

CODE OF PRACTICE

Code Title: PARKING AND ACCESS CODE

Reason for Code: This Code applies to all development where development consent is required for the erection of, addition or alteration, modification and refurbishment of a building or use of land within the shire.

Code Details: This Code Covers:

1. [Introduction](#)
 - 1.1 [Objectives](#)
 - 1.2 [Application](#)
 - 1.3 [Definitions](#)
2. [General Provisions](#)
 - 2.1 [Standards and Specifications](#)
 - 2.2 [Additional Assessment & Approvals](#)
 - 2.2.1 [Regional Traffic Committee](#)
 - 2.2.2 [Local Traffic Committee](#)
 - 2.2.3 [Roads Act 1993](#)
 - 2.2.4 [Traffic Impact Study](#)
 - 2.2.5 [Method of Calculation](#)
 - 2.2.5.1 [Alterations, Additions and Redevelopment](#)
 - 2.2.5.2 [Combination of Uses](#)
 - 2.2.6 [Contributions in lieu of provision on Onsite Parking](#)
 - 2.2.7 [Alternative Contribution](#)
 - 2.2.8 [Parking Credits](#)
3. [Provision of Car Parking](#)
 - 3.1 [General](#)
 - 3.1.1 [Staff/Employee Parking](#)
 - 3.1.2 [Bus and Commuter Vehicle Parking](#)
 - 3.1.3 [Bicycle Facilities](#)
 - 3.1.4 [Over-dimensional Parking](#)
 - 3.2.5 [Variations](#)
 - 3.2 [Car Parking and Provision Guidelines](#)
 - 3.7.1 [Table 1](#)
 - 3.7.2 [Table 2](#)
4. [Design Guidelines for Parking and Access](#)
 - 4.1 [General](#)
 - 4.2 [Access and Manoeuvrability](#)
 - 4.3 [Parking Location, Design and Dimensioning](#)
 - 4.4 [Parking for People with a Disability](#)
 - 4.4.1 [Design Guidelines](#)
 - 4.5 [Service and Delivery Areas](#)
 - 4.5.1 [Design Guidelines](#)
5. [Construction Guidelines](#)
 - 5.1 [Heritage](#)
[Schedule 1](#)

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	1

1 Introduction

1.1 Objectives

- To design for vehicular access as part of the overall development and road network
- To ensure that all parking, access and land service delivery required as a result of the development is provided on site
- To design parking and access with regard to the safety of pedestrians and other road users
- To design site access to minimise disruption to the operation of the road network.

1.2 Application

This Code applies to all development where development consent is required for the erection of, addition or alteration, modification and refurbishment of a building, or use of land within the Shire.

1.3 Definitions

Other than those listed below, terms in this document have the meanings found in the Eurobodalla Local Environmental Plan 2011 dictionary.

Area	Definition
Access driveway	means that part of the vehicle access roadway extending from the edge of the formed public roadway to the property frontage boundary.
Domestic driveway	means that part of the vehicle access roadway internal of all property boundaries
Licensed FloorArea	means that area of a development that is licensed for the purposes of the Liquor Act
Listed Road	means a road listed in Schedule 1 of this code
Major road	has the same meaning as in the Roads and Traffic Authority's (RTA) <i>Guide to Traffic Generating Developments</i>
Public Area	means any floor space provided for the use of the general public which is capable of being used for one or more of the following activities: dining, drinking, functions, meetings, religious worship or the like, but not including; offices, counselling or interview rooms, storage areas, stages, kitchens, etc
Service area	means the area within the property boundaries, set aside for the manoeuvring and loading/unloading of commercial vehicles
Traffic Impact Study	has the same meaning as it has in the Roads and Traffic Authority's (RTA) <i>Guide to Traffic Generating Developments</i> .
Traffic Management Plan	means a plan that describes the traffic management measures that are proposed to remain in place for the life of the development. The plan will address parking, manoeuvring and traffic flows to, from and within the development.

