prepare statement of environmental effects.
- Consult any relevant authorities RTA, Water Board

### STEP 4

Lodge Development application with Council

- Pay fee

Where development consent is granted

### STEP 5

Lodge with Council the Construction Certificate

Where Construction Certificate is issued

### STEP 6

Work can commence if conditions of consent complied with.

Note: Step 5 can be undertaken in conjunction with Step 4, however, a construction certificate can only be issued with or after development consent has been granted.

## CHECKLIST

Answer yes or no

- |   |                          |
|---|--------------------------|
| Are the correct number of spaces provided ?   | <input type="checkbox"/> |
| Are the parking spaces the required size ?  | <input type="checkbox"/> |
| Are the parking spaces designed consistent with the diagram ?                       | <input type="checkbox"/> |
| Can vehicles manoeuvre on the site ?  | <input type="checkbox"/> |
| Are the ingress and egress points located in a safe position ?                      | <input type="checkbox"/> |
| Is adequate queuing distance provided at the ingress point ?                        | <input type="checkbox"/> |
| Can vehicles leave the site in a forward direction ?                                | <input type="checkbox"/> |
| Are parking areas for differently abled persons provided ?                          | <input type="checkbox"/> |
| Are shade trees provided every six spaces ?   | <input type="checkbox"/> |
| Are significant natural features retained ?   | <input type="checkbox"/> |
| Are any significant trees likely to be removed ?                                    | <input type="checkbox"/> |
| Is the parking area designed to enable temporary retention of stormwater ?          | <input type="checkbox"/> |
| Does the design incorporate nutrient and pollution traps ?                          | <input type="checkbox"/> |
| Do the finish materials reflect the area's natural colours, textures and surfaces ? | <input type="checkbox"/> |
| Is a landscape plan provided with the application ?                                 | <input type="checkbox"/> |
| Does the parking area provide a pleasant appearance from the street ?               | <input type="checkbox"/> |
| Is the proposal compatible with land capability ?                                   | <input type="checkbox"/> |

## ELEMENT: PARKING PROVISION

### Element Objectives

*To provide sufficient and convenient parking to meet user needs.*

### Performance Criteria

Parking and service vehicle areas should be provided according to projected needs and provide pleasant areas in which to park.

Parking should be safe, easily accessible and not obstruct the passage of vehicles or create traffic conflicts.

Parking surveys and studies should provide relevant projections of parking likely to be generated by a development.

### Prescriptive Measures

Parking should be provided on-site in accordance with Schedule A and clearly marked and signposted.

are to have direct and safe access to the footpath and should display both pavement and pillar signage.

Parking spaces should have minimum dimensions of 2.5 x 5.5m and a minimum headroom of 2.3m.

Car parking spaces for differently abled persons in multi-level car parks should have direct and safe access to internal pedestrian pathways.

Parking spaces and areas should be designed in accordance with the diagram.

Parking spaces for differently abled persons should be provided in accordance with Schedule C.

Vehicles should be able to easily manoeuvre wholly within the site and not require public streets for circulation patterns.

Shade trees should be provided in open parking areas at the ratio of 1 shade tree for every 6 spaces.

Ingress and egress points are to be located where they will have least impact on traffic movement on the road network.

Council may consider a minor proportion of stacked parking for parking spaces in a controlled parking situation and likely to maintain a very low turnover .

Adequate queuing distance should be provided where the parking area fronts a main road.

Where development involves the minor expansion of an existing commercial or industrial development Council may consider a credit for any existing deficiency in the parking provision.

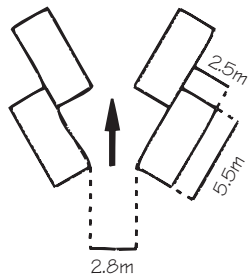
For development other than single dwelling houses or multi-unit housing comprising less than 3 dwellings, the parking areas are to be designed to allow vehicles to enter and leave the site in a forward direction.

Council may consider accepting a monetary contribution in lieu of on-site parking in accordance with the Contributions Plan and where there is a nexus between the development and the area in which the public parking is to be provided.

