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PARKING & TRAFFIC



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5.1. Introduction

This chapter of the *Inverell Development Control Plan 2013* (IDCP) outlines the parking requirements for all development within the Inverell Local Government Area (LGA) and should be read in conjunction with Chapter 2 Subdivision, Chapter 3 Residential Development and Chapter 4 Commercial and Industrial Development.

5.2. Intent

To ensure that development/s provide adequate and well-designed on-site carparking.

5.3. Parking Space Requirements

Outcome

- To provide a rate of car parking spaces commensurate with the type of development proposed.

Acceptable Solution

- The provision of on-site vehicle parking is specified below for specific development types.
- Where a development type is not included in the **acceptable solution**, the required parking provision will be determined by Council in consideration of the individual circumstances of a proposal, supporting evidence (eg traffic impact study, parking survey etc) and other best practice guidelines.

Camping Grounds & Caravan Parks

- 1 space per site, plus 1 space per 2 employees, plus 1 space per 10 sites (visitor parking).

Child Care Centre

- 1 space per 4 children in attendance.

Commercial Premises

Business Premises

- 1 space per 40m² of Gross floor area (GFA).

Office Premises

- 1 space per 40m² of GFA.

Retail Premises

- Food and Drink Premises (pubs, restaurants and cafes) - 15 spaces per 100m² of GFA or 1 space per 3 seats plus 1 space per 3 bedrooms.
- Food and Drink Premises (drive in take-away food outlets):
 - No on-site seating - 12 spaces per 100m² of GFA.
 - With on-site seating - 12 spaces per 100m² of GFA plus the greater of 1 space per 5 seats (internal & external) or 1 space per 2 seats (internal).
 - With on-site seating and drive through facilities - Queuing areas for 5-12 cars plus the greater of 1 space per 3 seats (internal & external) or 1 space per 2 seats (internal).
- Markets - 2 spaces per stall.



- Shops (where the total GFA is less than 4000 m²) - 1 space per 25m² of GFA.
- Shops (where the total GFA is greater than 4000 m²) - 1 space per 40m² of GFA.

Note: Where a development forms a group of shops or a shopping centre, parking requirements are calculated on the total GFA of the shops rather than the total GFA of the development.

- Vehicle Sales or Hire Premises - 1 space per 100m² of site area plus 4 spaces per service bay.

Community Facility

- 1 space per 2 full time members plus 1 dedicated bus space.

Educational Establishment

- Primary or Secondary – 1 space per 1.5 full-time staff plus 1 space per 50 students.
- Tertiary or equivalent – 1 space per 1.5 full-time staff plus 1 space per 8 students.

Entertainment Facility

- 1 space per 6 seats.

Health Services Facility

- Hospitals - 1 space per 3 beds, plus 1 space per resident doctor, plus 1 space per employee, plus 1 space per ambulance.
- Medical centres and professional consulting rooms - 3 spaces per doctor plus 1 space per employee.

Industry

- 1 space per 100m² of industry GFA and 1 space per 40m² of office GFA or part thereof.

Places of Public Worship

- 1 space per 15m² of GFA.

Recreation Facility (Indoor, Outdoor or Major)

- Squash and Tennis Courts - 3 spaces per court.
- Bowling Clubs - 30 spaces for the first green and 15 spaces for each additional green.
- Bowling Alleys - 3 spaces per lane.
- Amusement Parlours - 1 space per 40m² of GFA plus bicycle parking.
- Gymnasiums - 4.5 spaces per 100m² of GFA.

Residential Accommodation

- Dwelling Houses and Dual Occupancies - 1 roofed space per dwelling.
- Multi-Unit Housing and Residential Flat Buildings - 1 roofed space per dwelling plus 1.5 visitor spaces per 2 dwellings.
- Hostels, Boarding Houses and Group Homes - 1 space per 3 beds, plus 1 space per manager, plus 2 spaces per 3 self-contained units (residents), plus 1 space per 5 self-contained units (visitors).

Restricted Premises

- 1 space per 25m² of GFA.



Service Stations

- 4 spaces per work bay, plus 5 spaces per 100m² of GFA for convenience stores, plus 15 spaces per 100m² of GFA or 1 space per 3 seats for restaurant, whichever is greater.

Storage Premises

- Storage Premises (excluding self storage) - 1 space per 300m² of GFA plus 1 space per employee.
- Self Storage Units – 1 space per employee. Units must be designed to allow suitable loading/unloading, passing of vehicles and turning circles for largest vehicle.

Tourist and Visitor Accommodation

- 1 space for each motel unit, plus 1 space per 2 employees, plus 1 space 10m² of restaurant/function facility, or 1 space per 3 seats, whichever is greater.

Vehicle Body Repair Workshops and Vehicle Repair Stations

- Vehicle Body Repair Workshops and Vehicle Repair Stations - 4 spaces per service bay.
- Car Tyre Outlets - 3 spaces per work bay or 3 spaces per 100m² of GFA, whichever is greater.

Veterinary Hospitals

- 3 spaces per practitioner plus 1 space per employee.

Warehouse or Distribution Centre

- 1 space per 300m² of GFA plus 1 space per employee.

Wholesale Supplies

- 1 space per 50m² of GFA.

5.4. Provision of Car Parking

Outcome

- To ensure the supply of on-site car parking is consistent with the demand likely to be generated.