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	2

2. General Provisions

2.1 Standards and Specifications

Unless otherwise stipulated within this code driveways, access ways, manoeuvring areas and parking areas shall be designed and constructed in accordance with Australian Standard AS 2890.1 - Off-street Car Parking, Australian Standard AS 28990.2 Off-street Parking Commercial Vehicle Facilities, AS2890.6 – Off-street Parking for People with a Disability and the Roads and Traffic Authority’s (RTA) *Guide to Traffic Generating Developments* and *Road Design Guide* and Council’s Engineering Development Specifications.

2.2 Additional Assessment & Approvals

2.2.1 *Regional Traffic Committee*

Under the provision of the State Environment Planning Policy (Infrastructure) 2007 certain development applications as identified within Schedule 3 of the policy, are required to be referred to the RTA. If it is a requirement that a proposal be referred to the RTA, any additional plans and supporting documentation such as a ‘Traffic Impact Study’ will be required to be submitted with the development application.

2.2.2 *Local Traffic Committee*

All development on land:

- a) that has a frontage to a road listed in Schedule 1 of this code (“listed road”), or
- b) that relies on a listed road for its sole direct means of vehicular access, or
- c) that has direct vehicular access to another road at a point less than 90 metres from that road’s intersection with a listed road

2.2.3 *Roads Act 1993*

All work within the road reserve requires an approval from Council under section 138 of the Roads Act 1993 and from the RTA on classified roads (see those marked ‘classified’ in Schedule 1 of this code)

2.2.4 *Traffic Impact Study*

Proposals indicated in Table 1 as being assessable on merit and proposals for development types which do not fall within any of the aforementioned categories, will be considered on merit and require the submission of a Traffic Impact Study (TIS) as to possible traffic generation and parking requirements with reference to the RTA Guide to Traffic Generating Developments. The TIS shall take into consideration the full range of function types and times for which the proposal caters

Where a proposal is for an activity of a multi functional nature such as a Registered Club or Community or Entertainment Facility, the submission must be supported by a Traffic Impact Study (TIS). The study may support a variation from the prescriptive requirements as contained within the car parking guidelines of this Code, but in suggesting such will address all aspects of the various activities and the timing and patronage catered for. The study will need to extend its ambit to include adjacent streets, intersections and property entry points and other infrastructure, which may be affected by those accessing the activity.

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	3

The time range over which the study will need to accommodate, will depend on the nature of activities and frequency of occurrence, for major events this period may expand to an annual collation of relevant data. Further details on the contents and preparation of a TIS may be found in the RTA's *Guide to Traffic Generating Developments*.

2.2.5 Method of Calculation

2.2.5.1 Alterations, additions and redevelopment

Car parking requirements for alterations or additions to an existing site shall comply with the requirements of this code, and will be assessed on the total development (ie. both existing and proposed and multiple use), except where the existing development is in compliance with a previous consent where car parking has been determined under that consent, in which case the additional parking required will be based on the increased demand.

In the case of redevelopment or change of use of an existing development, parking requirements will be assessed in compliance with this code, as if the site were previously undeveloped.

In the event where a cash contribution has previously been paid to council in lieu of the provision of onsite parking, then those spaces should be credited to the number of spaces required upon future alterations, additions or redevelopment.

2.2.5.2 Combination of Uses

Where developments comprise a number of uses, for example;

- dwellings, dual occupancy or residential flat buildings in conjunction with commercial buildings;
- offices within industrial buildings;
- motor showrooms within a service station.

the onsite parking requirement for a development will be the rates applicable to each individual land use unless otherwise indicated in Table 1 Car Parking Guidelines of this Code.

2.2.6 Contributions in lieu of provision of onsite parking

Where the development of a site is identified within Council's Section 94 Contributions Plans as being capable of making a contribution towards off street car parking, Council may accept a cash contribution in lieu of provision of onsite car parking. Such contributions will only be accepted for commercial development where the required parking is unable to be provided on site, or where site conditions prevent meeting the requirements or create undesirable traffic movement problems.