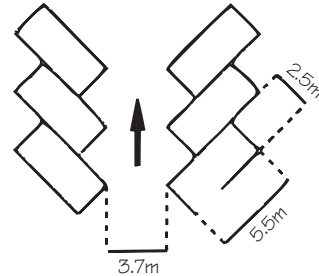
Parking areas for differently abled persons should be provided adjacent ramps or entrances and have minimum dimensions of 3.2m x 5.5m.

Adequate parking area for delivery and service vehicles should be provided in accordance with Schedule B.

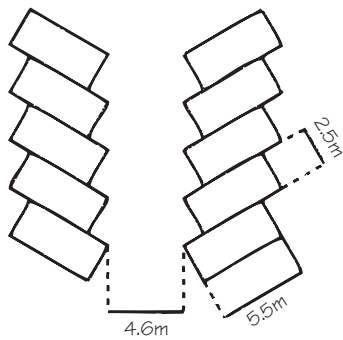
On and off street parking spaces and set down areas for differently abled persons,



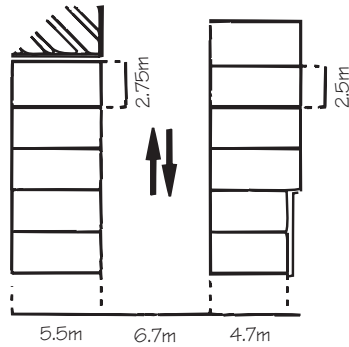
30° PARKING



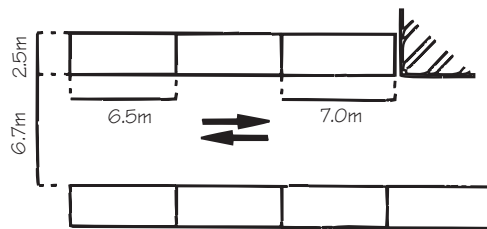
45° PARKING



60° PARKING



90° PARKING



PARALLEL PARKING

CARPARKING

## ELEMENT: ENVIRONMENTAL DESIGN

### Element Objectives

*To promote pleasant car parking areas and protect the natural environment.*

### Performance Criteria

Parking areas should be designed to reflect the environmental conditions of the land.

Parking areas should incorporate measures to protect the natural environment.

### Prescriptive Measures

Significant environmental features within the land such as rock outcrops, benches, trees and watercourses should, where possible, be retained as a landscaped feature of the parking area.

Where it is not possible or practical to retain significant trees, two advanced plants of the same species should be planted in a position which ensures their long term survival.

Parking areas should provide for temporary retention of water to a maximum depth of 150mm to reduce the velocity of stormwater run-off.

Parking areas should be designed to provide nutrient and pollution traps around the perimeter so as to reduce the impact of nutrients and pollutants on the water quality of downstream watercourses.

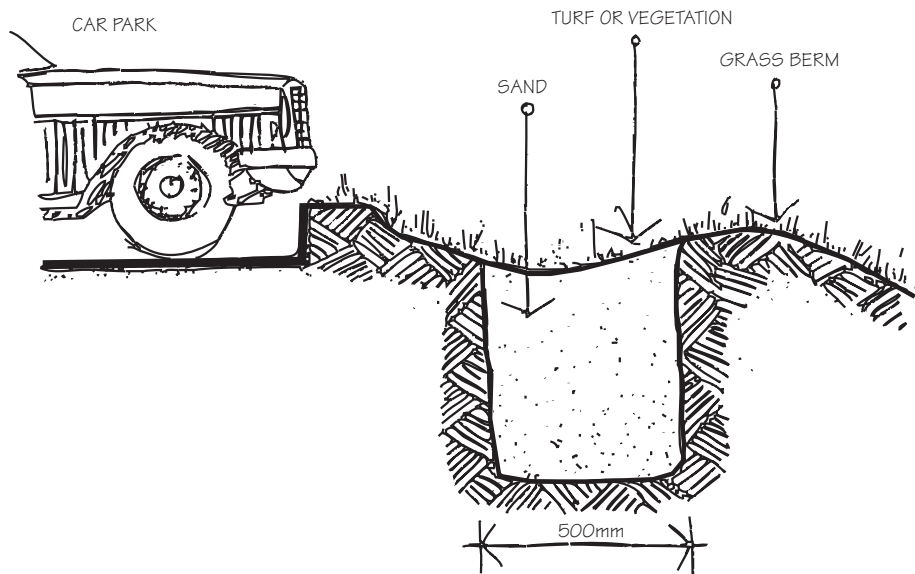
At grade parking areas should be finished in materials consistent with the natural colours, textures and surfaces in the area.

