

# C1: Parking and Access

## Amendment History

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## Introduction

The aims of the Cessnock Local Environmental Plan (CLEP) are to protect and enhance a high quality and sustainable life for Cessnock residents and visitors. This chapter forms part of the Cessnock Development Control Plan (DCP) which complements the statutory provisions contained in the CLEP through assessment of the impacts of development on the locality and to facilitate high quality and sustainable development by integrating relevant parking, access and servicing considerations in decision making.

Development provisions within this chapter are split into relevant categories, including: traffic studies and plans, parking and servicing provisions, qualifications and exceptions, and design guidelines for off-street vehicular parking areas. In many instances, a Traffic Impact Assessment (TIA) is required to be prepared by a qualified and experienced person to demonstrate that the development aligns with the DCP and CLEP.

### Purpose

The purpose of the parking and access chapter for the DCP is to ensure transport needs associated with the development of land are met.

The purpose of the parking and access chapter will be achieved through the following:

1. Development ensures that access, off-street parking, and servicing areas are designed to:
  - a. Meet the needs and use of the development.
  - b. Result in a functional and efficient site layout that minimises impacts on surrounding areas and maximises safety in the use of the transport network.
  - c. Prioritise a safe and functional pedestrian and cyclist environment.
  - d. Be consistent with the community's reasonable expectations and avoid risk of damage to people, property, and vehicles.
  - e. Promote a high-quality public realm.
2. Development enhances the potential for alternative modes of travel beyond private vehicles.
3. Development prioritises safety in the use of the transport network, particularly for the most vulnerable users.
4. Development provides for pedestrian and cyclist routes, as well as adequate end-of-trip facilities thoughtfully designed and strategically placed to encourage walking and cycling as attractive and viable transportation choices.
5. Development establishes secure access for all transport modes without compromising the efficiency and safety of the transport network or negatively affecting nearby land uses.
6. Development provides for off-street parking and manoeuvring areas for cars, motorcycles, bicycles, and service vehicles that are both safe and convenient to use as well as adequate to meet the design peak demands of the development.
7. Development provides for off-street servicing that is both safe and convenient to use, as well as adequate to meet the reasonably expected demands generated by the development.
8. Development accommodates future road upgrades and widenings, ensuring the continued capacity, efficiency, and safety of the transport network.

## Application

This Chapter applies to all forms of development:

- That seek to modify parking, access, or servicing provisions at a site.
- That involve a change of use or generate an increase in gross floor area of a building.
- That relate to an activity generating a demand for access, parking, or servicing.
- Where approval for an application requires a traffic assessment as a condition of development approval.

## Aims of this Section

1. To provide a guide for developers of Council's requirements for development regarding site access, off-street parking, and servicing.
2. To ensure that each development proposal is assessed consistently and equitably in relation to the provision of site access, off-street parking, and servicing.
3. To identify information, standards, or references to standards that Council may require when submitting a development application.

## Supporting Information

### Associated Technical Manuals

- Australian Standards 2890 – *Parking Facilities* – Series.
- Australian Standards 1742 - Manual of uniform traffic control devices – Series.
- Austroads, Guide to Traffic Management – Series.
- Austroads, Guide to Road Design – Series.
- NSW Electric and Hybrid Vehicle Plan, Future Transport 2056.
- Building Code of Australia.

### Additional Information

- Roads and Traffic Authority NSW, 2002, Guide to Traffic Generating Developments.
- Transport Roads & Maritime Services, 2013, Guide to Traffic Generating Developments – Technical Direction.

## Traffic Studies and Plans

### *Objectives*

1. Provide Council with sufficient information to assess the traffic impacts of the proposed development and confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area.

**Controls**

1. A development application must include:
  - a. The location and form of proposed access arrangements for all transport modes and compliance with design standards.
  - b. The location and quantity of parking facilities provided, including a breakdown of calculations, parking space types, number and arrangement.
  - c. The location and type of servicing to meet the needs of the development.
  - d. The location, quantity and type of end-of-trip facilities.
  - e. The identification of nearby public transport services.
  - f. Traffic generation, assessment of impacts and Identification of measures for managing impacts.
2. Development proposals that may result in impacts to the local transport network, should be supported by a Traffic Impact Assessment (TIA), prepared by a suitably qualified and experienced person. The requirement for a TIA should be discussed with Council during pre-lodgement.
3. Issues to be addressed in the TIA include (but are not limited to):
  - a. Review of the current traffic network and conditions, including surrounding pedestrian infrastructure and public transport services.
  - b. Estimates of trip generation of the development and evaluation of impacts of generated traffic on the surrounding road network, including recommended improvement works.
  - c. Any proposed measures to reduce dependency on private vehicle usage in favour of public or active travel modes.
  - d. Suitability of access between the site and the road network for all travel modes.
  - e. Peak car parking demand and suitability of proposed supply.
  - f. Servicing vehicle provision and manoeuvring requirements.
4. A TIA may be required for any developments listed in the State Environmental Planning Policy (*infrastructure*) 2007 Schedule 3 Traffic Generating Developments to be referred to Transport for NSW.

## Parking and Servicing Provisions

### Car Parking Provisions

#### Objectives

1. Development provides off-street car parking spaces to accommodate the design peak parking demand without impacting amenity of an adjacent premises or street.

#### Controls

1. Development provides off-street car parking in compliance with the rates set out in Table 1.
2. Development does not result in an increased demand for on-street car parking if no parking standard is identified.

3. Educational establishments, shopping centres developments or commercial premises of more than 10,000m<sup>2</sup>, convention and exhibition centres must consider the potential demand of taxi, private vehicle and bus/coach drop off / set down areas where warranted. Bus set down facilities are to be provided in close proximity to the main pedestrian access.
4. During operational periods, car parking spaces for employees and visitors to the development are to be accessible to the relevant user class
5. For alterations, additions or change of use of an existing development, a departure from the rates set out in Table 1 may be considered if a historic parking deficiency applies.

### **Motorcycle Parking**

#### ***Objectives***

1. Development provides off-street motorcycle parking spaces to accommodate the design peak parking demand without impacting amenity of an adjacent premises or street.

#### ***Controls***

2. Development provides off-street motorcycle parking in compliance with the rates set out in Table 1. Motorcycle parking shall be provided in addition to car parking requirements.
3. Development does not result in an increased demand for on-street motorcycle parking if no parking standard is identified.
4. Motorcycle parking spaces for employees and visitors to the development are to be accessible at all times to the relevant user class.

### **Bicycle Parking**

#### ***Objectives***

1. Development provides secure and convenient bicycle parking which encourages trips by cycling and meets the design peak parking demands.

#### ***Controls***

1. Development provides secure and conveniently accessible bicycle parking in compliance with the rates set out in Table 1. Council may require a greater provision of bicycle parking than indicated if warranted in particular circumstances. Historic parking deficiency does not apply to the provision of bicycle parking.
2. Development provides sufficient bicycle parking to cater for the anticipated demand.
3. During operational periods, bicycle parking spaces for employees and visitors to the development are to be accessible to the relevant user class.
4. Development provides sufficient end of trip facilities to meet the needs of users in compliance with the rates set out in Table 2.

## **Servicing Provisions**

### ***Objectives***

1. Development is serviced by an adequate number and size of service vehicles.

### ***Controls***

1. Development provides for the appropriate number and size of design service vehicles in compliance with Table 1.
2. Development does not result impacts due to servicing provisions no standard is identified.
3. Service bays and areas for the development are freely accessible.
4. The number of loading bays required will be assessed by Council having regard to the nature and scale of the proposed development, the estimated frequency of deliveries and the type of delivery vehicle likely to be involved. Details regarding the estimated size and frequency of servicing required to be submitted with the development application.

