



Part 8

Parking

Application

This Guideline applies to the following development categories:

- All development within the extent of land identified on the Land Application Map - Sheet LAP-001 of the Ashfield LEP 2013.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To ensure the provision of off-street parking satisfies the needs of occupants, residents and visitors, including people with disabilities, and provides an appropriate balance between public and private transport having regard to the capacity of the local road network.
- To minimise loss of on street parking.
- To manage traffic safely and efficiently, and in particular, avoid conflicts between pedestrians and vehicles.
- To reduce the environmental impact of on-site surface carparking, including through appropriate stormwater treatment and landscaping.
- To minimise the impact of carparking on the public domain, including ensuring that it does not create inactive interfaces between the public and private domains and is consistent with streetscape quality outcomes.
- To ensure provision is made for loading and unloading facilities separated from resident and visitor parking in order to eliminate any conflicts.
- To provide guidelines for the design of parking facilities to ensure that they are safe and efficient and consistent with desirable characteristics and environmental standards.
- To encourage sustainable transport such as bicycles, motor cycles and walking.
- To consider the capacity of local roads and intersections.
- To be flexible in approach provided the purpose of this Part is met.



Section 1 - General Principles

What are the general issues you need to consider when assessing your parking requirements?

Depending on the type of development:

- the objectives and standards set out in this Part including design solutions;
- provisions of any other Parts of Inner West DCP 2016 that apply to your proposal;
- likely demand for on-site parking and space for loading/servicing generated by the development;
- availability of public transport in the near vicinity to service any parking demands generated by the development;
- traffic volumes on the surrounding road network;
- type of transport most people will use to travel to the building including bikes and motorcycles;
- peak use times of the development including shift changeovers;
- if there are multiple uses involved in a particular proposal, their hours of operation;
- how parking and servicing facilities will visually impact on the streetscape;
- how needs of people with a disability and cyclists/motorcyclists will be catered for;
- whether there is a problem with on street car parking in the vicinity - is on street parking at a premium at certain times and does this cause "overspill" parking into residential areas adjoining commercial zones that may impact on resident amenity?
- safety and design issues - for example, driveways should be located where they will cause least disruption to traffic, pedestrians, retail frontages or footpath awnings.

How are the requirements calculated for mixed developments that contain different types of uses?

For mixed developments incorporating different categories of uses, a separate calculation will be made for each component. If the use of the building is likely to change in the future, this will usually mean more parking is needed. Proposals should allow for the maximum amount of car parking possible or Council might not be able to

approve a future application because of a lack of parking.

What are the parking requirements where the use of existing premises is to be changed or an existing building is being altered/extended?

Council will apply parking credits in relation to changes of use and/or alterations and extensions to existing buildings that are legitimate uses based on the parking requirements detailed in **Section 2** of this Part. This is to ensure that applicants are not unfairly penalised in situations where an existing property is operating legally but has insufficient parking relative to the requirements of this Part. In this situation the additional parking to be provided for the development (if any) is the difference between what is required for the proposed use and that required for the current use.

Example

Current Use: Shop 120m² gross floor area.

Parking requirement for existing shop - 1 space per 40m² gross floor area = 3 spaces

Credit: (3 spaces required - no spaces available) = 3 spaces.

Proposed use: Convert shop to restaurant use and add 80m² gross floor area

Parking requirement for restaurant 200m² - 1 space per 40m² gross floor area = 5 spaces

Final Requirement with Credit: Parking requirement (5 spaces) less allocated credit (3 spaces)

Final requirement = 2 spaces*

*The amount of additional parking needed is reduced by the figure specified under this Part for the current shop use.

Notes:

- *Except in unusual circumstances, credits will not apply where a site is being fully or significantly redeveloped. As a guide, if more than 50% of the building fabric is being demolished, parking credits will not apply. In these circumstances, the proposal will need to provide parking in accordance with the*



relevant requirements of Section 4 of this Part.