Proposals for parking areas should be accompanied by a landscape plan illustrating means to soften the visual impact of any structure and parked cars.

Proposals for multi level parking areas should provide a facade at the street frontage which is consistent with the streetscape and character of adjacent development.



FACADE AT STREET FRONTAGE LANDSCAPED AND  
CONSISTENT WITH STREETScape



ENVIRONMENTAL DESIGN

## ELEMENT: URBAN STREAMS

### Element Objective

*To retain and enhance the natural functions of watercourses within Hornsby Shire for the betterment of the quality of life of the people of Hornsby, and the improvement and protection of the environment.*

### Performance Criteria

Urban watercourses should be retained or restored to their natural condition.

Watercourses should be integrated into the urban design of the proposal, and not be compromised by design.

The multiple use of watercourses is encouraged. The uses may include recreation, water detention, habitat, visual feature, water quality improvement.

The overland flow path of flood waters should not be impeded.

Buildings, fences and other structures should be set back from watercourses to protect riverine vegetation, aquatic ecosystems, bank stability, and minimise the risk of inundation of the structure.

Open watercourses should be retained to add to the visual and acoustic qualities of development.

### Prescriptive Measures

Watercourses should not be piped, filled, excavated, or relocated. In some instances Council will permit these works to occur.

In determining whether to retain or restore a watercourse, regard should be had to the following criteria:

- \* the sustainability of actual or potential biodiversity and habitat;
- \* the actual or potential ability of the watercourse to enhance water quality;
- \* the actual or potential visual/aesthetic character of the watercourse;
- \* the actual or potential recreational value of the watercourse;
- \* the impact of the proposed alteration to reduce the potential for use by future generations;
- \* the effect on the watercourse of the existing and likely future development in the catchment;
- \* the effect on the catchment and existing development of any treatment to the watercourse;
- \* the influence of previously altered sections on the watercourse;
- \* the actual or potential influence of the watercourse on public health and safety;
- \* the mitigation of flooding and the hazard to property.

Buildings, fences, and other structures should be set back a minimum of 10m from the crest of watercourse banks.

Buildings, fences, and other structures should not be constructed within the overland flow path of flood waters.

Development within 40m of a watercourse requires a licence under the Water Act (1912), Rivers and Foreshores Improvement Act (1948) and Soil Conservation Act (1938), administered by the Department of Land and Water Conservation. The licence should accompany the application submitted to Council.

*Useful references include:*

*Department of Planning (1993) Better Drainage. Hornsby Shire Council (1996) Policy on Protection, Renewal, and Maintenance of Urban Streams.*

*Note: A watercourse is considered to be a section of a creek or river, which is proposed to be altered. For the purpose of this element, a creek or river is defined as any blue line on a 1:25,000 topographical map, as produced by the Central Mapping Authority, and/or drainage line displaying aquatic or semi-aquatic habitat. This will include the presence of any species of ephemeral aquatic vegetation.*

## ELEMENT: LAND SENSITIVITY

### Element objectives

*Development compatible with land capability and that minimises adverse impacts on the environment.*

### Performance Criteria

General: Development should be designed to respect site constraints such as topography, drainage, soil landscapes, flora and fauna.

Disturbance to existing natural vegetation and landforms, watercourses, wetlands and overland flow paths should be minimised.

Topography: Development should be sited on the area of land presenting the least topographic constraints. Development should be sited away from steep slopes (particularly those containing natural vegetation) so that, where possible, these features can be kept in a natural state.

Watercourses: Natural drainage lines and watercourses should be retained.