## Parking Rates

Table 1: Required Parking and Servicing Rates

Land Use	Car Parking Requirement	Motorcycle Parking Requirements	Bicycle Parking Requirements	Servicing Requirements	Comments
<b>Commercial (business, office, retail, food and drink, health care)</b>					
Cellar Door Premises	<b>GREATER OF</b> 1 space per 15m <sup>2</sup> GFA, <b>OR</b> 1 space per 3 patrons	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 100m <sup>2</sup> GFA <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 50m <sup>2</sup> GFA	Minimum of 1 COACH or VAN parking bay.	Suitability of COACH and / or VAN parking bay provisions to be determined through a TIA
Food and Drink Premises	<b>GREATER OF</b> 12 spaces per 100m <sup>2</sup> , <b>OR</b> 1 space per 3 seats	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 100m <sup>2</sup> GFA <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 50m <sup>2</sup> GFA	SRV	Queue length of 5-12 cars is required for drive through facilities
Health Consulting Rooms	1 space per practitioner, <b>PLUS</b> 1 space per administration employee, <b>PLUS</b> 2 spaces per practitioner for visitors	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 400m <sup>2</sup> GFA <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 200m <sup>2</sup> GFA	Include provision for ambulance facilities	
Hospital	1 space per 2 employees, <b>PLUS</b> 1 space per 5 beds	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 15 beds <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 30 beds	AV  Include provision for ambulance facilities	
Market	2.5 spaces per stall	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 50 stalls <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 10 stalls	SRV	

Land Use	Car Parking Requirement	Motorcycle Parking Requirements	Bicycle Parking Requirements	Servicing Requirements	Comments
Medical Centre	1 space per practitioner, <b>PLUS</b> 1 space per administration employee, <b>PLUS</b> 2 spaces per practitioner for visitors	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 400m <sup>2</sup> GFA <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 200m <sup>2</sup> GFA	Include provision for ambulance facilities	
Office Premises	1 space per 40m <sup>2</sup> GFA	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 200m <sup>2</sup> GFA <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 750m <sup>2</sup> where over 1000m <sup>2</sup> GFA	VAN	
Restaurant or Cafe	1 space per 10m <sup>2</sup>	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 100m <sup>2</sup> GFA <b><u>Class 3 (Visitor / Student)</u></b> 2 spaces, <b>PLUS</b> 1 space per 200m <sup>2</sup> where area exceeds 400m <sup>2</sup> GFA	SRV	
Roadside Stall	4 spaces per stall	1 space per 20 car parking spaces	-	-	
Sales Office	1 space per 25m <sup>2</sup> GFA	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 400m <sup>2</sup> GFA <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 200m <sup>2</sup> GFA	-	
Service Station	6 spaces per working bay, <b>PLUS</b> 1 space per 20m <sup>2</sup> GFA for convenience store, <b>PLUS</b> <b>GREATER OF</b> 1 space per 6.5m <sup>2</sup> GFA for restaurant, <b>OR</b> 1 space per 3 seats if a restaurant facility is provided	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 100m <sup>2</sup> GFA <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 50m <sup>2</sup> GFA	AV	



Land Use	Car Parking Requirement	Motorcycle Parking Requirements	Bicycle Parking Requirements	Servicing Requirements	Comments
Shop <1,000m <sup>2</sup>	<b>GFA less than 1,000m<sup>2</sup></b> 1 space per 25m <sup>2</sup> GFA	1 space per 20 car parking spaces	<b>Class 1 or 2 (Employee / Resident)</b> 1 space per 300m <sup>2</sup> GFA <b>Class 3 (Visitor / Student)</b> 1 space per 500m <sup>2</sup> where area exceeds 1000m <sup>2</sup> GFA	<b>GFA&lt;500m<sup>2</sup></b> HRV <b>GFA&gt;500m<sup>2</sup></b> AV	
Shop >1,000m <sup>2</sup>	1 space per 15m <sup>2</sup> GFA	1 space per 20 car parking spaces	<b>Class 1 or 2 (Employee / Resident)</b> 1 space per 300m <sup>2</sup> GFA <b>Class 3 (Visitor / Student)</b> 1 space per 500m <sup>2</sup> where area exceeds 1000m <sup>2</sup> GFA	AV  Include provision for ambulance facilities  In addition to car parking requirements, taxi/ rideshare facilities are provided	
Vehicle Sales or Hire Premises	<b>Vehicle sales/hire</b> 0.75 spaces per 100m <sup>2</sup> , <b>PLUS</b> 1 space per 2 employees	1 space per 20 car parking spaces	<b>Class 1 or 2 (Employee / Resident)</b> 1 space per 750m <sup>2</sup> sales floor <b>Class 3 (Visitor / Student)</b> 1 space per 1000m <sup>2</sup> sales floor	<b>GFA&lt;1,000m<sup>2</sup></b> HRV <b>GFA&gt;1,000m<sup>2</sup></b> AV	
Veterinary Hospital	1 space per practitioner, <b>PLUS</b> 1 space per administration employee, <b>PLUS</b> 2 spaces per practitioner for visitors	1 space per 20 car parking spaces	<b>Class 2 (Employee / Resident)</b> 1 space per 10 practitioners <b>Class 3 (Visitor / Student)</b> 1 space per 10 practitioners	SRV	
Viticulture	<b>GREATER OF</b> 1 space per 75m <sup>2</sup> GFA, <b>OR</b> 1 space per 2 employees	1 space per 20 car parking spaces	<b>Class 2 (Employee / Resident)</b> 1 space per 20 staff	No specific rate	

Land Use	Car Parking Requirement	Motorcycle Parking Requirements	Bicycle Parking Requirements	Servicing Requirements	Comments
<b>Education</b>					
Child Care Centre	1 space per staff, <b>PLUS</b> 1 space per 8 enrolments	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 10 staff	VAN	
Educational Establishment	<b><u>Pre-School</u></b> 1 space per staff, <b>PLUS</b> 1 space per 5 students	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 10 staff	SRV / COACH	
	<b><u>Primary</u></b> 1 space per staff, <b>PLUS</b> 1 space per 50 students for visitors, <b>PLUS</b> Provision of drop-off area	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 10 staff <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 5 pupils over year 4	SRV / COACH	Provision of drop-off area to be determined through TIA
	<b><u>Secondary</u></b> 1 space per staff, <b>PLUS</b> 1 space per 100 students <b>PLUS</b> Provision of drop-off area	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 10 staff <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 5 pupils	SRV / COACH	Provision of drop-off area to be determined through TIA
	<b><u>Tertiary</u></b> 1 space per 2 staff, <b>PLUS</b> 1 space per 5 students	1 space per 20 car parking spaces	<b><u>Class 1 (Employee / Resident)</u></b> 1 space per 10 staff <b><u>Class 1, 2 or 3 (Visitor / Student)</u></b> 1 space per 50 students	SRV / COACH	
<b>Entertainment / Recreational Facilities</b>					
Community Facilities	<b>GREATER OF</b> 1 space per 20m <sup>2</sup> GFA, <b>OR</b> 1 space per 3 seats	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 1,500m <sup>2</sup> <b><u>Class 3 (Visitor / Student)</u></b> 2 spaces, <b>PLUS</b> 1 space per 1,500m <sup>2</sup>	-	

