

# Chapter B2 – Parking, Access and Traffic Management

## 1.0 Introduction

### 1.1 Scope of this Chapter

This chapter applies to development on all land within the Kempsey Local Government Area.

This chapter provides general development requirements in relation to:

- On-site parking and manoeuvring;
- Temporary road works;
- Parking modules, circulating roadways and ramps;
- Domestic driveways;
- Access driveways and queuing areas;
- Loading and unloading parking spaces;
- Pedestrian service, bicycle parking, parcel pickup, shopping trolley provisions, lighting and speed controls; and
- Landscaping (incorporating WSUD).

### 1.2 Relationship to Other Chapters of this DCP

The provisions contained in Chapters included in Parts C, D, E and F of this DCP override the provisions of this Chapter to the extent of any inconsistency.

## 2.0 Chapter Objectives

The objectives of this Chapter are:

- a) To ensure that adequate provision is made for off-street parking commensurate with the volume and turnover of traffic generated by the particular development.
- b) To ensure that parking areas and access ways are designed to facilitate ready access by the aged, disabled and general public.
- c) To regulate access points so as to protect road capacity and efficiency to carry through traffic by minimising congestion on public roads.
- d) To ensure that adequate manoeuvring space is provided for parking areas, loading bays and access points/corridors within and near any proposed development.
- e) To ensure that off street parking is provided in manner that enhances the aesthetics of the area.

### **3.0 Relationship to other Documents, Policies, Guidelines and Authorities.**

#### **3.1 Australian Standards**

This Chapter may reference relevant Australian Standards and adopt their requirements. Relevant Australian Standards include, but are not limited to:

- AS 1742.1 - 2003: Manual of Uniform Traffic Control Devices – General Introduction and index of Signs;
- AS 1742.2 – 2009: Manual of Uniform Traffic Control Devices – Traffic Control Devices for General Use;
- AS 1742.3 – 2009: Manual of Uniform Traffic Control Devices – Traffic Control Devices for Works on Roads;
- AS 1742.4 – 2008: Manual of Uniform Traffic Control Devices – Speed Controls;
- AS 1742.5 – 1997: Manual of Uniform Traffic Control Devices – Street Name and Community Facility Name Signs;
- AS 1742.6 – 2004: Manual of Uniform Traffic Control Devices – Tourist and Service Signs;
- AS 1742.7 – 2007: Manual of Uniform Traffic Control Devices – Railways Crossings;
- AS 1742.9 – 2000: Manual of Uniform Traffic Control Devices – Bicycle Facilities;
- AS 1742.10 – 2009: Manual of Uniform Traffic Control Devices – Pedestrian Control Protection;
- AS 1742.11 – 1999: Manual of Uniform Traffic Control Devices – Parking Controls;
- AS 1742.12 – 2000: Manual of Uniform Traffic Control Devices – Bus, Transit, Tram and Truck Lanes;
- AS 1742.13 – 2009: Manual of Uniform Traffic Control Devices – Local Area Traffic Management;
- AS 1742.14 – 1996: Manual of Uniform Traffic Control Devices – Traffic Signals;
- AS 1742.15 – 2007: Manual of Uniform Traffic Control Devices – Direction Signs, Information Signs and Route Numbering;
- AS 2890.1-2004: Parking Facilities – Off-street Parking;
- AS 2890.2-2002: Parking Facilities – Off-street Commercial Vehicle Facilities;
- AS 2890.3-1993: Bicycle Parking Facilities;
- AS 2890.5-1993: On-street Parking; and
- AS/NZS 2890.6-2009: Parking Facilities – Off-street parking for people with disabilities.

#### **3.2 State Environmental Planning Policies**

Proposed developments on or fronting classified roads may be subject to the provisions of SEPP (Infrastructure). Applicants should discuss such proposals with Council prior to lodging a development application.

SEPP (Infrastructure) requires nominated Traffic Generating Developments to be referred to the NSW Department of Roads and Maritime Services for comment.