Acceptable Solution

New Development

- The total number of on-site parking spaces provided must be in accordance with Clause 5.3.

Existing Development

- All existing on-site car parking is to be retained. Relocation of parking bays is acceptable.
- Alterations and additions to existing premises which result in an increase in floor space, and/or intensified use, should provide additional on-site parking in accordance with Clause 5.3 for the alterations and additions.

Change of Use

- In the case of a change of use of an existing building, Council will apply the provisions of Clause 5.3 to determine if additional parking is required.
- Where a historical deficiency in on-site parking occurs, the amount of parking which would have been required for the former use may be deducted from the new use, where in the opinion of Council the shortfall of car parking will not have a significant impact on the location and public parking areas.



Replacement of Buildings

- In the case of the replacement of a building, the on-site parking spaces required will be considered as if it was a new development.

Multiple Use

- Where a development contains more than one land use, the total parking requirement will be calculated by adding together the number of spaces required for each separate use.
- Reduction in requirements for multiple uses may be considered where it can be demonstrated that the peak parking demand for each land use component of the development is staggered.

Items of Environmental Heritage

- Council may consent to a reduction in parking requirements relating to development of an Item of Environmental Heritage, where it is demonstrated that:
 - The heritage significance of the building will be preserved;
 - The conservation of the building depends upon Council granting consent; and
 - The reduction in parking requirements will not impact adversely on traffic flows or roads in the vicinity of the site.

Contributions in Lieu of Physical Provision

- In the cases of development (other than residential), where in the opinion of Council, the provision of the amount of on-site car parking as set out in Clause 5.3 is not physically possible, Council may give consideration to the acceptance of a Section 94 contribution for each required car parking space not provided. Contributions are levied to cater for a shortfall of on-site car parking spaces. It is not intended to replace the requirement for on-site car parking.

5.5. Design

Outcome

- To ensure parking is safe and user friendly.
- To ensure parking areas are designed for vehicles to enter and exit in a forward direction.
- To ensure parking areas are designed for the vehicles intended to be using it.

Acceptable Solution

- Parking areas must conform to the relevant Australian Standards and Council requirements.
- Parking areas must be maintained in a reasonable manner, in perpetuity.
- Parking areas must be designed to allow traffic to enter and exit in a forward direction without interfering with parked vehicles, buildings, landscaping, outdoor storage or work areas.
- Parking and manoeuvring must be designed to accommodate the largest vehicle expected to access the site.
- For large residential, commercial or industrial developments it may be necessary to provide a Traffic Study with a Development Application.

Commercial & Industrial

- All parking, loading or unloading of vehicles is to be carried out on the development site.
- Loading facilities are to be located at the rear or side of the building and where possible not adjacent to residential properties.
- Car parks should be designed to provide pedestrian connectivity and minimise conflicts between vehicles and pedestrians.

Residential

- A legal and practical access crossing from a public road, with consideration given to gradient, sight distance, standard of construction and road safety, must be provided to each dwelling/lot.
- Access and parking space dimensions must comply with the relevant Australian Standards.
- Parking and manoeuvring areas for dual occupancy and residential flat buildings must be hardstand (eg pavers or concrete).
- Development requiring 4 or more carparking spaces must provide adequate turning to allow all vehicles to enter and exit the site in a forward direction.
- Access suitable for use by two wheel drive vehicles in all weather conditions must be provided to rural and rural residential development.



5.6. Stormwater

Outcome

- To ensure that hardstand areas are suitably drained and that polluted stormwater is not discharged into Council's stormwater system.

Acceptable Solution

- A stormwater concept plan, including pollution control devices and on-site stormwater detention may be required to be submitted with any Development Application.

5.7. Landscaping

Outcome

- To maintain and enhance the streetscape through strategic landscaping.

Acceptable Solution

- Parking areas are to be suitably landscaped to reduce the visual impact of expansive hard stand areas.
- Where landscaping is required, a concept landscape plan should be provided with a Development Application.

5.8. Access and Frontage to Laneways

Outcome

- To promote urban consolidation by way of infill development providing it occurs in an orderly and functional manner.
- To prevent undesirable amenity and access issues associated with frontage and primary access from a laneway.
- To ensure that an unreasonable ongoing demand is not placed upon Council's limited resources.
- To ensure that all developments are capable of being adequately serviced both now and into the future.

Acceptable Solution

- No new development shall have frontage to and/or primary access from a laneway;
- The use of rear lanes in the Town Centre Outer Area may be supported where it can be demonstrated that it is necessary for the development and that the lane is of a suitable standard for traffic, or can be upgraded to a suitable standard;
- In situations of extenuating circumstances application may be made to Council seeking a variation to this requirement. Any such application should, at a minimum, address the following matters:
 - Impacts on privacy, amenity and streetscape;
 - Suitability of access (including service vehicles);
 - Availability and standard of service infrastructure;
 - Traffic movements and potential conflict; and
 - Precedent impacts if such a development was allowed to occur in the area.
- Council recognises that laneways serve a purpose in providing secondary access to properties particularly where vehicle storage areas are located at the rear of a property. Providing suitable access is available, Council will permit secondary access from laneways.

Note: For the purpose of this requirement, a laneway is defined in the Glossary of Terms and shown diagrammatically below.