Land Use	Car Parking Requirement	Motorcycle Parking Requirements	Bicycle Parking Requirements	Servicing Requirements	Comments
Function Centre	<b>GREATER OF</b> 1 space per 3 seats, <b>OR</b> 1 space per 10m <sup>2</sup> GFA	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 20 staff <b><u>Class 3 (Visitor / Student)</u></b> 2 spaces, <b>PLUS</b> 1 space per 1,500m <sup>2</sup>	MRV	
Pub	1 space per 4m <sup>2</sup> of licensed floor area, <b>PLUS</b> 1 space per 3 staff, <b>PLUS</b> <b>GREATER OF</b> 1 space per 10m <sup>2</sup> GFA auditorium / recreation area, <b>OR</b> 1 space per 3 seats of auditorium, dining, or recreation	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 25m <sup>2</sup> bar area, <b>PLUS</b> 1 space per 100m <sup>2</sup> lounge <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 25m <sup>2</sup> bar area, <b>PLUS</b> 1 space per 100m <sup>2</sup> lounge	SRV	
Recreation Facilities (Indoor)	<b><u>Amusement</u></b> 1 space per 25m <sup>2</sup> GFA, <b>PLUS</b> 1 space per 2 employees	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 4 employees <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 200m <sup>2</sup> GFA	No specific rate	
	<b><u>Bowling</u></b> 3 spaces per lane	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 4 employees <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 200m <sup>2</sup> GFA	No specific rate	
	<b><u>Cricket / Other Court Game</u></b> 16 spaces per court, <b>PLUS</b> 3 spaces per court for spectators, <b>PLUS</b> 1 space per 2 employees	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 4 employees <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 200m <sup>2</sup> GFA	No specific rate	

Land Use	Car Parking Requirement	Motorcycle Parking Requirements	Bicycle Parking Requirements	Servicing Requirements	Comments
	<b>Gym</b> 4 spaces per 100m <sup>2</sup> GFA	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 4 employees <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 200m <sup>2</sup> GFA	No specific rate	
	<b>Other</b> <i>To be determined through TIA</i>	<i>To be determined through TIA</i>	<i>To be determined through TIA</i>	No specific rate	
	<b>Squash / Tennis</b> 3 spaces per court	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 4 employees <b><u>Class 3 (Visitor / Student)</u></b> <b>GREATER OF</b> 1 space per 200m <sup>2</sup> GFA, <b>OR</b> 1 space per 2 courts	No specific rate	
Recreation Facilities (Outdoor)	<b>Golf Course</b> 4 spaces per green	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 4 employees <b><u>Class 3 (Visitor / Student)</u></b> <b>GREATER OF</b> 1 space per 200m <sup>2</sup> GFA, <b>OR</b> 1 space per 2 greens	No specific rate	
	<b>Lawn Bowls</b> 30 spaces for the first green, <b>PLUS</b> 15 spaces for each additional green	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 4 employees <b><u>Class 3 (Visitor / Student)</u></b> <b>GREATER OF</b> 1 space per 200m <sup>2</sup> GFA, <b>OR</b> 4 spaces per green	No specific rate	
	<b>Other</b> <i>To be determined through TIA</i>	<i>To be determined through TIA</i>	<i>To be determined through TIA</i>	No specific rate	

Land Use	Car Parking Requirement	Motorcycle Parking Requirements	Bicycle Parking Requirements	Servicing Requirements	Comments
	<b>Tennis</b> 3 spaces per court	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 4 employees <b><u>Class 3 (Visitor / Student)</u></b> <b>GREATER OF</b> 1 space per 200m <sup>2</sup> GFA, <b>OR</b> 1 space per 6 courts	No specific rate	
Registered Club	1 space per 2 staff, <b>PLUS GREATER OF</b> 1 space per 5 seats, <b>OR</b> 1 space per 10m <sup>2</sup> GFA	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 25m <sup>2</sup> bar area, <b>PLUS</b> 1 space per 100m <sup>2</sup> lounge <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 25m <sup>2</sup> bar area, <b>PLUS</b> 1 space per 100m <sup>2</sup> lounge	SRV  In addition to car parking requirements, taxi/ rideshare facilities are provided	
<b>Industrial Activity</b>					
Hardware and Building Supplies	1 space per 50m <sup>2</sup> GFA	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 1,000m <sup>2</sup> GFA	<b><u>GFA&lt;1,000m<sup>2</sup></u></b> HRV <b><u>GFA&gt;1,000m<sup>2</sup></u></b> AV	
Industries	<b>GREATER OF</b> 1 space per 100m <sup>2</sup> GFA, <b>OR</b> 1 space per 2 employees	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 1,000m <sup>2</sup> GFA	<b><u>GFA&lt;1,000m<sup>2</sup></u></b> HRV <b><u>GFA&gt;1,000m<sup>2</sup></u></b> AV	
Transport Depot	1 space per employee, <b>PLUS</b> Truck parking as required	1 space per 20 car parking spaces	-	AV	
Warehouse or Distribution Centre	<b>GREATER OF</b> 1 space per 300m <sup>2</sup> GFA, <b>OR</b> 1 space per employee	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 20 staff	<b><u>GFA&lt;1,000m<sup>2</sup></u></b> HRV <b><u>GFA&gt;1,00m<sup>2</sup></u></b> AV	

Land Use	Car Parking Requirement	Motorcycle Parking Requirements	Bicycle Parking Requirements	Servicing Requirements	Comments
<b>Residential Accommodation</b>					
Dwelling House (New)	2 spaces per dwelling	1 space per 20 car parking spaces	-	-	
Multi Dwelling Housing	<b>1-Bedroom dwelling</b> 1 space per dwelling	1 space per 20 car parking spaces	<b>Class 1 or 2 (Employee / Resident)</b> 1 space per dwelling	Provision of standing area on-site for an SRV	
	<b>2-Bedroom dwelling</b> 1 space per dwelling	1 space per 20 car parking spaces	<b>Class 1 or 2 (Employee / Resident)</b> 1 space per dwelling		
	<b>3+ Bedroom dwelling</b> 2 spaces per dwelling	1 space per 20 car parking spaces	<b>Class 1 or 2 (Employee / Resident)</b> 1 space per dwelling		
	<b>Visitor</b> 1 space per 5 dwellings		<b>Class 3 (Visitor / Student)</b> 1 space per 10 dwellings		
Residential care facilities	<b>Low care (self-contained dwelling)</b> 1 space per dwelling, <b>PLUS</b> 1 space per 2 employees, <b>PLUS</b>	1 space per 20 car parking spaces	<b>Class 1 or 2 (Employee / Resident)</b> 1 space per 7 beds <b>Class 3 (Visitor / Student)</b> 1 space per 60 beds	HRV Include provision for ambulance facilities	
	<b>Medium care</b> 1 space per 5 beds, <b>PLUS</b> 1 space per 2 employees, <b>PLUS</b>	1 space per 20 car parking spaces	<b>Class 1 or 2 (Employee / Resident)</b> 1 space per 7 beds <b>Class 3 (Visitor / Student)</b> 1 space per 60 beds	HRV Include provision for ambulance facilities	
	<b>High care</b> 1 space per 5 beds, <b>PLUS</b> 1 space per 2 employees, <b>PLUS</b>	1 space per 20 car parking spaces	<b>Class 1 or 2 (Employee / Resident)</b> 1 space per 7 beds <b>Class 3 (Visitor / Student)</b> 1 space per 60 beds	HRV Include provision for ambulance facilities	
<b>Tourist and Visitor Accommodation</b>					
Bed and Breakfast Accommodation	1 space for the dwelling, <b>PLUS</b> 1 space per bedroom	1 space per 20 car parking spaces	-	-	

