

Table 1 shows car parking provision rates for the main land uses within the Marrickville LGA.

C1 Development must comply with car parking rates detailed in Table 1.

Table 1: Onsite car parking requirements

| Land use | Car spaces: Parking Area 1 | Car spaces: Parking Area 2 | Car spaces: Parking Area 3 |
|--|--|---|---|
| RESIDENTIAL | | | |
| Boarding house | To be consistent with standards under the ARH SEPP 2009¹ for caretaker +0.2 per boarding room for residents | To be consistent with standards under the ARH SEPP 2009¹ for caretaker +0.25 per boarding room for residents | To be consistent with standards under the ARH SEPP 2009¹ for caretaker +0.25 per boarding room for residents |
| Backpackers' accommodation; tourist and visitors' accommodation | 1 per 300m ² GFA | 1 per 200m ² GFA | 1 per 100m ² GFA |
| Dwelling houses (incl. attached, semi-detached and secondary dwellings) | 1 per dwelling house or 1 per principal dwelling and secondary dwelling combined | 1 per dwelling house or 1 per principal dwelling and secondary dwelling combined | 1 per dwelling house or 1 per principal dwelling and secondary dwelling combined |
| Hostel (incl. aged) | 1 per 5 staff for staff + 1 per 20 beds for residents & visitors + 1 for ambulance | 1 per 4 staff for staff + 1 per 15 beds for residents & visitors + 1 for ambulance | 1 per 3 staff for staff + 1 per 10 beds for residents & visitors + 1 for ambulance |
| Hotel or motel accommodation; serviced apartments | 1 per 5 staff for staff + 1 per 5 units for residents | 1 per 4 staff for staff + 1 per 3 units for residents | 1 per 3 staff for staff + 1 per 2 units for residents |
| All residential flat buildings and shoptop housing with 7 or more units – non-adaptable units | 0.2 per studio + 0.4 per 1br unit + 0.8 per 2br unit + 1.1 per 3+br unit for residents | 0.4 per studio + 0.5 per 1br unit + 1.0 per 2br unit + 1.2 per 3+br unit for residents + 0.1 per unit for visitors | 0.6 per studio + 0.8 per 1br unit + 1.2 per 2br unit + 1.2 per 3+br unit for residents + 0.1 per unit for visitors |
| All residential flat buildings and shoptop housing with 7 or more units - adaptable units | 1 mobility space per studio, 1br, 2br or 3+br unit for residents | 1 mobility space per studio, 1br, 2br or 3+br unit for residents + 0.25 visitor mobility spaces per resident mobility space | 1 mobility space per studio, 1br, 2br or 3+br unit for residents + 0.25 visitor mobility spaces per resident mobility space |
| Shoptop housing – developments with 6 or less units | 0.2 per studio or 1br unit + 0.5 per 2 or 3+br unit for residents | 0.25 per studio or 1br unit + 0.5 per 2 or 3+br unit for residents | 0.25 per studio or 1br unit + 0.5 per 2 or 3+br unit for residents |
| Seniors housing | 0.2 per unit for residents + 1 per 5 units for visitors & carers | 0.33 per unit for residents + 0.33 per unit for visitors & carers | 0.5 per unit for residents + 0.33 per unit for visitors & carers |
| BUSINESS & RETAIL | | | |
| Business premises; retail premises; shops | | | |
| Up to 500m ² | 1 per 100m ² GFA for customers & staff | 1 per 80m ² GFA for customers & staff | 1 per 50m ² GFA for customers & staff |
| 500-750m ² | 5 + 1 per 65m ² GFA over 500m ² GFA for customers & staff | 7 + 1 per 45m ² GFA over 500m ² GFA for customers & staff | 10 + 1 per 30m ² GFA over 500m ² GFA for customers & staff |
| 750-1,000m ² | 9 + 1 per 45m ² GFA over 750m ² GFA for customers & staff | 12 + 1 per 35m ² GFA over 750m ² GFA for customers & staff | 19 + 1 per 25m ² GFA over 750m ² GFA for customers & staff |