- Parking required by earlier approvals must be maintained and may need to be redesigned to comply with the layout criteria specified in this Part.
- All proposals should allow for the maximum amount of car parking possible or Council might not be able to approve a future proposal because of a lack of parking.
- Loading and unloading facilities will need to be provided

To encourage full utilisation of existing buildings and to maintain a healthy business environment, no additional parking is required within Ashfield Town Centre or within Croydon Urban Village for development that involves existing gross floor area or comprises a change of use of existing gross floor area. This applies irrespective of the type of use proposed. Refer to **Part D1 - Map 1**, and **Part D4 - Map 1** in this DCP that illustrate the specific areas where this concession applies.

Is more parking needed when renovating buildings?

No additional parking is required where an existing building is simply being renovated for an existing approved use.

Do I need loading and unloading facilities?

Loading and unloading facilities on the property needs to be provided for all business, commercial, industrial, office, retail and storage uses and any other use where regular deliveries of goods are made to or from the site.

Are variations to Council's parking requirements acceptable?

If the standards specified in this Part and other relevant Parts of this DCP is met, then the proposal will meet Council's requirements.

Where Council considers an application satisfies the purposes of this Part in another way, Council may grant consent to the application even if one or more of the performance criteria/standards are not complied with. Except for minor variations, information to justify any departures should take the form of a Traffic and Parking Assessment Report. This is also required routinely for certain applications - see **Table 3**. This needs to include information on:

- the proposed development, gross floor area and how it will operate including proposed hours of operation and number/expected mode of travel for employees/clients.
- Demographics/targeted market for the development and likely modes of travel.
- existing traffic and parking conditions in the locality and opportunities for improvement.
- public transport availability/accessibility - peak and off-peak.
- proposed traffic, parking and access arrangements including pedestrian links, bicycle access/storage and parking including parking for people with disabilities.
- the likely impact of the development on the surrounding street system including traffic generation/distribution and on-street car parking availability.
- A statement explaining precisely why a variation to the requirements of this Part is justified.

When considering whether to vary a requirement of this Part Council will consider the following:

- whether the use is close to public transport facilities.
- site characteristics - is it practical to provide off street parking?
- the size and type of the development, economic viability of the proposal, staff numbers and peak hours of operation.
- whether there is other available parking including public parking in the vicinity.
- location of other land uses such as schools, local services, employment centres retail and recreation facilities that have parking and whether their proximity would reduce the need for vehicle trips.
- existing and likely future traffic volumes on the surrounding road network.
- the type of services provided by the development, their origin and destination and whether they contribute to the vitality and viability of the business centre.
- environmental impacts at different times of the day.
- whether the development involves the use of a historic building or is in a heritage conservation area and parking might adversely impact on the curtilage of the site or the appearance of the conservation area



or where the planning benefits of a particular proposal might justify parking concessions.

- consequences of not providing the required parking.
- whether the development is otherwise consistent with the aims and objectives of this Part.

Alternatives to on-site parking - are financial contributions acceptable?

The objective is to provide parking on the site. However, there are situations where this cannot be achieved or where providing all car parking on the site might have an adverse impact. Decisions to accept contributions are influenced by:

- existence of a contributions plan
- ability of Council to provide the spaces in the locality in existing or
- proposed public parking areas
- physical site constraints
- amount of deficiency

Some important things you need to know about contributions:

- Parking for occupiers of residences must be provided on the property.
- Contributions will not entitle specific parking spaces within public parking areas to be available to particular developments.
- Ashfield Town Centre - Car parking spaces for non-residential development and for residential visitor spaces in the designated "core" area of the Town Centre may be provided by way of cash contribution to Council for public car parks - refer to Map of "Core" area in **Part C3 - Ashfield Town Centre** for details.
- Contributions must be paid in full prior to the release of the construction certificate or as required by the Contributions Plan, unless, upon special request, Council approves time payment plus interest. Contributions will be credited to parking trust accounts, and will be used for defraying the cost of public parking facilities already provided, establishment of new public parking areas, or the maintenance and embellishment of existing areas.

Car parking contribution amount ([Section 7.11 and 7.12, formerly Section 94 Contributions](#))

Council's **Section 94 Contribution Plans** provides for the following charges per car parking space in the nominated shopping centres where the car space is not provided on site; Council reassesses the amount payable for car parking periodically.