#### **3.3 Council Policies**

Some issues associated with road design and parking areas are addressed by Council Policies. A copy of [Council Policies](#) is available on Council's website. At the

time of initial adoption of this DCP, the Council Policies applicable to road and parking area design and construction include:

- Council Policy No. CPOL-28: Contribution to Works for Kerbing and Guttering;
- Council Policy No. CPOL-29: Provision of Access Roads to Rural Residential Areas – Zone 1(c) in the KLEP19878;
- Council Policy No. CPOL-33: Initial Sealing of Roads;
- Council Policy No. CPOL-47: Parking Code;
- Management Policy No. MPOL-7: Footpath/Cycleway Risk Management;
- Management Policy No. MPOL-29: Public Gates and Public Grids;
- Management Policy No. MPOL-34: Signs as Remote Supervision;
- Management Policy No. MPOL-53: Access to Rural Subdivisions;
- Policy No 3.1: Roads Policy;
- Procedure 3.1.1: Road Naming;
- Procedure 3.1.2: Street Lighting;
- Procedure 3.1.5: Road Naming Application;
- Procedure 3.1.6: Public Gates and Grids;
- Procedure 3.1.7: Pedestrian Access and Mobility Plan;
- Procedure 3.4.1: Asset Damage Restoration Charge;
- Policy No 3.6: Private Works Policy;
- Procedure 3.6.1: Sundry Debtor Pricing for External Works; and
- Procedure 3.6.2: Contributions towards Works for Footpaths and Kerbing and Guttering.

Council Policies and Procedures are subject to periodic review. Consequently, it is advised to regularly check Council's website for updated Policies and Procedures.

This Chapter supersedes Council Policy No. CPOL-47: Parking Code.

### **3.4 Council's Engineering Guidelines for Subdivision and Development**

Detailed engineering design and construction requirements for development are contained in [Council's Engineering Guidelines for Subdivision and Development](#), a copy of which is available on Council's website. Council's Engineering Guidelines for Subdivision and Development include detailed requirements for:

- Road design and construction;
- Pavement design and construction;
- Cycle-way and Pathway design;
- Structure and bridge design;
- Surfacing details;
- Incorporating utilities and services into the street reserve;
- Pavement markings;
- Signposting;
- Guideposts; and
- Landscape and streetscape design.

[Standard drawings](#) for driveways and other details are available on Council's website. Reference to these standard drawings will be made throughout this and other Chapters.

### **3.5 Section 138 of the Roads Act 1993**

For works within Council's road reserve, a separate approval in accordance with Section 138 of the *Roads Act 1993* may be required, in addition to any development consent.

### 3.6 Other Documents

Council will also use the following documents in assessing parking, access and transport aspects of development applications:

- "Traffic Control at Works Sites" (NSW Roads and Maritime Services);
- Australian Road Guides, complete Road Design Series; and
- "Traffic Generating Developments" (NSW Roads and Maritime Services).

## 4.0 Development Requirements - Road Design and Layout

### 4.1 General

#### Desired Outcomes

DO1 - Road design is responsive to the characteristics of the locality, the site and road function.

DO2 - The road hierarchy and priorities for these roads is reinforced.

DO3 - People and goods move efficiently and safely through the traffic network.

#### Development Requirements

- a) In new areas (as distinct from established areas with a pre-existing road pattern) each class of route should reflect its role in the road hierarchy by its visual appearance and related physical design standards, including varying levels of vehicle and pedestrian access.
- b) Routes should differ in alignment and design standard according to the volume and type of traffic they are intended to carry, the desirable traffic speed, and other factors.
- c) All new roads are designed in accordance with [Council's Engineering Guidelines for Subdivision and Development](#).
- d) Services, utilities and infrastructure associated with the design and construction of roads is designed and constructed in accordance with the relevant components of [Council's Engineering Guidelines for Subdivision and Development](#). Such associated services, utilities and infrastructure includes, but is not limited to:
  - (i) Pedestrian paths;
  - (ii) Street lighting;
  - (iii) Street tree planting;
  - (iv) Guide posts; and
  - (v) Traffic signs.

## 5.0 Development Requirements – Temporary Road Works

### Desired Outcomes

DO1 - Where a developer constructs road works which form a stage in a larger scope of works, temporary turning circles are to be constructed where directed by Council.

### Development Requirements

- a) For urban areas, temporary turning circles are to be provided with a two coat bitumen seal.

## 6.0 Development Requirements – Property Access

### 6.1 General

#### Desired Outcomes

DO1 - Incompatible land uses and inappropriate access points do not negatively impact on the circulation and safety of the traffic network.