Soil landscapes & dispersibility: Development should minimise site disturbance and incorporate controls and techniques to control erosion, stabilise the soil surface and improve water quality prior to its discharge to drainage lines, natural watercourses or the natural environment.

Bushland, Plant Communities, Fauna Habitat: Significant flora and fauna species, communities and ecological communities should be preserved. Development should be designed to retain existing bushland and fauna habitats, including identifiable corridors and linkages.

Bushfire Hazard: Development should be designed to minimise the impact of bushfire on the development.

### Prescriptive Measures

General: Development proposals in the urban areas of the Shire should have regard to the Sensitive Urban land ratings which provide an indication of possible environmental constraints (available from Council). Table 1 indicates the three levels of sensitivity which have been established for each parameter:

**Level 1** – the parameter does not constrain Urban development

**Level 2** – the parameter provides some limitations to urban development

**Level 3** – the parameter severely limits or prohibits urban development

Topography:

Level 1 - No additional information required.

Level 2 - Additional information may be required.

Level 3 - Application should be accompanied by a geotechnical report, detailed site survey, and Soil and Water Management Plan.

Watercourses:

Level 1 - No additional information required.

Level 2 - Additional information may be required.

Level 3 - Application should include buffers to watercourses. Proposal should be discussed with Council's Water Catchments Team (refer to Urban Streams element).

Soil landscapes:

Level 1 - No additional information required.

Level 2 - Additional information may be required.

Level 3 - Application should be accompanied by a geotechnical report and a Soil and Water Management Plan (refer to Soil and Water Management element).

Soil dispersibility:

Level 1 - No additional information required.

Level 2 - Additional information may be required.

Level 3 - Application should be accompanied by a Soil and Water Management Plan (refer to Soil and Water Management element).

Bushland, Plant Communities, Fauna Habitat:

Level 1 - No additional information required.

Level 2 - Additional information may be required.

Level 3 - Application should be accompanied by a Flora and Fauna Report.

Bushfire Hazard:

Development on land identified as being bushfire prone land on Council's Bushfire Prone Land Map should comply with the specifications and requirements of *Planning for Bushfire Protection 2001*.

Table 1 - Parameters for determining sensitivity of urban land

Parameter	Level 1	Level 2	Level 3
<b>Topography</b>	<20%	20 - 25%	>25%
<b>Proximity to drainage</b>	>40m from a river	10-40m from a river	0-10m from a river
<b>Soil Dispersibility</b>	Soils are not dispersible	Soils have some dispersibility	Dispersible soils
<b>Soil Landscapes</b>	High capability	Low to moderate capability	Limited capability
<b>Plant communities</b>	Abundant	Common	Under Represented
<b>Bushland</b>	> 50m from bushland	0 - 50m from bushland	Contain bushland
<b>Fauna Habitat</b>	No habitat	Habitat Link	Core/Corridor

Level 1 – the parameter does not constrain urban development  
 Level 2 – the parameter provides some limitations to urban development  
 Level 3 – the parameter severely limits or prohibits urban development

**Notes:**

The Sensitive Urban Lands Study (1996) details the methodology and land sensitivity rating findings. The ratings for each property are available from Council's Planning Division.

The Sustainable Water DCP provides additional information on soil and water management measures.

Other elements of this DCP may provide additional information (eg Soil and Water Management, Flora and Fauna Protection, Urban Streams and Fire Hazard).

**Note:** A copy of *Planning for Bushfire Protection 2001* can be downloaded from the NSW RFS Website ([www.rfs.nsw.gov.au](http://www.rfs.nsw.gov.au)) or can be purchased from the Department of Infrastructure, Planning and Natural Resources.

## ELEMENT: SOIL AND WATER MANAGEMENT

### Element Objectives

*To minimise soil erosion and water pollution by minimising land disturbance, and requiring control measures on-site.*

### Performance Criteria

Current best management practices are to be implemented to control runoff and soil erosion and to trap sediment in order to maintain satisfactory water quality in downstream areas.

Development should be designed to minimise disturbance of lands in order to minimise the potential for erosion, deposition of silt and associated nutrients to downstream receiving waters, instability of landform and the need for removal of soil off-site.