Table1- Parking Contribution Rates (July 2007-July 2008)	
Ashfield Town Centre	Refer to Council's Section 94 Plan
Other Centres	N/A

Do I need to provide car parking for people with disabilities?

Parking spaces, headroom and access to designated parking spaces must be provided for people with a disability in accordance with the provisions of **Section 4** of this Part, design requirements at **Section 5** and **Part A7 - Access and Mobility**.

Workplace Travel Plan

A Workplace Travel Plan (WTP) is a package of initiatives aimed at reducing car-based travel. A WTP encourages employees and visitors to make greater use of public transport, cycling, walking and car sharing. The preparation of a WTP is required for all new major developments (i.e. employing greater than 20 people). Compliance will be required by condition of approval. Strategies that may be employed in a WTP include:

- encourage the use of cycling to work by providing staff with bike parking facilities/change rooms;
- encourage walking to work by providing showers/change rooms;
- encourage the use of a carpool system
- identify the public transport options available for employees;
- identify the public transport options available for visitors to the premises.



Section 2 - Parking Standards

Performance Criteria	Design Solution		
Car parking standards for people with disabilities			
PC1. The following requirements are for use in determining the minimum number of parking spaces required for people with disabilities at different types of facilities. Where information on the likely demand for parking spaces for people with disabilities is available, it should be used. Calculations are to be rounded up or down to the nearest whole number as applicable - Refer to Table 3. Access to spaces for people with a disability must also comply with the provisions of Part A7 - Access and Mobility	DS1.1 Car parking for people with disabilities shall be provided at a minimum rate of 5 designated spaces per 100 spaces as calculated from the car-parking requirement in Table 3.		
	DS1.2 In the case of club, entertainment, and medical facilities or for community facilities that cater for people who may have mobility problems, parking for people with disabilities is to be provided at the rate of 3 designated spaces per 50 spaces.		
	DS1.3 Irrespective of DS 1.1 and DS1.2 above, provision is to be made for a minimum of 1 designated space for people with disabilities in any car park with a capacity of more than 10 spaces as calculated from the car-parking requirement in Table 3.		
	DS1.4 Spaces for people with disabilities are to be signposted at a height of 1.5m, line marked with the international symbol and located as close as possible to the nearest ramp, lift or entrance.		
Bicycle and motor cycle parking			
PC2. The Inner West Council strongly encourages the use of bicycles and motorcycles as a contribution to more environmentally sustainable transport. Local trips by cycle are often a realistic form of transport. In all areas new development must make adequate provision for cycles to ensure this sustainable mode of transport can be easily used by occupiers of new residential and commercial property.	DS2.1 Bicycle and motorcycle parking is to be as detailed below. If your use is not specifically mentioned the nearest comparable use will apply.		
	Table 2 - Bicycle Parking (lockable) required for various land uses:		
	Land use	Employees/Occupants	Visitors/Customers
	Automotive Related Uses (Car Repair Stations, Motor Showrooms, Panel Beaters and Service Stations)	1 per 5 employees	n/a
	Amusement centre	1 per 20 employees	2 + 1 per 50m ² gross floor area
	Backpackers Hostel	1 per 20 occupants	n/a
Boarding House	1 per 4 bedrooms	1 per 16 bedrooms	



Performance Criteria	Design Solution		
	Bank	1 per 20 employees	1 per 200 m ² gross floor area
	Bus station	1 per 20 employees	1 per bus bay
	Child Care Centres	1 per 4 employees	n/a
	Cinema	1 per 20 employees	1 per 50 seats
	Clubs	4 per 100m ² lounge bar and beer garden	
	Educational Institutions	1 per 20 employees	Schools: 1 per 5 full time students over year 4. Colleges: 1 per 20 full time students
	Flats	1 per 10 flats in an accessible communal area if no lockable garage provided	1 per 10 flats in an accessible communal area
	Gymnasiums	1 per 400m ² gross floor area	1 per 200m ² gross floor area
	Hospital	1 per 20 employees	1 per 30 beds
	Hotels	4 per 100m ² lounge bar and beer garden	
	Industrial	Factory 1 per 150m ² gross floor area. Warehouse 1 per 1000m ² gross floor area	n/a
	Motels	n/a	1 per 40 units
	Nursing Homes	1 per 20 employees	1 per 30 beds
	Offices	1 per 20 employees	1 per 250 m ² gross floor