Contribution rates are indexed, and are listed in Council's fees and charges publication with all costing under review annually. Although contribution rates will be calculated at the time of determination, the amount payable will apply at the date of issue of the Construction Certificate. Reference should also be made to the Development Contribution Plan 2000 – 2005 and any other Contributions Plan in force at the time.

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	4

Where a developer is permitted through the payment of contribution to provide no onsite parking, Council may require a designated disability site be made available within a public or Council parking area, including the provision of kerb ramps and pathways to the development in question, at cost to the developer.

2.2.7 Alternative Contribution

In the case of car parking, land may be dedicated to council either in excess of the requirements for a development or in advance of development for the purposes of constructing public parking including access to that parking space. Where land is dedicated, credits may apply to the subject property for future development. Credit is given for the ‘land’ component of a car parking contribution at the rate of one (1) space per 30m² of land dedicated. That is, the equivalent monetary value for the amount of land dedicated is deducted from the contributions payable where parking associated with a development proposal is not being provided on-site. Land value is determined for each commercial centre at the rate used in the calculation of the developer contribution. The applicant is required to pay the construction component of the contribution.

2.2.8 Parking Credits

Sites which are already occupied by an existing development will, in some circumstances have accrued parking credits. If it is intended to change, add to, expand or refurbish the use of the existing building, and the new use requires more parking than the previous use, the accrued credits can be activated for the proposed development.

3 Provision of Car Parking

3.1 General

When preparing initial design criteria for specific developments, consideration should be given to the type and number of vehicles for which the parking area will service.

3.1.1 Staff/employee parking

Unless otherwise specified or included in Table 1, staff parking, must be provided on site, appropriate to the developments requirements.

3.1.2 Bus and commuter vehicle parking

Developments, such as shopping centres, education facilities, clubs, etc where patrons, users would be accessing via bus, must include bus bays, lay-by’s and/or bus parking on site, in accordance with AS 2890.2 Off-street parking – commercial vehicle facilities.

Developments, such as clubs that provide courtesy bus transport must include details, via the traffic impact study, of the effect of such service on the need for private vehicle parking if the intent is to diminish parking spaces in favour of the provision of a courtesy transport service.

3.1.3 Bicycle facilities

Developments, such as shopping centres, education facilities, sporting facilities, swimming pools, gymnasiums, etc, where such developments are in excess of 200m² GFA, must include the

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	5

provision of bicycle parking in accordance with AS2890.3 - 1993 *Bicycle Parking Facilities*. Secure and accessible bicycle storage facilities must also be provided on site.

3.1.4 Over-dimensional parking

Developments that rely on deliveries or dispatch by heavy or over-dimensional vehicles must provide adequate on-site manoeuvring, loading, unloading and parking areas. Likewise, facilities which cater for activities requiring access for vehicles with drawn trailers, such as golf courses, equestrian centres, marinas, etc, should provide parking areas for the standing of vehicles and trailer extension.

3.1.5 Variations

Where, by limitation of available area, the nature of activity, the inclusion of courtesy bus parking provision or the like, an applicant requires to vary the requirements of Table 1, such variation must also be accompanied by a TIS detailing the impacts of the activities to the surrounding area.

3.2 Car Parking Provision Guidelines

The number of car parking spaces to be provided for each permissible use shall be in accordance with Table 1 below.

Note: The Table1, does not include provision for service and delivery areas or parking spaces for people with a disability. Development proposals must also address the provisions of Part 4 of this Code within the car park layout.