Drainage from sites should reflect the pre-existing or natural situation in terms of location, quantity, quality and velocity. The discharge of water to adjoining lands is to be minimised, while the diversion of overland flow to natural drainage systems is to be encouraged.

### Prescriptive Measures

Development proposals where the area of disturbance is less than 2500m<sup>2</sup> require an Erosion and Sediment Control Plan (ESCP) (written document and site diagrams) that indicates measures to minimise erosion and sedimentation.

Development proposals where the area of disturbance is 2500m<sup>2</sup> or greater should be accompanied by a Soil and Water Management Plan (SWMP) (written document and site diagrams), prepared by a suitably qualified person(s), that clearly identifies constraints of soil erosion, sediment pollution and stormwater pollution.

Development should minimise earthworks (cut and fill) in areas of steep slopes and ridge top sites. Where excavation works are intended to be undertaken development proposals should be accompanied by:

- a site stability evaluation (i.e. soil, landform type, gradient, hydrology and catchment drainage patterns);
- a schedule of earthworks;
- details of appropriate construction techniques; and
- location of proposed disposal destination.

Soil and water management measures should be designed for the 5 year ARI storm event.

Council should be notified 48 hours (2 working days) prior to the commencement of site works to arrange inspection of control measures.

The SWMP should contain appropriate Best Management Practices that recognise site constraints and support ESD principles. The Plan should include:

- Soil conservation and pollution / nutrient control measures to be installed prior to clearing and earthworks and maintained until landscaping measures are complete.
- Protection measures for site access and exits;
- Catchment drainage characteristics of existing and proposed drainage patterns;
- Protection of existing overland flowpaths, watercourses, stormwater kerb inlets and drains;
- Upslope clean surface runoff diversions around the disturbed areas;
- Staggered site works to minimise disturbance; and
- Rehabilitation and stabilisation of the disturbed areas.

The SWMP should demonstrate that there will be minimum practicable net increase in pollution of downstream lands or receiving waters.

Developments in or adjoining sensitive environments (e.g. waterways, steep slope, bushland, significant habitats etc) will require more detailed controls. The importation of fill or significant landform modification should be prevented on or adjoining sensitive environments.

Development proposals that have the potential to impact on the water quality should incorporate a before, during and after water quality sampling program, in accordance with the ANZECC guidelines.

*Note: Further information is contained in Council's "Sustainable Water DCP" and "Sustainable Water Best Practice Manual"*

## ELEMENT: ACOUSTICS

### Element objective

*To provide a reasonable acoustic environment for residents.*

### Performance Criteria

Development should be designed to provide a reasonable acoustic environment within dwellings and minimise the possibility of noise to the occupants of surrounding dwellings.

Development should be designed to minimise noise and vibration impacts on the occupants of surrounding dwellings or buildings.

Sources of noise, where practicable, should be sited away from adjoining properties and where necessary, be screened by acoustical treatments.

### Prescriptive Measures

Development fronting classified roads (proposed or existing) should comply with Council's "Code of Practice for Sound Insulation – External Noise Component (Appendix E)".

To minimise the effect of noise and vibration on receivers in surrounding dwellings or properties, noise and vibration generating developments should comply with the provisions of Council's "Policy and Guidelines for Noise and Vibration Generating Developments (2000)".

Noise generating activities, such as garbage collection areas, driveways, parking areas, air conditioning or mechanical plants, tennis courts and swimming pools should, where practicable, be sited away from adjoining properties and where necessary, be screened by walls or other acoustical treatments.

*Note: Proponents of development on sites adjacent busy roads or railways are advised to refer to the RTA's "Reducing Traffic Noise – A guide for homeowners, designers and builders" (1991) and the SRA's "Rail related noise and vibration issues to consider in local environmental planning (1995).*

## ELEMENT: CRIME PREVENTION

### Element Objective

*To reduce crime risk and minimise opportunities for crime.*

### Performance Criteria

Development should be designed to increase the possibility of detection, challenge and capture of persons engaged in crime.