Land Use	Car Parking Requirement	Motorcycle Parking Requirements	Bicycle Parking Requirements	Servicing Requirements	Comments
Camping Grounds	1 space per site, <b>PLUS</b> 1 space per 10 sites for visitors	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 per 40 sites	-	
Caravan Parks	1 space per site, <b>PLUS</b> 1 space per 10 sites for visitors	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 per 40 sites	-	
Hostel	1 space per 5 rooms, <b>PLUS</b> 1 space per 2 employees	1 space per 20 car parking spaces	-	SRV	
Hotel or Motel Accommodation	1 space per room, <b>PLUS</b> 1 space per 2 employees	1 space per 20 car parking spaces	<b><u>Class 1 or 2 (Employee / Resident)</u></b> 1 space per 20 rooms	SRV	
Student Accommodation	1 space for manager, <b>PLUS</b> 1 space per 2 rooms/beds	1 space per 20 car parking spaces	<b><u>Class 1 (Employee / Resident)</u></b> 1 space per dwellings <b><u>Class 3 (Visitor / Student)</u></b> 1 space per 10 dwellings	SRV	
<b>Other</b>					
Funeral Home	1 space per 5 visitors	1 space per 20 car parking spaces	-	SRV	
Home Business	1 space per non-resident staff	1 space per 20 car parking spaces	-	-	
Place of Public Worship	<b>GREATER OF</b> 1 space per 10m <sup>2</sup> GFA, <b>OR</b> 1 space per 5 seats	1 space per 20 car parking spaces	<b><u>Class 2 (Employee / Resident)</u></b> 1 space per 1,500m <sup>2</sup> GFA <b><u>Class 3 (Visitor / Student)</u></b> 2 spaces, <b>PLUS</b> 1 space per 1,500m <sup>2</sup> GFA	SRV	
Sex Services Premises	2 spaces per room	1 space per 20 car parking spaces	-	VAN	

Note 1: Gross Floor Area = GFA

Note 2: Descriptions of bicycle parking classes are provided in Table 3

Note 3: Provision for Refuse Collection Vehicles should also be considered.

**Note 4**

- 6.4m Small Rigid Vehicle = SRV
- 8.8m Medium Rigid Vehicle = MRV
- 12.5m Heavy Rigid Vehicle = HRV
- 20.0m Articulated Vehicle = AV

**Note 5:** Land use definition are provided within Cessnock Local Environmental Plan (LEP) 2011

Table 2: End-of-Trip Facilities for Non-Residential Developments

No. of Long-Term Bicycle Parking	No. of Lockers	No. of Showers	No. of Toilets	No. of Wash Basin Stations (including mirrors, electrical outlets and Counter Tops)
1-10	1 per bicycle space	1 shower and change room of unisex design	1	1
11-20	1 per bicycle space	2 plus change room	2	2
20+	1 per bicycle space	2 plus change room plus 1 for every 10 bicycle spaces thereafter	2 plus 1 for every 10 bicycle spaces thereafter	2 plus 1 for every 10 bicycle spaces thereafter

**Note:** Where a residential and non-residential land uses are mixed, the development shall provide EOT facilities for the non-residential component in accordance with Table 2.



## Qualifications and Exceptions to Parking Standards

Council will allow all applications to be assessed on a merit basis.

Council may review the car parking requirements on the submission of a detailed TIA report that demonstrates that a reduced level of parking is satisfactory for the proposed development

This section provides clarification on key qualifications and exceptions relevant to the provisions outlined within this Chapter.

1. Council may consider the following factors for applications seeking variations to the parking rates specified in Table 1 of this chapter:
  - a. The size and nature of the development, including any change of use proposed, the amount of additional floor area and the increased parking demand.
  - b. The mix of land uses.
  - c. The proposed hours of operation and peak demand times for use.
  - d. Results of a comprehensive parking survey submitted in support of the application.
  - e. Modal shift techniques (e.g. 'Green Travel Plan', active transport facilities).
  - f. Access to public transport services.
  - g. Continuity, streetscape, and heritage significance.
  - h. The impacts of providing off-street parking.
  - i. Anticipated impacts of not providing for adequate off-street car parking.
  - j. Any masterplan or public domain plan adopted by Council.
2. Where the calculation of parking spaces results in a fraction of a space, the total number of parking spaces shall be rounded up to the next highest whole number.
3. Where an "OR" is provided within Table 1 the greater of the options must be applied.
4. Where an "AND" is provided within Table 1 the options must be added together.
5. Motorcycle parking shall be provided in addition to car parking requirements.
6. Motorcycle parking is required at a rate of 1 per 20 of the total car parking spaces or part thereof if less than 20 car parking spaces are provided. Where mix use developments are proposed this requirement applies to all uses.
7. Where existing premises are being extended to create additional gross floor area, the additional parking requirement shall be calculated in accordance with the parking standards on the basis of increased floor space.
8. Council may, at its discretion, waive the car parking requirement for small scale additions where:
  - a. The proposed extension is of a minor nature (i.e. the extension requires the provision of not more than one additional car parking space)
  - b. The extension is not directly related to the parking generation potential of the development.
9. Where existing premises are proposed to be redeveloped or their uses changed, the following method of calculating car parking requirements shall apply:
  - a. Determine the parking requirements of the previous or existing premises in accordance with the parking standards contained in this Plan.
  - b. Determine the parking requirement of the proposed development in accordance with the parking standards contained in this Plan.

- c. Subtract the number of spaces determined in (a) above from the number of spaces calculated in (b) above.
  - d. The difference calculated in (c) above represents the total number of parking spaces to be provided.
10. Where a development is able to demonstrate that it is unnecessary to provide the total number of parking spaces on site as required by this Chapter, a lesser provision may be accepted by Council. In such circumstances suitable justification and a detailed analysis should be submitted with the development application.
11. Historic parking deficiency does not apply to the provision of bicycle parking.
12. In the case of a combination of land uses on the site, the parking requirement for each separate use shall be calculated and then added together to provide the total parking requirement. Any departure from this method will only be considered by Council where it can be demonstrated that the peak demand for each land use component of the development is staggered.
13. Where a proposed development does not fall within any of the land use categories identified in Table 1, Council shall calculate the on site parking requirements having regard to the experience of similar existing development and an assessment of the likely traffic generating potential of the proposed development.
14. Parking requirements for new major trip generating developments will be assessed on merit, with particular reference to:
  - a. The likely demand for off street parking generated by the development.
  - b. The mix of uses and their parking requirements.
  - c. The availability of public transport to service the development.
  - d. The probable mode of transport to be used by employees and/or customers.
  - e. The likely peak usage times of the proposed development.
  - f. the existing traffic volumes on the surrounding street network including, where relevant, the potential traffic volumes.
15. For development impacted by historic built form:
  - a. Departure from the rates set out in Table 1 may be considered on merit. In these instances, the development may be required to offset car parking requirements through planning agreements or other provisions.
  - b. Departure from the requirements set out in the Table 1 part of this Chapter may be considered on merit.
16. Refer to the “Workplace Travel Plan Resource” section of the Premiers Council for Active Living for guidance on preparing a Travel Plan.