DO2 - The impact of driveway crossovers on pedestrian safety and streetscape amenity is minimised.

DO3 - Stormwater runoff from driveways is minimized.

DO4 – Traffic does not congest near the access points into properties.

DO5 – The hard stand area visible from the street, associated with driveways, is minimized.

#### Development Requirements

- a) Access to property complies with the requirements of:
- (i) the relevant components of [Council's Engineering Guidelines for Subdivision and Development](#); and
  - (ii) In urban areas:
    - Standard Drawing No R13 – Concrete Residential Driveways; and
    - The relevant requirements of AS/NZS 2890.1-2004: Parking Facilities, Part 1: Off-street Car Parking.
  - (iii) In rural areas:
    - Standard Drawing No R15 – Standard for Private Vehicle Access from Rural Roads.

- b) All development shall be designed so as to provide for the exit and entry of vehicles from the site in a forward direction.
- (i) Council may consider dispensing of this requirement in situations where low traffic volumes and speed reduce the potential for conflict.
- c) Site access is not to be located:
- (i) Close to traffic signals, intersection or roundabouts with inadequate sight distances;
- (ii) Opposite other large developments without a median island;
- (iii) Where there is heavy and constant pedestrian movement on the footpath;
- (iv) Where right turning traffic entering the site may obstruct through traffic; and
- (v) On to a Main Road where alternative access to the site is available.
- d) The number of access points to a property complies with the following requirements:
- (i) All allotments/properties are to have at least one direct access to a public road;
- Variation to this requirement may be granted where the development is small scale and involves limited traffic generation and has an alternative legal access to a public road, such as a right-of-way;
- (ii) The number of access points from a site to any one street frontage is generally limited to a maximum of 1 ingress and 1 egress; and
- (iii) The minimum number of driveways is to be provided to service the needs of the development.
- e) Driveways are positioned:
- (i) To avoid driveways near intersections and road bends;
- (ii) To minimise streetscapes dominated by driveways and garage doors;
- (iii) To maximise on-street parking;
- (iv) To access the lesser order road in preference to accessing a higher order road (eg. access is to be provided from a secondary road in preference to a primary road);
- (v) So as to maximise sight lines to the access point from the road;
- (vi) To avoid any services within the road reserve, such as power poles, drainage inlet pits and existing street trees; and
- (vii) To minimise noise and other amenity impacts to adjacent residential properties.
- f) Each individual driveway is designed and constructed in accordance with the following requirements:
- (i) Driveways must be provided in accordance with AS 2890.1 - Parking Facilities; and
- (ii) The width of the driveway reflects the nature and needs of the particular land use.

## 6.2 Fire Service and Emergency Vehicle Access

### Desired Outcomes

DO1 - Driveways accommodate emergency vehicles, as appropriate.

### Development Requirements

- a) For developments where a fire brigade vehicle is required to enter the site, vehicular access, egress and manoeuvring must be provided to, from and on the site in accordance with the NSW Fire Brigades Policy No.4 – Guidelines for Emergency Vehicle Access.
- b) Generally, if a Fire Brigade vehicle must enter a site to access a hydrant, provision must be made for NSW Fire Brigade vehicles to enter and leave the site in a forward direction.
- c) For development on Bushfire Prone Land, development is to comply with the access requirements contained in Planning for Bushfire Protection 2006.

## 6.3 Driveway Grades

### Desired Outcome

DO1- Driveway grades are to be designed to achieve a safe transition from the car park to the road and road to the car park.

DO2 - To ensure the underside of vehicles do not scrape where driveways change grade.

### Development Requirements

- a) In urban areas, driveway grades comply with Section 2.6 – Design of Domestic Driveways of AS/NSZ 2890.1-2004: Parking Facilities, Part 1 – Off-street Car Parking.
- b) In rural areas, driveway grades comply with Standard Drawing No R15 – Standard for Private Vehicle Access from Rural Roads.

## 7.0 Development Requirements – On-site Parking and Manoeuvring Areas

### 7.1 General

#### Desired Outcomes

DO1 - Sufficient details regarding car parking areas is provided with any development application.

DO2 - Car parking areas are designed and constructed to satisfy relevant standards and guidelines.