Performance Criteria	Design Solution		
			area
	Places of Assembly/Worship	n/a	1 per 20 seats
	Post Office	1 per 20 employees	1 per 200 m ² gross floor area
	Restaurant	1 per 20 employees	1 per 50 seats
	Recreation Facilities	1 per 20 employees	2 + 1 per 100m ² gross floor area
	Retail	1 per 20 employees	1 per 250m ² gross floor area
	Sportsground	1 per 20 employees	1 per 250 spectator places
	Car parks catering for commuters	5% of total parking supply	
<i>Note: Calculations are to be rounded up or down to nearest whole number</i>			
	DS2.2 Motorcycle parking spaces 2.5m x 1.3m are required in addition to those for bicycles and are to be provided for sites containing 25 or more car parking spaces at the rate of 1 space per 25 car parking spaces in a communal area accessible to residents/staff/visitors or other users of the parking facility. Calculations are to be rounded up or down to the nearest whole number - see Table 3 .		
Parking rates for specific land uses			
	DS3.1 Car parking rates for specific land uses must be in accordance with Table 3 - Car Parking Rates		
	DS3.2 Definition of gross floor area Except where otherwise described in Table 3 , a car-parking rate per square metre of gross floor area is to be calculated. Gross floor area is defined as follows: “the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building measured at a height of 1.4 metres above the floor and includes”: <ul style="list-style-type: none">• The area of a mezzanine;• Habitable rooms in a basement or an		



Performance Criteria	Design Solution
	<p>attic;</p> <ul style="list-style-type: none"> Any shop auditorium, cinema, and the like, in a base or attic but excludes; Any area for common vertical circulation, such as lifts and stairs, and Any basement <ul style="list-style-type: none"> storage; <p>And</p> <ul style="list-style-type: none"> vehicular access, loading areas, garbage and services; plant rooms, lift towers and other areas used exclusively for mechanical services or ducting; car parking to meet any requirements of the consent authority (including access to that car parking); any space used for loading or unloading of goods (including access to it); terraces and balconies with outer walls less than 1.4 metres high; <p>And</p> <ul style="list-style-type: none"> voids above a floor at the level of a storey above
	<p>DS3.3 Ashfield Town Centre & Croydon Urban Village Parking Concession - Use of Existing Gross Floor Areas and Changes of Use</p> <p>No additional parking is required in the Ashfield Town Centre or within the Croydon Urban Village for development that involves existing gross floor area or comprises a change of use of existing gross floor area only.</p> <p>This applies irrespective of the type of use proposed. The objective is to encourage business investment by adopting a flexible approach to off-street parking need that recognises the particular built form characteristics of these areas, their proximity to public transport, current time limited on-street parking controls and the availability of off-street car parking within reasonable walking distance.</p>
	<p>DS3.4 Calculation Advice</p> <p>When <u>After</u> 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 will need to <u>must</u> be rounded UP or DOWN to the nearest whole number <u>UP or DOWN to the next whole number for fractions that are 0.5 or greater OR the figure is to be rounded DOWN to the next whole number for fractions that are less than 0.5</u> Example -</p> <p>2.5 spaces = 3 spaces required</p>



Performance Criteria	Design Solution
	4.4 spaces = 4 spaces required.

TABLE 3 - CAR PARKING RATES - (Refer to DS2.1 for rates applying to bicycles/ motor cycles).