# Design Requirements for Off-Street Parking and Site Access

## Overview

The placement and design of off-street parking facilities for cars, bicycles, motorcycles, pedestrians, service vehicles and other authorised uses requires consideration of the safety, efficiency, and amenity of users within the Development and to the surrounding public domain.

The minimum requirements are set out in the Australian Standards, which include AS2890.1 Off-street car parking, AS2890.2 Off-street commercial vehicle facilities, and AS2890.6 Off-street parking for people with disabilities.

Depending upon the scale and type of development proposed, the detailed design and layout of parking facilities may require the professional input of a transport /civil engineer, architect and/or landscape architect to ensure compliance with the applicable standards and requirements of this chapter.

## Access to the Site

### Objectives

1. Development provides access to the site that is located and designed to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.
2. Development provides pedestrian and cyclist access to the site which is safe and avoids unnecessary conflict between pedestrians, cyclists and motor vehicles.
3. Development provides an easement for a vehicular access benefiting all adjoining landowners and Council if the vehicular access services more than one individual development or premises.

### Controls

1. Access driveways are provided, in accordance with AS2890 Part 1: Off-street car parking and AS2890.2: Part 2: Off-street commercial vehicle facilities.
2. An access driveway and its splay must not protrude across property boundaries, or the projection of the property boundary line to the road carriageway.
3. Access driveways are located as far as practical from an intersection and other driveways and median openings.
4. The number of access driveways for a site should be the minimum necessary to allow satisfactory traffic operation for the site.
5. If access can satisfactorily be provided from a lower order road, access is not provided from a higher order . If multiple road frontages are of equal classification, then the Council is to be consulted in respect of an approved access location option.
6. Access driveways must provide sufficient sight lines to pedestrians as per AS2890 .
7. Access driveways should cross the footpath perpendicular to the centre line of the road where reasonable.

8. Access driveways should be located so that any vehicle entering or leaving the site can be readily seen by the driver of an approaching vehicle in the street.
9. Access driveways should be properly signposted using “in” or “entrance” and “out” or “exit” signs, where appropriate.
10. Access driveways should be designed and constructed to suit design traffic loads.

## **Parking Layout Design**

### ***Objectives***

1. Development provides a parking layout which:
  - a. Is clearly defined, safe, secure, and easily accessible.
  - b. Provides a legible and efficient internal layout.
  - c. Is designed to contain potential adverse impacts within the site, including ensuring that there are no disruptions to or queues onto the public road network.
  - d. Discourages on-street parking.
  - e. Is consistent with safe and convenient pedestrian and cyclist movement.
  - f. Is consistent with conventional road rules.
2. Development ensures that car parking areas and/or structures are well-sited and designed as an integrated component of the total development.
3. Development ensures that the visual impact of parking and vehicular areas does not detract from the streetscape or characteristics of the area

### ***Controls***

1. Off street car parking is provided, in accordance with AS2890 Part 1: Off-street car parking, AS2890.2: Part 2: Off-street commercial vehicle facilities, and AS2890.6: Part 6: Off-street parking for people with disabilities
2. Gradients for parking spaces shall comply with requirements outlined within AS2890.1.
3. Adequate on-site manoeuvring and circulating areas shall be provided to ensure that all vehicles enter and leave the site in a forward direction.
4. Parking areas should restrict vehicles to low speeds in the vicinity of pedestrian activity by using appropriate road geometry or physical devices designed to limit speed.
5. Internal roads are designed to be easily and safely negotiated by vehicles.
6. The location of the parking area on the site should be determined having regard to:
  - a. Site conditions such as slope and drainage
  - b. Visual amenity
  - c. The location of the building
  - d. The proximity to any neighbouring residential development
7. Parking spaces for visitors and customers should be clearly signed.
8. Parking should not detract from the street amenity.
9. Pedestrians must have access to entrance of buildings without having to traverse a car parking area. Where this is not possible, provision of continuous ped crossings should be provided from street to building entrance / walkway.

## Bicycle Parking Design and Accessibility

### Objectives

1. Development provides secure and convenient bicycle parking which encourages trips by cycling and meets the design peak parking demands.
2. Development provides end-of-trip facilities such as shower cubicles, change rooms and lockers as required in Table 2.

### Controls

1. Off street bicycle parking is provided in accordance with the design elements outlined in AS2890 Part 3: Bicycle parking.
2. Development ensures that bicycle parking is clearly marked and signposted.
3. Where possible, developments consider shade and other bicycle amenities.
4. Where bicycle parking is provided within a car parking area, it is clear of all maneuvering areas or pathways and adequate sightlines are provided to ensure safety of users.
5. Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities. Convenient access to such facilities is to be considered in the siting of bicycle parking.
6. Table 1 describes the type of bicycle parking facility to be provided. Bicycle parking is categorised as per Austroads Guide to Traffic Management: Part 11: Parking and Table 3.
7. Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.
8. Class 3 bicycle parking must be provided in a location with good passive surveillance.
9. Bicycle parking for visitors must not be located more than 30m from the building entrance.
10. Access to bicycle parking is provided in accordance with AS2890.3: Bicycle parking and Austroads, Cycling Aspects of Austroads Guides, which reference Austroads Guide to Traffic Engineering Practice. Situations such as slotted drainage grates, longitudinal joint cracks and sharp gradient transitions, which provide hazards to riders, should be avoided.

Table 3: Bicycle Parking Security Levels

Class	Security Level	Use	Physical Description	Intended Duration	Typical Applications
1	High	For individual users who require individual locked bays as there is no common user group or storage is a day or longer	Fully enclosed individual locker	All day and night	Bike-and-ride commuters at railway and bus stations
2	Medium	For staff, residents, etc. where a common user group may store multiple bicycles in a single locked facility	Lockable enclosure, shelter or compound fitted with class 3 facilities where cyclist is responsible for locking their bicycle within the communal enclosure	All day	Regular employees, students regular bike-and-ride commuters
3	Low	For visitors where bicycles are stored in visible areas which	Bicycle rails or racks to which both the bicycle	Less than one day	Shoppers, visitors, employees of workplaces where

		supervision or passive surveillance	frame and wheels can be locked		security supervision of the facility is provided
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Source: Austroads Guide to Traffic Management Part 11: Parking Management Techniques, 2020, edited.

## Parking for People with Disabilities

### Objectives

1. Development ensures adequate provision of parking for people with a disability.
2. Development provides conveniently located and signposted parking for people with a disability.

### Controls

1. Development provides off-street parking for people with a disability at a rate of one (1) bay per 50 parking spaces or part thereof, unless otherwise stipulated in Part D3 Access for people with a disability of the National Construction Code
2. Disability parking spaces shall be designed in accordance with AS2890.6: Part 6: Off-street parking for people with disabilities.
3. Disability parking spaces shall be clearly signed to indicate the specific use.

## Loading / Unloading Facilities

### Objectives

1. Development servicing is designed to contain potential adverse impacts of servicing within the site and to limit impacts on the surrounding road network.
2. Development servicing is clearly defined, safe and easily accessible.

### Controls

1. Loading and unloading bays should be designed to ensure that vehicles can manoeuvre into and out of all loading and unloading areas without conflicting with the movement of traffic on site or in the adjacent streets.
2. Loading and unloading areas should be designed to accommodate the turning path of appropriate service vehicles.
3. Loading and unloading areas must be designed to ensure that vehicles stand entirely within the site during loading and unloading operations.
4. Loading and unloading areas must be located in such a way to minimise potential conflicts with pedestrian desire lines.
5. All service vehicles should enter and exit the site in a forward gear.