## Development Requirements

- a) The concept design of the car parking area shall be submitted to Council for approval with the development application.
- b) All car parking, movement aisles and driveways shall be consistent with the relevant requirements of:
  - (i) The following Australian Standards:
    - AS/NSZ 2890.1-2004: Parking Facilities – Off-street Car Parking;
    - AS 2890.2-2002: Parking Facilities – Off-street Commercial Vehicle Facilities;
    - AS 2890.3-1993: Parking Facilities – Bicycle parking facilities;
    - AS 2890.5-1993: Parking Facilities – On-street Parking; and
    - AS/NZS 2890.6-2009: Parking Facilities – Off-street Parking for People with Disabilities.
  - (ii) the RTA Guide to Traffic Generating Developments; and
  - (iii) the relevant components of [Council's Engineering Guidelines for Subdivision and Development](#).

## 7.2 On-site Parking Rate

### Desired Outcomes

- DO1 – A sufficient number of car parking spaces is provided on site to satisfy the needs of the development.
- DO2 - Adequate space for parking of vehicles is provided on site.
- DO3 - The redevelopment of an existing building for a new use responds to the new use in terms of parking and access.
- DO4 - Aged and disabled persons and persons wheeling prams or trolleys are provided with suitable access.

### Development Requirements

#### 7.2.1 General

- a) Parking shall be provided at the rate relating to the corresponding land use identified on the Schedule contained in Appendix A of this Chapter.
  - (i) Where calculation of parking spaces required results in a fraction of a space, the total required number of spaces will be the next highest whole number.
  - (ii) Where a use falls into more than one category, the total parking provision for each category will be used to determine the amount of parking spaces.
  - (iii) Where a development is comprised of a number of uses, Council will give consideration to reducing the total amount of parking required where it can be demonstrated that the peak demands

generated by each use will not coincide. In this case, a parking demand analysis will need to be submitted with the application.

- b) Where a use does not strictly conform to any of the listed uses, car parking will be assessed on the basis of the general nature of the development in relation to its traffic generating potential.
- (i) In this case, a parking demand study will need to be submitted with the development application.
- (ii) Parking and traffic requirements will be based on consideration of:
- likely peak usage times;
  - the availability of public transport;
  - likely demand for off street parking generated by the development;
  - existing traffic volumes on the surrounding street network; and
  - efficiency of existing parking provision in the location.
- (iii) Where existing premises are being redeveloped or their use changed, the following method of calculation shall apply:-
- Determine the parking requirements of the previous or existing premises in accordance with Appendix A;
  - Determine the parking requirement of the proposed development in accordance with Appendix A;
  - Subtract the number of spaces determined in (a) from the number of spaces calculated in (b);
  - The difference calculated in (c) represents the total number of parking spaces to be provided either in addition to the existing on-site car parking or as a cash-in-lieu contribution to Council, where applicable.
- c) All parking generated by a development shall be provided on site, where appropriate.
- d) For commercial, business and industrial development, Council will give consideration to a variation of the requirements listed in the schedule (Appendix A) where the applicant can provide specific expected employee and customer numbers.
- e) Where a proposal involves extension, demolition or change of use of an existing building, Council will require parking to be provided at the current rate for the net increase in floor space only.
- f) Where Council requires the provision of floor area for flood storage, that area will not be included in the calculation for the provision of parking.
- g) A development proposal to alter, enlarge, convert or redevelop an existing building, whether or not demolition is involved, shall provide the total number of parking spaces calculated from the schedule (Appendix A) for the proposed use, subject to a credit for any existing deficiency, including any contributions previously accepted in lieu of parking provision.
- h) Stack or tandem parking spaces will not be included in assessment of parking provision except where:

- the spaces are surplus to that required;
- in motor showrooms;
- for home business;
- for exhibition homes;
- in car repair stations; and
- staff parking spaces are separately identified and delineated.

### 7.2.2 Visitor Parking

- i) Visitor/overflow car parking is to be provided within the development site, and is to be freely accessible at all times. Visitor car parking is to be provided according to the rates specified in Appendix A of this Chapter.
- j) Visitor and customer parking shall be located so that it is easily accessible from the street.

**Note** - In the case of residential development, Council may give consideration to allowing visitor parking at the kerbside between the prolongation of the side boundaries where the road formation is sufficiently wide and potential for traffic conflict is low.