LAND USE	<i>Note: Individual land Uses under each main heading appear in alphabetical order. In cases where a specific land use is not listed below refer to the nearest comparable land use.</i>	
Boarding Houses and Group Homes	<u>To be consistent with standards under the ARH SEPP 2009</u> 1 space per staff member. Parking rate for residents to be assessed on merit of application	Assessment should consider type of dwelling and residents
Dual Occupancy	1 space for each dwelling	Refer also to Part F16 Dwelling House and Dual Occupancy of the Inner West DCP 2016
Dwelling House	1 space per dwelling (preferably 2)	Refer also to Part F16 Dwelling House and Dual Occupancy of the Inner West DCP 2016
Housing for Aged Persons or for People with a Disability	<u>Resident funded developments</u> 2 spaces per 3 self-contained units plus 1 visitor space for every 5 units. <u>Subsidised developments</u> 1space per 10 self-contained units plus 1 visitor space per 10 units Each car parking space (except for staff) must not be less than 5.4 metres x 3.2 metres or the design of the development must be such as to enable the size of the car parking space to be increased to an area of not less than 5.4 metres x 3.2 metres.	For self-contained units, additional visitor parking is not required if at least half the spaces for residents are unassigned and accessible to visitors. Minimum floor to ceiling clearance height of 2.5m above all resident car spaces is required.
<u>Hotel or Motel Accommodation</u> <u>Motels/Hotels/guest houses/ and bed and Breakfast houses.</u>	1 space per accommodation unit, plus 1 space for every 2 employees on duty at any one time plus 1 space if resident manager Restaurants etc. associated with the development and open to the general public require additional parking at the rate of 1 space/3 seats.	Reductions in parking needed for restaurants and function rooms may be considered if evidence is provided that the additional use is not fully additive. Adequate provision is to be made for taxis and coaches in larger hotels and tourist facilities.
Multi-unit housing in R3- Medium Density Residential Zones Multi-Dwelling Housing (eg. Townhouses)	1 car space per unit plus 1 additional space for every five 2 -bedroom units, plus 1 additional space for every two 3 - bedroom units; 1 visitor space required per 5 units plus 1 car wash bay. 1 accessible car parking space to be provided for each accessible/adaptable	Refer also to Part F25 Residential Flat Buildings of this DCP. Minimum floor to ceiling clearance height of 2.5m above car spaces provided for adaptable and accessible units is required. For requirements relating to Mixed Commercial/Retail and Residential Development in Business zones see car



	residential unit. Refer to Part A7- Access and Mobility .	parking requirements table for Business uses. Allocation of car spaces to be clearly indicated on strata plan.
Residential Flat Buildings in B1 - Neighbourhood Centre Zone, B2 - Local Centre Zone and B4 - Mixed Use Zone	Minimum of 1 space for all dwellings Parking for visitors at the rate of 1 space for every 4 dwellings including serviced apartments plus 1 car wash bay.	Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.
Youth Hostel/Backpacker Hostel	1 space for each 5 occupants/lodgers, plus 1 space for any resident manager, plus 1 space for each 2 employees.	Applies to uses where the accommodation is directed to travellers, a majority of who do not use private motor vehicles.

Recreation Facilities	Car Parking Requirement	Advisory Notes
Bowling Alley/ Squash Courts/Tennis Courts	3 spaces per court or lane, plus 1 space per 2 staff.	
Bowling Greens	30 spaces for first green and 15 spaces for each additional green.	
Gymnasiums	4 spaces per 100m ² gross floor area	Council will consider location of premises, proximity to transport services and any public parking. Allow for class changeovers. Traffic and Parking Assessment Report required.
Swimming Pools	Requirement assessed on merit	A Traffic and Parking Assessment Report is required.

Business	Car Parking Requirement	Advisory Notes
Amusement Centre	1 space per 40 m ² if less than 120 m ² gross floor area. 1 space per 30 m ² if between 120 m ² - 1000 m ² gross floor area. 1 space per 22 m ² if greater than 1000 m ² gross floor area.	
Auction Rooms	See advisory notes	Will be considered individually based on the type of auction and the operating times. A Traffic and Parking Assessment Report is required.
Bulky Goods Salesroom or Showroom	1 space per 28m ² gross floor area	Parking provision might be considered at lower rate if supported by a Traffic and Parking Assessment Report
Car Repair Stations Panel Beaters, Spray painters	6 spaces per work bay	
Car Tyre Retail Outlets	3 spaces per 100m ² gross floor area or 3 spaces per work-bay, whichever is the greater.	
Catering and Reception	1 space per 3 guest seats, plus 1 space per 2 employees	
Clubs - Licensed	1space /6m ² bar, lounge, and dining room	A Traffic and Parking Assessment Report