## Electric Vehicle Parking

### Objectives

1. The provision of electric vehicle charging infrastructure in off-street carparking areas is encouraged for new development to support the reduced use of internal combustion engine vehicles across the transport network.

## Controls

1. Where required, development should provide electric vehicle infrastructure in line with the NSW Electric and Hybrid Vehicle Plan Future Transport 2056.
2. New residential developments should include an electric vehicle distribution board(s) of sufficient size to allow connection of all electric vehicle ready connections ('Level 1'). These should be located so that no future electric vehicle ready connection will require a cable of more than 50m from the parking bay to connect.
3. New development should include electric vehicle infrastructure to accommodate future 'Level 2' or higher standard electric vehicle charging points integrated into a minimum of 1 car parking space or 5% of all car parking spaces (whichever is greater)
4. New major trip generating development should include electric vehicle infrastructure to accommodate future 'Level 2' or higher standard electric vehicle charging points integrated into all off-street car parking to ensure that all car spaces can install electric vehicles charging points in the future. This must include ensuring adequate electrical capacity and infrastructure (cable size, distribution board size etc.) for the electric vehicle charging point systems
5. Where electric vehicle charging is proposed, the development application must be accompanied by a report prepared by a suitably qualified and experienced person (such as an electrical engineer) demonstrating how the development will provide the specified electric vehicle charging point(s).

Table 4: Electric Vehicle Charging Types

Level	Power	Range Added per hour	Charging Time	Typical Application
Level 1 – single phase (domestic)	2.4-3.7kW	10-20km Range / hour	5-16 hours	Home
Level 2 – single phase (domestic or public)	7kW	30-45km Range / hour	2-5 hours	Home, work, shopping centres, car parks
Level 2 – three-phase (domestic or public)	11-22kW	50-130km Range / hour	30mins - 2 hours	Urban roadside
Level 3 – fast charge (public)	50kW	250-300km Range / hour	20-60 mins	Regional near highways, motorways and key routes
Level 4 – super-fast charge (public)	120kW	400-500km Range / hour	20-40 mins	Regional near highways, motorways and key routes
Ultra-fast charge (public)	350kW	1000km+ Range / hour	10-15 mins	Highways and motorways

Source: NSW Electric and Hybrid Vehicle Plan Future Transport 2056

## Construction Materials

### Objectives

1. Development ensures all parking areas and accessways are constructed using appropriate materials and methods to accommodate the anticipated use and demand.

### Controls

1. All parking areas and accessways shall be constructed in accordance with Council's Engineering Requirements for Development.

2. In choosing the most suitable pavement type the following factors should be considered:
  - a. Anticipated vehicle loads.
  - b. Run-off gradients and drainage requirements.
  - c. Construction constraints.

### **Landscaping in Parking Areas**

#### ***Objectives***

1. Development ensures integration with the desired visual characteristics of the surrounding area.

#### ***Controls***

1. A minimum of 10% of the total area of the car park shall be appropriately landscaped.
2. Long stretches of parking bays (10 or more) are to be dispersed with screen planting.
3. Plants should be selected and located to avoid maintenance problems. Trees with large surface roots, excessive girth, brittle limbs and those that drop fruits should be avoided.
4. Landscaping shall favour native flora and flora species that are characteristic of the area.
5. Blank walls shall be avoided where possible in favour of green walls or other visually appealing alternatives.

### **Major Trip Generating Developments**

#### ***Objectives***

1. Major trip generating development ensures that the application provides an allowance for transport options that support transport modal shift to active and public transport modes.

#### ***Controls***

1. A major trip generating development is defined as per Table 5.
2. New trip generating developments provide a 'Green Travel Plan' to be submitted to Council. The specifics of each 'Green Travel Plan' will vary depending on the characteristics of the development and must consider the following elements:
  - a. Identification and promotion of public transport options to access the site.
  - b. The promotion of cycling and walking as viable commuting options by providing amenities such as bicycle parking, relevant end-of-trip facilities, and prominently displaying comprehensive cycling route maps.
  - c. Designed car parking spaces to facilitate car share programs.
3. New major trip generating developments, will liaise with public transport service providers and Transport NSW regarding the adequacy of current services and potential improvements.
4. New major trip generating developments ensure that new and existing bus shelters are directly connected to the entry to the development by a conveniently accessible footpath.
5. New major trip generating developments ensure that signage is installed directing patrons to public transport stops facilities.



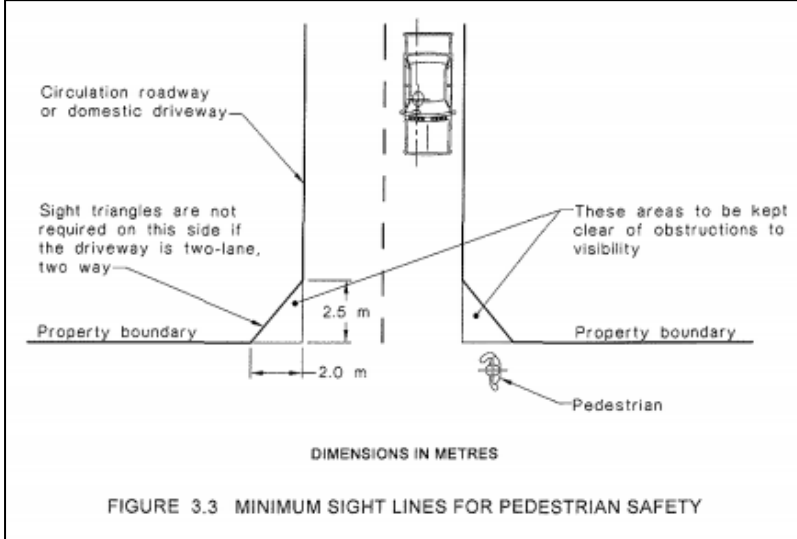
Table 5: Major Trip Generating Development Thresholds

Land Use	Major Trip Generating Development Threshold
All (including uses below)	>100 vehicle trips in a peak hour
Commercial	>2,500m <sup>2</sup> gross floor area
Educational Establishments	>100 students
Entertainment / Recreational Facilities	>1,000 persons (seats) or >2,000m <sup>2</sup> gross floor area
Industrial Activity	>10,000m <sup>2</sup> gross floor area
Residential Accommodation	>100 dwellings
Tourist and Visitor Accommodation	>100 dwellings
Other	Discuss with approving authority