Development should reduce the potential rewards of crime by minimising, removing or concealing 'crime benefits'.

Development should be designed to increase the time, energy and resources required to commit crime.

Development should create conditions that reinforce norms of behaviour in public spaces.

### Prescriptive Measures

Development should minimise the opportunity for crime.

#### Territorial Reinforcement

Development should be designed in accordance with the following principles:

Development should incorporate design elements that contribute to the creation of a sense of community ownership of public spaces by:

#### Surveillance

Development should be designed to provide or enhance opportunities for effective surveillance by providing:

encouraging people to gather in public spaces and feel some responsibility for its use and condition;  
clearly defining transitions and boundaries between public and private spaces; and  
clearly defining the use of public spaces.

- clear sight lines between public and private places;
- effective landscaping of public places; and
- landscaping that makes places attractive, but does not provide offenders with a place to hide or entrap victims.

#### Space Management & Crime Risk Assessment

#### Access Control

Development should be designed to incorporate physical or symbolic barriers to attract, channel or restrict the movement of people to clearly defined public spaces.

A crime risk assessment report should be prepared and submitted with development applications detailing:

Development should comprise elements that contribute to effective access control by creating:

- strategies to be implemented to ensure site cleanliness, rapid repair of vandalism and graffiti, removal or refurbishment of decayed physical buildings and elements; and
- measures to be incorporated into the development to reduce the potential for crime.

- landscapes and physical locations that channel and group people into public areas;
- public spaces that attract, rather than discourage people from gathering; and
- restricted access to high crime risk areas such as car parks and other rarely visited areas.

A site management plan and formal crime risk assessment (Safer by Design Evaluation) involving the NSW Police Service may be required for large developments, which in Council's opinion, would create a crime risk.

**Note:** Proponents of development which may create a crime risk are advised to refer to the NSW Government's publication 'Crime Prevention and the Assessment of Development Applications – Guidelines under Section 79C of the Environmental Planning and Assessment Act 1979'.

## SCHEDULE A PARKING REQUIREMENTS

The following table provides a summary of the car parking requirements for different land use categories. When the parking calculation results in a fraction of a whole number, the number of spaces to be provided will be determined by rounding up to the nearest whole number.

For developments comprising a number of categories, a separate calculation should be made for each use. A discount will be considered where the uses or their peak demand do not operate/occur concurrently.

Where a land use category is not indicated below, a Parking Study assessing the likely parking demand may be required.

### CAR PARKING REQUIREMENTS TABLE

LAND USE	COMPONENT	NO. OF SPACES
<b>Dwelling-houses</b>		
	Dwelling <100m <sup>2</sup>	1
	Dwelling >100m <sup>2</sup>	2
<b>Attached dwellings</b>		
	Dwellings <100m <sup>2</sup>	1
	Dwellings >100m <sup>2</sup>	2
<b>Multi-unit housing</b>		
Low, Medium and Medium/High density	Dwellings <100m <sup>2</sup>	1
	Dwellings >100m <sup>2</sup>	2
High Density	Visitor parking	1 per 5 dwellings
	Dwellings < 100m <sup>2</sup>	1
	Dwellings >100m <sup>2</sup>	1.5
	Visitor parking	1 per 5 dwellings
<b>Housing for aged or differently abled persons</b>		
	Development by the Crown	1 per 5 dwellings
	Dwellings <55m <sup>2</sup>	0.5
	Dwellings between 55m <sup>2</sup> and 85m <sup>2</sup>	0.85
	Dwellings >85m <sup>2</sup>	1
	Nursing homes	1 per 10 beds; plus 1 per 2 employees; plus 1 ambulance space
	Hostels	1 per 2 employees; plus 1 ambulance space
<b>Retail</b>		
	Business A, B and E zones	1 per 20m <sup>2</sup> GLFA
	Business C and D zones	1 per 17m <sup>2</sup> GLFA
	Business F and G zones	1 per 22.7m <sup>2</sup> GLFA
	Industrial A and B zones	1 per 20m <sup>2</sup> GLFA
	Car tyre outlets	1 per 35m <sup>2</sup> GLFA or 3 per work bay
	Indoor showrooms	1 per 50m <sup>2</sup> GLFA
	Bulky goods retailing	1 per 50m <sup>2</sup> GLFA, including provision for