and Non-Licensed	floor area plus 1 space per 6 seats in an auditorium plus 1 space per 3 employees.	must be submitted. Refer also to Part A7- Access and Mobility . Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.
Commercial Premises including office premises, business premises, retail premises (includes shops and kiosks, but does not include 'bulky goods' premises)	1 space per 40 m ² gross floor area plus 1 space if resident manager or caretaker. Commercial developments with a gross floor area in excess of 200m ² are to provide one suitably located and signposted courier parking space.	Refer also to Part A7- Access and Mobility . Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.
Drive-In Liquor Outlet	1 space per 8m ² gross floor area, plus 1 space per 5 seats.	Refer to Section 3 - Design Requirements of this Part for driveway design criteria. Refers to a free-standing establishment - not in a shopping centre or mixed development.
Entertainment Facility	Car parking will be calculated on the characteristics of the facility and hours of operation.	A submission based on analysis of other similar facilities may be required. As a guide 1 space per 6 seats is recommended. Refer also to Part A7- Access and Mobility . Minimum floor to ceiling clearance height of 2.5m above car spaces for people with a disability is required.
Funeral parlours	1 space per 3 seats	Facilities to be provided for official cars to be driven to and from an entrance within the property.
<u>Pub/Hotel</u>	<u>Minimum:</u> <u>1 space per 6 staff and</u> <u>1 space per 30 patrons</u> <u>Maximum:</u> <u>1 space per 3 staff and</u> <u>1 space per 10 patrons</u> 1 space per unit or bedroom, plus 1.5 spaces per 2 full time staff, plus 1 space if resident manager plus 1 visitor space per 5 bedrooms plus 1 space /6m ² bar, lounge, and dining room floor area.	A Traffic and Parking Assessment Report is required.
Market	2 spaces per stall	
Motor showroom	0.75 spaces per 100m ² site area used for this purpose, plus 6 spaces per service /work bay	Where vehicle servicing is provided, additional off-street parking is to be provided. As a guide, 6 spaces/work bay is required. Provision is to be made on site for adequate facilities for off street loading/unloading of vehicles.
Plant Nursery	1 space per 30m ² gross floor area of any building used for the retailing of plants and	Loading and servicing areas required.



	<p>associated products, plus 1 space per 45m² gross floor area for outdoor areas used for display purposes associated with retail sales,</p> <p>plus 1 space per 200m² gross floor area for areas used exclusively for propagation or storage, whether indoor or outdoor.</p>	
<p>Food and Drink Premises including;</p> <p>restaurant</p> <p>café</p> <p>take away food and drink premises</p> <p>kiosks</p> <p>does not include a pub.</p>	1 space per 40 m ² gross floor area.	<p>Council will consider a variation in requirements for premises based on:</p> <ul style="list-style-type: none"> - Proximity of premises to public transport and proximity of premises to public car parks with excess capacity. - Operating hours - Location/availability of public parking or on-street parking. - Number of seats. - Likely turnover of customers - How residents are affected in terms of the amenity of area (noise etc.), whether a change of use only is proposed that means only limited on-site parking can be provided. - Loading and service areas required. - Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.
Retail shops	<p>1 space per 40 m² gross floor area plus 1 space if resident manager or caretaker.</p> <p>For local 'corner' shops, parking will be assessed on a case-by-case basis.</p>	<p>Refer also to Part A7- Access and Mobility.</p> <p>Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.</p>
Service Stations	Minimum 4 spaces, plus 6 spaces per service/work bay.	<p>Convenience stores and restaurants attached to a service station will require additional parking calculated at the respective rates for shops and restaurants applied to the standards that apply to those uses.</p> <p>Total parking may be reduced where it can be demonstrated that times of peak demand for facilities does not coincide.</p> <p>Spaces beside petrol bowers do not count as required spaces.</p>
Stadia Theatres, Places of Public Assembly/Public Halls	1 space per 10 seats	<p>A Traffic and Parking Assessment Report is required.</p> <p>Refer also Part A7- Access and Mobility.</p> <p>Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.</p>



Serviced apartments (self contained accommodation similar in operation to that of a hotel)	Refer to requirements for Hotels	
Vehicle body repair workshop, Panel beaters, Spray Painters	6 spaces per work bay	
Veterinary Hospital	1 space per 40m ² if less than 120m ² gross floor area plus 1 space per 30m ² between 120m ² 1000m ² gross floor area plus 1 space per 22m ² if greater than 1000m ² gross floor area.	
Video shop	1 space per 17 m ² gross floor area	Parking provision might be supported at a lower rate if supported by traffic impact study. Evening peak traffic needs to be considered near premises.