**Note** - Council may give consideration to stacked car parking in conjunction with single dwelling houses and dual occupancies where potential for traffic conflict associated with vehicles reversing onto the street is low.

### 7.2.3 Bicycle and Motorcycle Parking

- k) Bicycle and motorcycle parking shall be considered for all developments.
- l) Bicycle parking areas shall be designed generally in accordance with the principles of AS2890.3.
- m) Motorcycle parking areas shall be 1.2 m (wide) x 2.5 m (long).

### 7.2.4 Heritage Incentives

- n) Council will consider discounting (i.e. exclude from calculations) the floor space of the heritage building/item when determining the total number of parking spaces to be provided on site.
- o) This will be considered in line with clause 5.10 of [KLEP 2013](#), which requires the variation to be considered in the context of a heritage conservation management plan. This will only apply if Council is satisfied that the conservation of the heritage item is dependent upon Council making that exclusion.
- p) If applicants intend to seek such consideration, a detailed parking analysis of the site is to be submitted with the development application.

### 7.2.5 Disabled Access Parking Spaces

- q) Disabled access parking is to be provided in accordance with the relevant requirements of Australian Standard AS/NZS 2890.6-2009: Parking Facilities – Off-street Parking for People with Disabilities.

### 7.2.6 Contributions in lieu of Parking

- r) Where parking cannot be provided onsite, Council may accept payment of a cash contribution in lieu of the required spaces, for commercial development only, in accordance with Council's relevant Section 94 Contributions Plans.

## 7.3 Manoeuvring Areas

### Desired Outcomes

- DO1 - Adequate space for manoeuvring of all vehicles expected to access the development is provided on site.
- DO2 - Parking areas and access-ways are easy and safe to use by vehicles and pedestrians without conflict.
- DO3 – Pedestrian access within developments must be designed to optimize pedestrian movement and access, facilitate all-weather access and cater for people with access disabilities.

### Development Requirements

#### 7.3.1 General

- a) Parking areas shall be designed to achieve a rational circulation of vehicles and avoid potential for internal conflict.
- b) Vehicle ramps, driveways, turning circles and parking spaces shall be concrete and line marked.
- c) Driveway grades, vehicle circulation, vehicular ramp width/ grades and passing bays must be in accordance with AS 2890.1 and the relevant components of [Council's Engineering Guidelines of Subdivision and Development](#).

#### 7.3.2 Pedestrians

- d) Parking areas shall be designed so as to minimise potential conflict between vehicles and pedestrians.
- e) External pedestrian access between units and other facilities provided as part of the development, including car parking spaces, must consist of appropriate connecting pathways or access balconies with an all-weather surface, and must form part of, and be integrated with, the overall landscape plan for the development.
- f) Pedestrian paths are to accommodate access by disabled persons by complying with the relevant requirements of:
  - (i) The "Disability (Access to Premises – Buildings) Standards 2010; and
  - (ii) The Building Code of Australia.
- g) The provision of new footpaths or upgrades to new footpaths will be at the discretion of Council. Any footpath construction is to comply with the

relevant components of [Council's Engineering Guidelines for Subdivision and Development](#).

### 7.3.3 Signage and Linemarking

- h) Signposting and pavement markings are provided with accordance with relevant requirements of:
  - (i) Section 4.3 – Signposting of AS/NSZ 2890.1-2004: Parking Facilities – Off-street Car Parking; and
  - (ii) Section 4.4 – Pavement Markings of AS/NSZ 2890.1-2004: Parking Facilities – Off-street Car Parking.

## 7.4 Requirements for Disabled Access Parking Spaces

### Desired Outcomes

DO1 – Disabled parking spaces are provided in accordance with the requirements of relevant standards and specifications.

### Development Requirements

- a) Accessible car parking spaces are to be provided in accordance with:
  - (i) the [Disability \(Access to Premises - Buildings\) Standards 2010](#); and
  - (ii) AS/NZS 2890.6-2009: Parking Facilities – Off-street parking for people with disabilities
- b) The accessible car parking spaces are to be located as close as possible to the main pedestrian entrance and should have regard to the use and function of the building.
- c) Where access for disabled persons is required to be provided, such spaces shall be clearly sign posted, including appropriate pavement markings and be connected to any building by a paved pathway of suitable gradient.
- d) Paths of travel throughout the development, catering for people with disabilities, are to be provided in accordance with:
  - (i) The "Disability (Access to Premises – Buildings) Standards 2010; and
  - (ii) The Building Code of Australia.