		cars with trailers
<b>Commercial</b>	Office or business premises	1 per 40m <sup>2</sup> GLFA
	Motor showrooms	1 per 130m <sup>2</sup> GLFA, plus 6 per service work bay
	Marinas	0.6 per berth
	Motels, tourist facilities	1 per unit, plus 1 per 2 employees
	Caravan parks	1 per van, cabin or tent site
	Service stations	6 per work bay
	Convenience Stores	1 per 20m <sup>2</sup> GLFA
	Outdoor displays and sales	1 per 130m <sup>2</sup> GLFA
<b>Restaurants and reception centres</b>		
	Gross floor area <100m <sup>2</sup>	1 per 7m <sup>2</sup> GLFA although parking in adjacent areas will be taken into account.
	Gross floor area >100m <sup>2</sup>	1 per 7m <sup>2</sup> GLFA
	“Take-away” restaurants	Developments with no on-site seating: 1 space per 8m <sup>2</sup> GLFA  Developments with on-site seating: 1 space 8m <sup>2</sup> GLFA, or greater of  1 space per 5 seats (both internal and external seating), or 1 space per 2 seats (internal seating)  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)  Party rooms: The greater of: 1 space per 8m <sup>2</sup> , or 1 space per 2 seats.
<b>Leisure</b>	Hotel or registered club	Subject to Parking Study
	Bowling club	Subject to Parking Study
	Bowling alleys, squash or tennis courts	3 per alley or court
<b>Industrial</b>	Industrial premises	1 per 100m <sup>2</sup> GLFA
	Industrial premises (office >20%)	1 per 100m <sup>2</sup> GLFA, plus 1 per 40m <sup>2</sup> GLFA of office area
	Vehicle repair station	1 per 100m <sup>2</sup> GLFA, plus 1 per employee, plus storage of 3 vehicles per work bay
	Vehicle body repair workshop	1 per 100m <sup>2</sup> GLFA, plus 1 per employee, plus storage of 3 vehicles per work bay
<b>Health care</b>	Medical Centres	3 per surgery, plus 1 per doctor, plus 1 per employee

	Health consulting rooms	3 per surgery
	Hospitals	Subject to Parking Study
<b>Education</b>		
	Schools	1 per full time teacher, plus 1 per 2 students of driving age, plus 5 bicycle racks per Year 5 to 11 class
	Child Care Centres/Kindergartens	1 space per 4 children
<b>Halls, meeting places</b>		
	Community halls	1 per 5 seats min (Subject to Study)
	Places of worship	1 per 5 seats min (Subject to Study)
	Theatres	1 per 5 seats min (Subject to Study)

**Schedule B**  
**Parking for delivery and Service Vehicles**

<b>Type of Development</b>	<b>Minimum Requirements</b>
Commercial premises	One space per 4,000m <sup>2</sup> GFA up to 20,000m <sup>2</sup> GFA plus one space per 8,000m <sup>2</sup> thereafter (50% of spaces adequate for trucks)
Department Stores	One space per 1,500m <sup>2</sup> GFA up to 6,000m <sup>2</sup> GFA plus one space per 3,000m <sup>2</sup> thereafter (all spaces adequate for trucks)
Supermarkets, shops and restaurants	One space per 400m <sup>2</sup> GFA up to 2,000m <sup>2</sup> GFA plus one space per 1,000m <sup>2</sup> thereafter (all spaces adequate for trucks)
Wholesale, Industrial	One space per 800m <sup>2</sup> GFA up to 8,000m <sup>2</sup> GFA plus one space per 1,000m <sup>2</sup> thereafter (all spaces adequate for trucks)
Hotels and Motels	One space per 50 bedroom or bedroom suites up to 200 plus one per 100 thereafter plus one space per 1,000m <sup>2</sup> of public area set aside for bar, tavern, lounge and restaurant, (50% of spaces adequate for trucks)
Other uses	One space per 2,000m <sup>2</sup> (50% of spaces adequate for trucks)