Health & Community Facilities	Parking Requirement	Advisory Notes
Child care Centre/Kindergarten/Pre-School	1 space per 4 children	A temporary pick-up and drop-off area is to be provided on site so that vehicles can enter or leave the site moving in a forward direction without conflicting with other traffic/parking movements. A Traffic and Parking Assessment Report is to be submitted.
Hospital	1 space per 3 beds, plus 1 space per 2 day shift staff or practitioners, plus 1 ambulance space plus 1space per 1 full time night-shift employee. Designated standing areas for ambulances.	Loading/unloading facilities to be provided including facilities for removal of contaminated waste. Parking for people with a disability is required. Standing area/drop off point to be designed so that ambulances/cars can enter or leave the site moving in a forward direction and without conflicting with other traffic/parking movements. A Traffic and Parking Assessment Report is required.
Medical centres	1 space per 25 m ² gross floor area.	Parking facilities for patients must be suitably signposted and provided in a convenient location. Parking for people with disabilities is required. Minimum floor to ceiling clearance height of 2.5m required above car spaces provided for people with a disability
Nursing Homes/ Convalescent Homes:	1 parking space per 10 beds for visitors plus 1space per 2 employees plus 1 space suitable for an ambulance plus 1 space suitable for a minibus if over 60 beds.	Homes accommodating more than 60 beds are to consider providing a mini-bus service. Minimum floor to ceiling clearance height of 2.5m above resident car spaces is required.
Place of Worship and Place of	1 space per 20m ² gross floor area, or 1	A detailed parking submission may be



Assembly (not mentioned elsewhere)	space per 10 seats, whichever is the greater.	required. Parking for halls will be assessed on merit.
Primary and Secondary Schools	<p>Primary Schools - 1 space per equivalent full time employee. Pick-up/set down space for students required on site at a rate of 1 space per 40 students. Space for bus parking on-site is required.</p> <p>Secondary Schools - 1 space per equivalent full time employee. Plus 1 space per 8 year 12 students Pick-up/set down space for students required on site at a rate of 1 space per 40 students. Space for bus parking on-site is required</p>	<p>Where an auditorium or similar facilities are proposed additional parking may be required.</p> <p>A Traffic and Parking Assessment Report is required</p>
Professional Consulting Rooms	3 spaces per surgery or consulting rooms, plus 1 space for each professional practitioner and other staff present at any one time.	By definition, Professional Consulting Rooms are attached to residential properties, with up to 3 practitioners. For other situations, refer to Medical Centres.
Public Buildings	<p>1 space per 60m² gross floor area in business zones</p> <p>1 space per 40m² gross floor area elsewhere</p>	Adequate space for courier deliveries necessary.
Tertiary Education	1 space per equivalent full time employee plus 1 space per 3 students	<p>Student parking rate might be reduced if a parking impact study can prove a lower rate.</p> <p>Provision is to be made for bus parking on site</p>

Industry	Parking Requirement	Advisory Notes
Light Industry	<p>1 space per 100m² gross floor area</p> <p>1 space per 300m² gross floor area for warehouse/bulk stores.</p> <p>1 space per 40m² gross floor area for ancillary office space if this is over 20% of gross floor area.</p> <p>1 space per 30m² gross floor area for ancillary retail space.</p>	The need for possible additional car parking for future change of use from a warehouse bulk store should be considered.
Warehouse	1 space per 300 m ² gross floor area	A Traffic and Parking Assessment Report is required.

Other Uses	Parking Requirements	Advisory Notes
Uses not specified in this Part	Not Specified	<p>The current Roads and Traffic Authority Guidelines for Traffic Generating Developments will be applied to developments of a minor nature including extensions etc.</p> <p>For a major proposal the application is to be supported by a Traffic and Parking Assessment Report with a recommendation as to the appropriate provision of on-site parking.</p>