## 7.5 Loading Bays

### Desired Outcomes

DO1- Loading bays are provided to accommodate the maximum design vehicle likely to service the proposed development.

DO2 - Traffic flow and parking on and off site is maintained.

## Development Requirements

- a) Off street commercial vehicle facilities are to be provided in accordance with AS2890.2.
- b) Where required, loading bays will be provided in accordance with the following requirements:
  - (i) Dimensions in accordance with the relevant Australian Standards to accommodate the largest delivery vehicle expected to access the site;
  - (ii) Located such that vehicles using the loading area do not interfere with the use of carparking areas or safe pedestrian and vehicular manoeuvrability;
  - (iii) A limited number of 'employee only' car parking spaces may be combined with loading facilities;
  - (iv) Vehicles are to be capable of manoeuvring in and out of docks without causing conflict with other street or on-site traffic;
  - (v) designed to allow service vehicles to enter and exit the site in a forward direction;
  - (vi) Vehicles are to stand wholly within the site during such operations; and
  - (vii) Sited to avoid unintended use for other purposes such as customer parking or materials storage.
- c) Industrial development shall provide adequate heavy vehicle access to building entries, or alternatively, external bays located appropriately for goods distribution.
- d) Loading bays are to be linemarked and signposted and designated for the sole purpose of loading/unloading.
- e) Loading areas should be located and screened so as not to be visible from any public place, public road or adjacent property. Screening may be achieved by:
  - (i) locating loading docks and service areas at the side or rear of building(s);
  - (ii) the use of fencing;
  - (iii) implementation of screen landscaping;
  - (iv) construction of earth mound(s); or
  - (v) a combination of these measures

## 7.6 Stormwater and Drainage

### Desired Outcomes

- DO1 - Stormwater volumes and peak flows are minimised from impervious car park surfaces.
- DO2 - Landscaping is to incorporate water sensitive urban design and where practical be integrated into the water management of the site.

## Development Requirements

- a) Stormwater drainage complies with the relevant provisions of:
  - (i) the relevant the components of [Council's Engineering Guidelines for Subdivision and Development](#);
  - (ii) the relevant requirements of [Chapter B5 – Stormwater Management](#); and
  - (iii) the relevant requirements of [Chapter B6 – Water Sensitive Urban Design](#).
- b) All parking and manoeuvring spaces shall be designed to avoid concentrations of water runoff.
- c) Any required or proposed vehicle washing facilities are to be provided for developments on permeable surfaces or grassed areas. Where there is a risk of polluted runoff, a roofed and bunded wash bay must be provided with appropriate treatment mechanisms to meet applicable standards.

**Note** - Separate approval under Section 68 of the *Local Government Act 1993* may be required for the disposal of liquid trade waste into Council's sewerage system.
- d) Council will not permit the discharge of stormwater directly into kerbing and guttering or table drains for any development.

## 7.7 Surface Finishes

### Desired Outcome

DO1 - Car parking and manoeuvring areas are designed and constructed to minimise the generation of dust, erosion or contaminated runoff.

### Development Requirements

Nil.

**Note** – Council will specify the required surface treatment of car parking spaces and manoeuvring areas during the assessment of the development application.

## 8.0 Development Requirements – Landscaping

### Desired Outcomes

DO1 - Landscaping is provided throughout car parking areas and along the perimeter of vehicle manoeuvring areas in accordance with the relevant requirements of [Chapter B9 – Landscaping](#).

DO2 - Landscaping shall be designed and constructed in accordance with the relevant requirements of [Council's Engineering Guidelines for Subdivision and Development](#).

### Development Requirements

- a) Refer to [Chapter B9 – Landscaping](#).