# Appendix A: Standard Drawings and Information

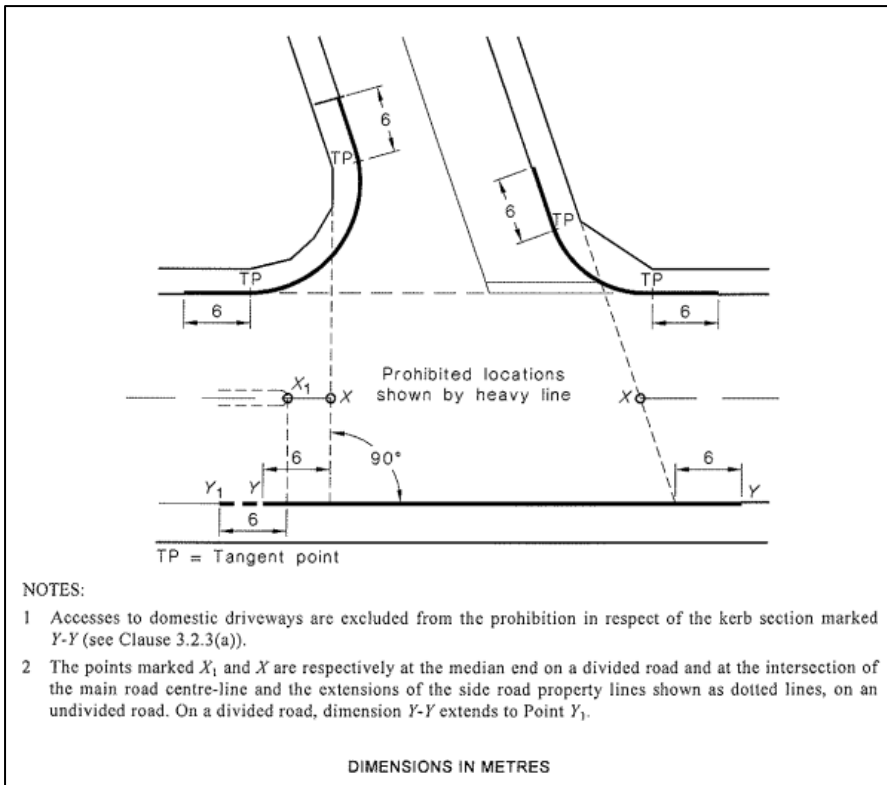
## Access to the Site

Figure 1: Minimum Sight Lines for Pedestrian Safety



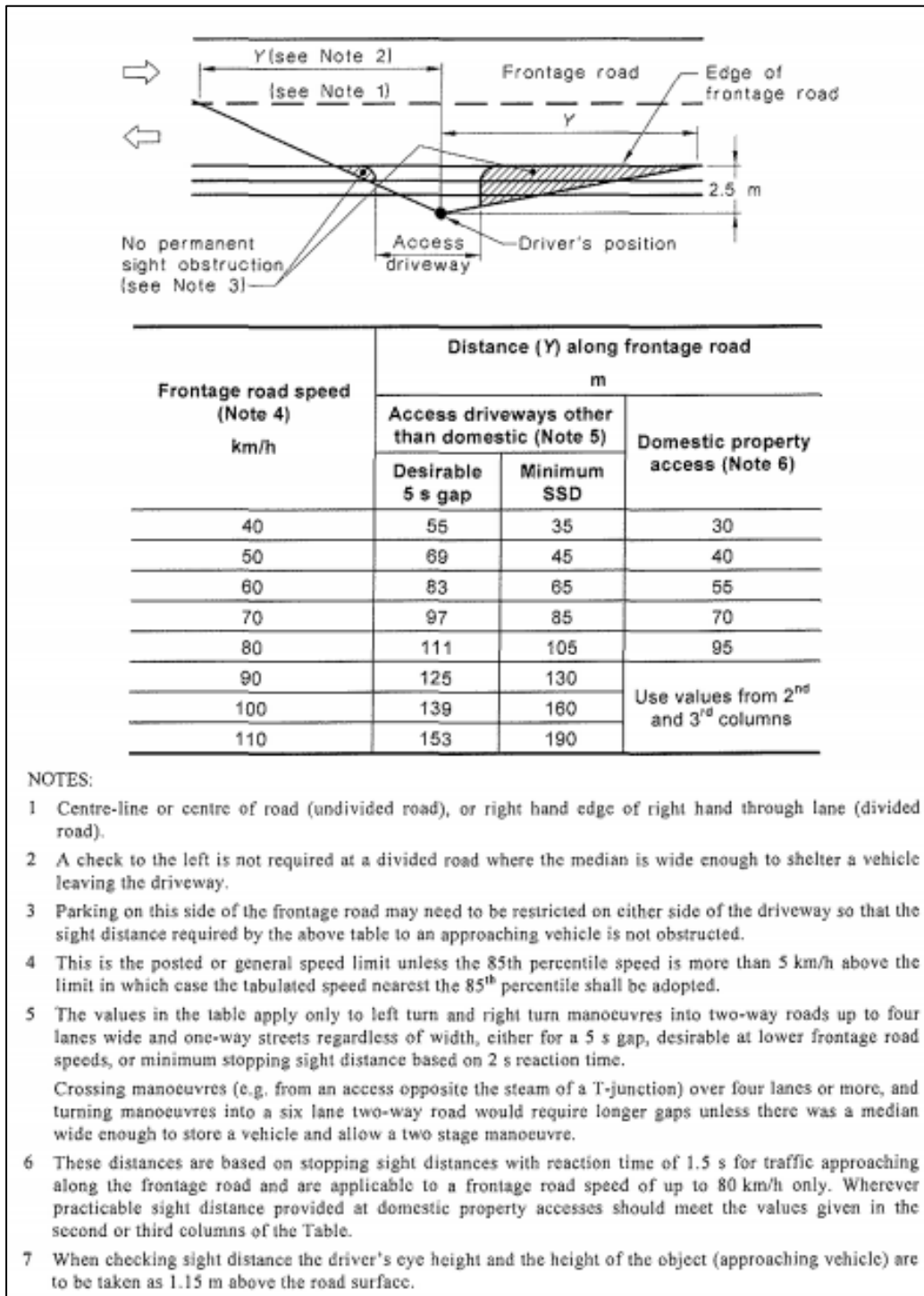
Source: Australian Standards 2980.1 2004 – Part 1: Off-street car parking.

Figure 2: Prohibited Driveway Locations at Intersections



Source: Australian Standards 2980.1 2004 – Part 1: Off-street car parking.

Figure 3: Sight Distance Requirements at Access Driveways



Source: Australian Standards 2980.1 2004 – Part 1: Off-street car parking.

Table 6: Selection of Access Facility Category

Class of parking facility (see <b>Error!</b> Reference source not found.)	Frontage Road Type	Parking Facility Access Category				
		Number of Parking Spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1, 1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

- 1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively serviced by that access.
- 2 This table does not imply that certain types of development are necessarily suitable location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances, it may be preferable to allow left-turn-only movements into and out of the access driveway.

Source: Australian Standards 2890.1 2004 – Part 1: Off-street car parking.

Table 7: Access Driveway Widths

Category	Entry Width	Exit Width	Separation of Driveways
1	3.0 to 5.5	(combined) (see Note)	N/A
2	6.0 to 9.0	(combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.8 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1 <i>Access design principles</i> in AS/NZS 2890.1 (2004).		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0m minimum.