## Schedule C

### Provision of Parking Spaces for People with Disabilities (AS2890.12 Table C1)

Type of Facility	Recommended number of accessible spaces
<p><b>Retail/Commercial</b> A shopping centre with or without commercial premises (banks, credit unions, restaurants, offices), or an office area. Includes strip shopping centres or CBD areas, shopping complexes, supermarkets, variety stores. May include post office, entertainment, community, recreation venues and the like.</p> <p><b>Tourist facilities</b></p>	1 - 2 percent
<p><b>Transport</b> Railway stations, bus/rail interchanges</p>	1 - 3 percent
<p><b>Community</b> Civic centres, town halls, community centres, senior citizen's clubs, health care</p> <p><b>Recreation</b> Leisure centres, gymnasiums, swimming pools, parks, gardens, foreshore, sporting venue</p>	2 - 3 percent (see Note 1)
<p><b>Education</b> Schools</p> <p>Tertiary institutions</p>	2 - 3 percent (see Note 2) 2 percent (see Note 2)
<p><b>Entertainment</b> Theatres, libraries, art galleries, sports centres, entertainment centres</p>	3 - 4 percent (see Note 1)
<p><b>Medical</b> Hospitals Medical Centres (including community health centres, radiology units, rehabilitation units)</p>	3 - 4 percent 3 percent (see Note 3)
<p><b>Post Office</b> Usually combined with retail/commercial</p>	see Note 1
<p><b>Religious Centre</b> Individual churches or religious centres</p>	see Note 3

**Notes:**

1. Where a facility of this type is located in a retail/commercial area, at least one space should be located close to that facility to maximise convenience for users of the parking space.
2. For all schools, TAFE or other institutions with limited parking facilities, spaces should be provided on request where justified. Two percent can be taken as a general guide. This would usually be appropriate to tertiary institutions with large car parks.
3. To be provided as needed in consultation with management of centre or church.

# Environmental Planning and Assessment Act, 1979

## Section 79C

### Evaluation

(1) **Matters for consideration—general**

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

- (a) the provisions of:
  - (i) any environmental planning instrument, and
  - (ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority, and
  - (iii) any development control plan, and
  - (iv) the regulations (to the extent that they prescribe matters for the purpose of this paragraph),that apply to the land to which the development application relates,
- (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,
- (c) the suitability of the site for the development,
- (d) any submissions made in accordance with this Act or the regulations,
- (e) the public interest.

(2) **Compliance with non-discretionary development standards—development other than complying development**

If an environmental planning instrument or a regulation contains non-discretionary development standards and development, not being complying development, the subject of a development application complies with those standards, the consent authority:

- (a) is not entitled to take those standards into further consideration in determining the development application, and
- (b) must not refuse the application on the ground that the development does not comply with those standards, and
- (c) must not impose a condition of consent that has the same, or substantially the same, effect as those standards but is more onerous than those standards,

and the discretion of the consent authority under this section and section 80 is limited accordingly.

(3) If an environmental planning instrument or a regulation contains non-discretionary development standards and development the subject of a development application does not comply with those standards:

- (a) subsection (2) does not apply and the discretion of the consent authority under this section and section 80 is not limited as referred to in that subsection, and
- (b) a provision of an environmental planning instrument that allows flexibility in the application of a development standard may be applied to the non-discretionary development standard.

**Note.** The application of non-discretionary development standards to complying development is dealt with in section 85A (3) and (4).

(4) **Consent where an accreditation is in force**

A consent authority must not refuse to grant consent to development on the ground that any component, process or design relating to the development is unsatisfactory if the component, process or design is accredited in accordance with the regulations.

(5) A consent authority and an employee of a consent authority do not incur any liability as a consequence of acting in accordance with subsection (4).

(6) **Definitions**

In this section:

- (a) reference to development extends to include a reference to the building, work, use or land proposed to be erected, carried out, undertaken or subdivided, respectively, pursuant to the grant of consent to a development application, and
- (b) **non-discretionary development standards** means development standards that are identified in an environmental planning instrument or a regulation as non-discretionary development standards.