## APPENDICES

### Appendix A: Schedule of On-site Car Parking Rates

Table B2-1: Schedule of On-site Car Parking Rates	
Use	Minimum parking spaces required (m <sup>2</sup> refers to GFA of premises)
<b><i>Rural/Agricultural</i></b>	
Animal boarding or training establishments	1 per dwelling + 1 per 10 animals
Stock and Sale Yard	Minimum 20
<b><i>Commercial</i></b>	
Car Wash (single unit)	Holding area for 5 cars with finishing area for 3 cars
Car wash (automatic)	Holding area for 10 cars with finishing area for 5 cars
Commercial Premises	1 per 35m <sup>2</sup>
Home Business or Home Occupation	Dwelling requirement + 1 per 2 non-resident employees = 1 visitor space
Office premises	1 per 35m <sup>2</sup>
Sex service premises	1 per 2 employees + 1 per bedroom
<b><i>Educational</i></b>	
Primary	1 per 2 employees + 1 per 5 students
Secondary	1 per 2 employees + 1 per 10 students
Tertiary (eg. TAFE)	1 per 2 employees + 1 per 12 students
<b><i>Health</i></b>	
Health services facilities/ medical centres	3 spaces per practitioner + 1 space per employee
Hospitals	Merit assessment
Veterinary clinics and veterinary hospitals	3 per surgery + 1 per 2 employees
<b><i>Community</i></b>	
Child care centres	1 per 4 children + provision of set down and pick up area adjacent to the entrance of the centre
Community facilities	1 per 30m <sup>2</sup>
Places of public worship	1 per 10 seats
<b><i>Recreation</i></b>	
Bowling alleys	3 spaces per alley
Bowling greens	30 spaces per green
Gymnasiums	1 per 25m <sup>2</sup>
Squash courts	3 per court
Tennis courts	3 per court
<b><i>Tourist</i></b>	
Backpacker Accommodation	1 per 5 beds
Bed and Breakfast Accommodation	1 space per accommodation room + 1 space for the dwelling
Caravan parks	1 per site + 1 visitor space per 10 sites
Farmstay Accommodation/ Eco-tourist Facility	1 per dwelling/guest bedroom + 1 for resident/ manager/ caretaker
Hotel or Motel Accommodation	1 per unit + one for manager + 1 per 2 employees + 1 per 3 seats of any associated restaurants or function rooms
Holiday Cabins	1 per cabin

<b>Retail</b>	
Bulky goods premises	-
• < 500m <sup>2</sup> GFA	1 per 85m <sup>2</sup>
• > 500m <sup>2</sup> GFA	1 per 2 employees + 1 per 100m <sup>2</sup>
Car tyre retail outlets	3 per 100m <sup>2</sup> or 3 per work bay (whichever is the greater)
Drive In Liquor stores	Merit assessment
Industry Retail Outlets	Industry + retail premises requirement
Markets	2.5 spaces per stall or 1 per 30m <sup>2</sup> GFA (if within a building).
Neighbourhood shops	1 per employee + 1 per 30m <sup>2</sup>
Restaurants or cafes	1 per 7.5m <sup>2</sup> gross floor area of 1 per 3 seats, whichever is the greater
Service stations	1 per employee + 4 per workbay + a minimum of 1 articulated vehicle parking space
Service Stations with Convenience Store	6 spaces per working bay + 1 space per 30m <sup>2</sup>
Shops	1 per 35m <sup>2</sup>
Shopping centres	4.4 per 100m <sup>2</sup> GLFA (Department stores) + 1 per 35m <sup>2</sup> (shops)
Supermarkets	1 per 3 employees + 1 per 25m <sup>2</sup>
<b>Eating and drinking</b>	
Clubs, including Registered Clubs	See Pubs
Drive-in Take Away Food Outlet	Requirements for "Takeaway food and drink premises" + queuing area for a minimum of 6 cars
Food and drink premises	For new buildings: 1 per 7m <sup>2</sup> For change of use of existing premises: 1 per 25m <sup>2</sup>
Pubs	-
• Bar areas	1 per 4m <sup>2</sup> serviced floor space
• Lounge areas	1 per 5m <sup>2</sup> serviced floor space
• Dining areas	1 per 5m <sup>2</sup>
• Function rooms	1 per 5m <sup>2</sup>
• Accommodation	1 per unit
• Employees	1 per 3 employees
Takeaway food and drink premises	12 per 100m <sup>2</sup> + 1 per 5 seats
<b>Residential</b>	
Attached dwellings	1 per 1 or 2 bedroom unit + 1 visitor's space per 4 units, or part thereof.  1.5 per 3+ bedroom unit + 1 visitor space per 4 units, or part thereof.
Boarding houses (in Kempsey)	1 per 3 guest rooms
Boarding houses (elsewhere)	as per 'Motels'
Dual occupancies	1 covered space per unit + 1 visitor space per unit (which may be stacked in the driveway in front of the garage/carport)
Dwelling houses	1 covered space per dwelling + 1 visitor space per dwelling (which may be stacked in the driveway in front of the garage/carport)
Group Homes	See SEPP (Affordable Rental Housing) 2009
Hostels	1 per 5 beds