Source: AS2890.1 2004 – Part 1: Off-street car parking

**Parking Layout Design****Error! Reference source not found.**Table 8: Classification of Off-Street Car Parking Facilities

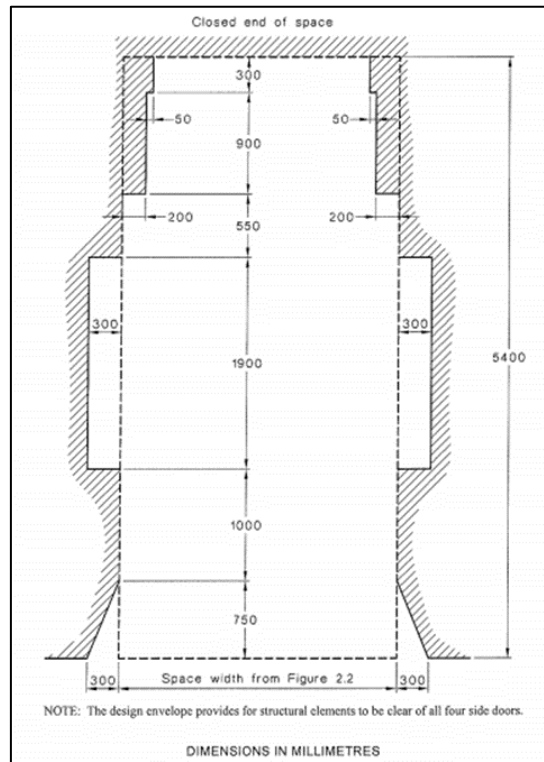
User Class	Required Door Opening	Required Aisle Width	Examples of use (Note 1)
1	Front Door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front Door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS2890.6 (Note 2)		Parking for people with disabilities

## NOTES:

- 1 Except for the requirements specified in Clause 1.4 (in AS2890.1 - 2004) relating to User Class 1A and 4, the examples of uses are intended to be flexible and allow for progressive improvement in both the ease of manoeuvring into and out of parking spaces, and in leaving and re-entering the vehicle as one progresses up the user scale from 1 to 3A. The modelling of vehicle manoeuvring into Class 1A spaces shows however, that many drivers may have difficulty driving into and out of such spaces, especially those with vehicles larger than the B85 vehicle. Furthermore, they may have difficulty entering and leaving the vehicle in narrower spaces. Safety issues associated with delays and congestion caused by manoeuvres into and out of Class 1A spaces in large parking areas should also be taken into account. See also Appendix B, Paragraph B4.8 in AS2890.1 – 2004.
- 2 In preparation, see footnote to Clause 1.2 in AS2890.1 – 2004.

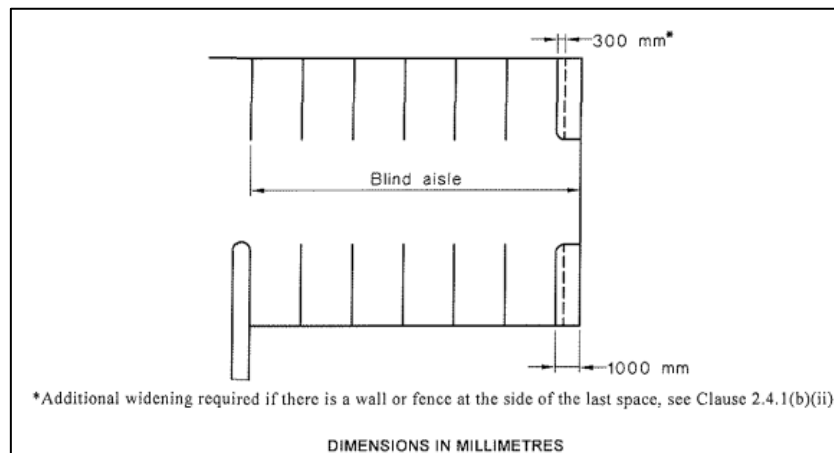
Source: Australian Standards 2980.1 2004 – Part 1: Off-street car parking.

Figure 4: Vehicle Design Envelope



Source: Australian Standards 2890.1 2004 – Part 1: Off-street car parking.

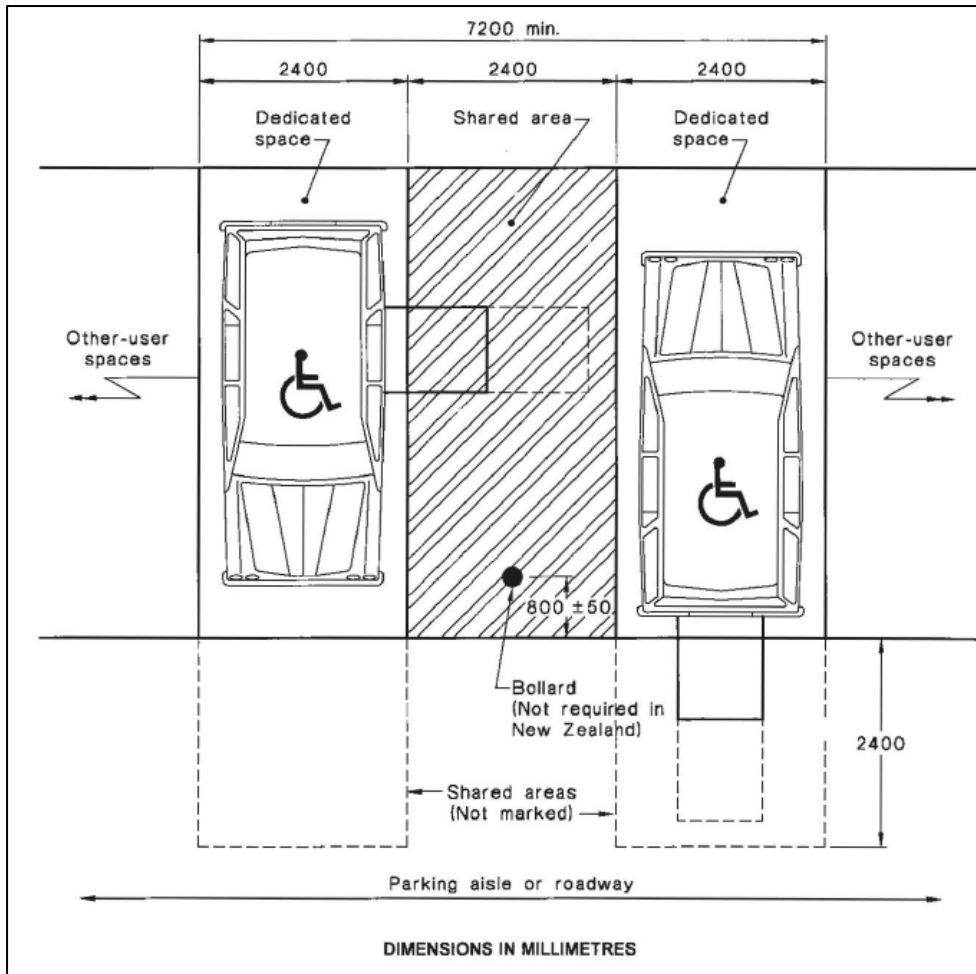
Figure 5: Blind Aisle Extension



Source: Australian Standards 2890.1 2004 – Part 1: Off-street car parking.

**Parking for People with Disabilities**

Figure 6: Example of Two Parking Spaces with a Common Shared Area



Source: Australian Standards 2890.6 2009 – Part 6: Off-street parking for people with disabilities

**Service Vehicle Dimensions**

Table 9: Design Vehicle Dimensions

Vehicle Class	Overall Length	Design Width	Wheelbase	Design Turning Radius	Swept Circles	Clearance Height
SRV	6.4	2.3	3.80	7.1	15.3	3.5
MRV	8.8	2.5	5.00	10.0	12.6	4.5
HRV	12.5	2.5	6.85	12.5	27.8	4.5
AV	20.0	2.5	14.70	12.5	26.6	4.5
B-Double	26.0	2.5	21.70	12.5	n/a	4.5
A-Double	36.5	2.5	32.30	15.0	n/a	4.5
A-Triple	53.5	2.5	49.00	15.0	n/a	4.5

NOTE: All dimensions in metres

NOTE: Clearance height shall increase to 4.8m for animal transport vehicles, vehicle carriers and any other 4.6m high vehicles

Source: Australian Standards 2890.2 2018 – Part 2: Off-street commercial vehicle facilities