PART 2: GENERIC PROVISIONS

| Land use | Car spaces: Parking Area 1 | Car spaces: Parking Area 2 | Car spaces: Parking Area 3 |
|---|---|---|--|
| Over 1,000m ² | 15 + 1 per 35m ² GFA over 1000m ² GFA for customers & staff | 20 + 1 per 30m ² GFA over 1,000m ² GFA for customers & staff | 29 + 1 per 20m ² GFA over 1000m ² GFA for customers & staff |
| Entertainment facilities | 1 per 60m ² GFA for those purposes | 1 per 50m ² GFA for those purposes | 1 per 40m ² GFA for those purposes |
| Function centres / Community centres | 1 per 80m ² GFA | 1 per 60m ² GFA | 1 per 40m ² GFA |
| Funeral homes | 1 per 12 seats for patrons & staff | 1 per 10 seats for patrons & staff | 1 per 5 seats for patrons & staff |
| Health consulting rooms; medical centres | 1 per 100m ² GFA | 1 per 80m ² GFA | 1 per 60m ² GFA |
| Office premises | 1 per 100m ² GFA for staff & visitors | 1 per 80m ² GFA for staff & visitors | 1 per 60m ² GFA for staff & visitors |
| Registered clubs; nightclubs; bar component of hotel or motel accommodation | 1 per 6 staff for patrons & staff | 1 per 5 staff for staff + 1 per 30 patrons (as per patron limit on license) for patrons | 1 per 3 staff for staff + 1 per 10 patrons (as per patron limit on license) for patrons |
| Restaurant and takeaway food or drink premises | 1 per 100m ² GFA for customers & staff | 1 per 80m ² GFA for customers & staff | 1 per 50m ² GFA for customers & staff |
| Service station and ancillary uses | 1 per 100m ² GFA shop area for customers + 1 per 5 vehicle repair bays for staff | 1 per 80m ² GFA shop area for customers + 1 per 4 vehicle repair bays for staff | 1 per 50m ² GFA shop area for customers + 1 per 3 vehicle repair bays for staff |
| Drive-in/take-away food premises | 1 per 30m ² GFA (or part thereof) plus queuing facility for minimum of 6 cars | 1 per 25m ² GFA (or part thereof) plus queuing facility for minimum of 6 cars | 1 per 20m ² GFA (or part thereof) plus queuing facility for minimum of 6 cars |
| Vehicle sales or hire premises | 1 per 300m ² of site area for customers & staff | 1 per 250m ² of site area for customers & staff | 1 per 200m ² of site area for customers & staff |
| Brothels and other sex service premises | 1 per 100m ² GFA for customers & staff | 1 per 80m ² GFA for customers & staff | 1 per 50m ² GFA for customers & staff |
| INDUSTRY & WAREHOUSE | | | |
| Bulky goods premises | 1 per 150m ² GFA for customers & staff | 1 per 125m ² GFA for customers & staff | 1 per 100m ² GFA for customers & staff |
| Industry; light industry; Warehouse and distribution centres | 1 per 300m ² GFA for customers & staff | 1 per 250m ² GFA for customers & staff | 1 per 200m ² GFA for customers & staff |
| Vehicle body repair workshops | 1 per 50m ² GFA | 1 per 40m ² GFA | 1 per 30m ² GFA |
| Vehicle repair stations | 1 per 50m ² GFA | 1 per 40m ² GFA | 1 per 30m ² GFA |
| RECREATION | | | |
| Indoor recreation facility | 1 per 100m ² GFA for those purposes | 1 per 75m ² GFA for those purposes | 1 per 50m ² GFA for those purposes |
| Outdoor recreation facility | Tennis court: 1 per 2 courts; Bowling green: 5 for the first green plus 2 per additional green - for customers & staff. | Tennis court: 1 per court; Bowling green: 10 for the first green plus 5 per additional green - for customers & staff. | Tennis court: 1 per court; Bowling green: 15 for the first green plus 10 per additional green - for customers & staff. |
| INFRASTRUCTURE | | | |
| Child care centres | 1 per 50m ² GFA | 1 per 40m ² GFA | 1 per 30m ² GFA |
| Tertiary education establishments | 1 per 5 staff for staff + 1 per 30 full-time students for students | 1 per 4 staff for staff + 1 per 25 full-time students for students | 1 per 3 staff for staff + 1 per 15 full-time students for students |

| Land use | Car spaces: Parking Area 1 | Car spaces: Parking Area 2 | Car spaces: Parking Area 3 |
|--------------------------|--|---|---|
| Hospitals | 1 per 10 beds for patients & visitors + 1 per 4 staff for staff + ambulance facility | 1 per 8 beds for patients & visitors + 1 per 3 staff for staff + ambulance facility | 1 per 5 beds for patients & visitors + 1 per 2 staff for staff + ambulance facility |
| Places of public worship | 1 per 50m ² GFA for patrons & staff | 40m ² GFA for patrons & staff | 1 per 30m ² GFA for patrons & staff |
| Schools | 1 per 5 staff for staff and dropoff & pickup facility for parents & carers | 1 per 4 staff for staff plus + dropoff & pickup facility for parents & carers | 1 per 2 staff for staff + dropoff & pickup facility for parents & carers |