Manufactured Home Estates	1 space per site + visitor parking at rates indicated in Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005.
Moveable Dwelling	1 per dwelling
Multi-dwelling housing	1 covered space per 1 or 2 bedroom unit + 1 visitor space per 4 units, or part thereof.  2 covered spaces per 3+ bedroom unit + 1 visitor space per 4 units, or part thereof.
Residential Care Facilities	See SEPP (Housing for Seniors or People with a Disability) 2004
Residential Flat Buildings	1 covered space per 1 or 2 bedroom unit + 1 visitor space per 4 units, or part thereof.  2 covered spaces per 3+ bedroom unit + 1 visitor space per 4 units, or part thereof.
Rural Worker's Dwellings	1 per dwelling
Secondary dwellings	1 per secondary dwelling
Semi-detached Dwellings	1 covered space per unit + 1 visitor space per unit (which may be stacked in the driveway in front of the garage/carport)
Seniors Housing	See SEPP (Housing for Seniors or People with a Disability) 2004
Shop Top Housing	1 per dwelling + rate required for Shop
<b><i>State Environment Planning Policy (Housing for Seniors or People with a Disability) 2004</i></b>	
Hostels/ residential care facilities	1 per 10 dwellings/ units
Self contained dwellings	1 per 10 dwellings/units
<b><i>Industrial</i></b>	
Industries (excluding light industries), factories	1 per 100m <sup>2</sup>
Light Industries	1 space per 75m <sup>2</sup> up to 7500m <sup>2</sup> , 1 space per 200m <sup>2</sup> thereafter, and 1 space per 35m <sup>2</sup> of office/commercial component.
Marinas	1 per 2 employees + 0.6 per wet berth + 0.2 per dry storage berth + 0.2 per swing mooring.
Road Transport Facilities	1 truck space per vehicle in fleet
Self storage units	1 per 2 employees + 1 per 10 units
Transport/ Truck/ Container depots	1 per 3 employees + 1 per company vehicle associated with the development
Truck stops with overnight accommodation and facilities	1 truck space per motel unit + 1 service space per 3 seats of capacity of which 50% are to be truck spaces
Vehicle body repair workshops	1 per work bay with a minimum of 8
Vehicle repair stations	Minimum 5 or 1 per work bay + 1 per employee, whichever is the greater
Vehicle sales or hire premises	1 space per 200m <sup>2</sup> of display area
Warehouses or distribution centres	1 per 100m <sup>2</sup>

<b>Other</b>	
Boat Shed/ Boat Repair Facility/ Boat Launching Ramp	1 per 30m <sup>2</sup> of total use area + space for trailer parking
Cinema/Theatre/ Place of Public Entertainment	1 per 6 seats
Function Centre	1 per 2 employees + 1 per 10m <sup>2</sup>
Funeral Chapels/ Funeral Home	1 per 5 seats, or 2 + 1 per 35m <sup>2</sup> , whichever is the greater
Mortuaries	See Funeral Chapel
Nursing homes	1 space per 4 beds + 1 space per 2 employees
Places of Assembly	One per 15m <sup>2</sup> entertainment area or 1 per 10 seats
Roadside stalls	Minimum 3 off-street parking spaces
Theatres	1 per 10m <sup>2</sup> or 1 per 10 seats, whichever is the greater
Vegetable/Fruit Markets	1 per 20m <sup>2</sup>
Waste disposal facilities	1 per 100m <sup>2</sup> of site area
<b>Other developments not specified</b>	<b>Merit Assessment or as per requirements of separate chapters contained in Parts C, D, E and F of this DCP.</b>