- C2** The following points must be considered in the calculation of car parking provision rates:
- i. Table 1 above reproduces adaptable dwelling parking requirements within Section 2.5.10 of this DCP – in the event of any inconsistency, Table 1 above shall prevail
 - ii. Service and delivery (truck) parking rates specified in Table 6 are to be applied in addition to (car) parking rates specified in Table 1;
 - iii. Required parking is to be excluded from GFA calculations, with any additional parking added to GFA calculations;
 - iv. Calculated parking provision numbers must be checked against a merit assessment to ensure appropriateness for the intended land use;
 - v. When calculating the total required number of car parking spaces (including car parking spaces required for people with disabilities and bicycle and motor cycle parking spaces) –if the result is not a whole number, it must be rounded UP or DOWN to the nearest whole number. For example –
2.5 spaces = 3 spaces required
4.4 spaces = 4 spaces required
Fractional calculated provision numbers must be rounded up or down to the nearest whole figure (for example, 1.4 spaces would become one space, while 1.5 or 1.6 would become two spaces);
 - ~~iv-vi.~~ For mixed use developments, calculations for each of the different uses should be carried out separately and rounded to whole figures (as described above);
 - ~~v-vii.~~ For residential uses, parking calculations for adaptable dwellings, non-adaptable dwellings and visitors should be carried out separately and rounded to whole figures (as described above);
 - ~~vi-viii.~~ For residential uses, parking calculations for non-adaptable unit types (studio, 1br, 2br & 3+br) should be carried out together, then rounded;
 - ~~vii-ix.~~ Parking for different land uses in a mixed use development and for different parking users, such as residents and visitors, should be provided separately and be marked or signposted to indicate the intended user; In assessing provision of parking, consideration should be given to shared use of adjacent public or private domain parking between time-separated land uses, such as office use by day and club use by night;
 - ~~viii-x.~~ Visitor car parking is not required for residential flat building developments in commercial centres (Parking Area 1), nor is visitor car parking required for shoptop housing developments with six

PART 2: GENERIC PROVISIONS

units or less in any Parking Area. This is due to space constraints involved with small-lot developments;

- ~~ix~~.xi. Calculation of parking provision for uses not specified in Table 1 above is to be undertaken on merit, guided by the RMS *Guide to Traffic Generating Developments* rates reduced by 30, 25 and 20% for Parking Areas 1, 2 & 3 respectively;
- ~~x~~.xii. Parking rates for vehicle repair and vehicle body repair stations are intended for staff and do not take into consideration areas that are to be used for vehicles being worked on, waiting to be worked on or waiting to be picked up. The area to be used for these purposes must also be provided on-site and in a manner that does not adversely impact on surrounding amenity or availability of on street parking.

Residential Flat Building parking calculation example - 20 units in Parking Area 2:

4 adaptable units (any type) – 4.0 mobility spaces required

Visitor parking – 2.0 spaces required

3 studio units (non-adaptable) – 0.9 spaces required

4 1br units (non-adaptable) – 1.6 spaces required

6 2br units (non-adaptable) – 4.8 spaces required

3 3br units (non-adaptable) – 3.0 spaces required

Add parking for non-adaptable units - $0.9 + 1.6 + 4.8 + 3.0 = 10.3$, then round down to 10 spaces. Add 4 mobility spaces and 2 visitor spaces. Total parking = 16 spaces, allocated between adaptable units, visitors and non-adaptable units.

- C3** Council may waive its requirements for onsite parking provision for low density housing, where such provisions (in the form of a garage, carport or hardstand area) +:
- i. Has adverse impacts on the existing streetscape;
 - ii. Disrupts the existing pattern where the majority of the adjoining dwellings have no provisions for onsite parking; and
 - iii. Is inconsistent with the desired future character of the area.

For further design information on parking for low density housing, refer to MDCP 2011 Section 4.1 Low Density Residential Development, Part 4.1.7 Car Parking.