3.2.1 Table 1 - Car Parking Guidelines

ACCOMMODATION LAND USES	
Land Use Type	Parking Requirement
Dwelling House, Dual Occupancy, Attached Dwelling and Multi-dwelling Housing	2 spaces per dwelling
Secondary Dwelling	Nil
Residential Flat Building	1 bedroom 1 space per unit 2 or more bedrooms 2 spaces per unit
Seniors Housing	As per the requirements of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.
Boarding House/Hostel	1 space per 3 beds or 2 per room or unit (whichever the greater) plus 1 per manager/owner plus 1 per 2 employees.
Group Home	1 space per full-time equivalent employee with minimum of 2 spaces 1 space per 5 residence
Shop Top Housing Residential use in association with other permitted uses (including Shop top housing in commercial precincts)	1 bedroom 1.0 car park 2 or more bedrooms 2.0 car park in addition to parking required for commercial use
Tourist and Visitor Accommodation	1 space per each accommodation unit or similar,

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	6

ACCOMMODATION LAND USES	
Land Use Type	Parking Requirement
<p>(except, Hotel orMotel Accommodation, Bed and Breakfast, Farm Stay Accommodation)</p> <p>NB: Tourist and Visitor Accommodation in conjunction with conference facility, reception facility</p>	<p>plus 1 space per 4 units for visitors parking, plus 1 space per managers/owners residence, plus 1 space per employee or full-time equivalent, plus 1 space per 4 units for trailer/caravan/boat parking (maximum 3 spaces, soft stand). Additional parking will be assessed on an individual basis having regard to the facilities proposed within the development.</p>
Hotel orMotel Accommodation	<p>1 space per each accommodation unit, plus 1 space for managers/owners residence, plus 1 space per 30m² public area. If restaurant included in motel (refer refreshment rooms).</p>
Bed & Breakfast Accommodation	<p>1 space per bedroom offered for public accommodation, plus 2 spaces for residence.</p>
Farm Stay Accommodation	<p>1 space per bedroom offered for public accommodation</p>
Caravan Park	<p>1 space per manager/owner residence. 1 space per 3 employees or part thereof. 1 space per serviced caravan/camping site. 1 space per 10 sites for visitors.</p>
Exhibition Homes	<p>2 spaces for visitors and 2 required for dwelling</p>
Exhibition Village	<p>The rate for parking requirements shall be assessed on individual merit.</p>

HOME ACTIVITY LAND USES	
Land Use Type	Parking Requirement
Home Business	<p>2 spaces in addition to those spaces required for the dwelling or residential flat building.</p> <p>Note: Council may require more space depending upon the nature of occupation</p>

RECREATION LAND USES	
Land Use Type	Parking Requirement
Recreational Facility (Indoor)	<p>Proposals shall be determined on merit dependent upon those associated activities (if any) which are integral with the development. A Traffic Impact Study will be required in respect to the whole development.</p>
Gymnasium (including indoor sports court cricket/netball/basketball etc).	<p>1 space per full time employee plus 1 space per 13m² of public area or 15 spaces per dedicated court area.</p>
Bowling Alley	<p>1 space per employee, plus 3 spaces per alley</p>

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	7

RECREATION LAND USES	
Land Use Type	Parking Requirement
Swimming pool	The rate for parking requirements shall be assessed on individual merit.
Squash and Tennis Court	3 spaces per court.
Recreational Facility (Outdoor)	Proposals shall be determined on merit dependent upon those associated activities (if any) which are integral with the development. A traffic management study will be required in respect to the whole development, (refer notes).
Bowling green	30 spaces for the 1 st green, plus 15 spaces for each additional green.
Swimming pool	Parking requirement based on individual merit following submission which addresses parking needs.
Tennis Court	3 spaces per court.
Marina, Mooring and Water Recreation Structure	0.6 spaces per wet berth. 0.2 spaces per dry storage berth. 0.2 spaces per swing mooring and fixed mooring. 0.5 spaces per marina employee. 20 spaces per regional boat launching ramp.

COMMUNITY LAND USE	
Land Use Type	Parking Requirement
Childcare Centre	1 space per every 10 children in attendance. 1 space per employee A suitably positioned let-down and pick up facility is to be provided on site. Consideration must be given to the safe ingress and egress as well as manoeuvring of vehicles on the site.
Hospital In-Patients Out-Patients	1 space per 3 beds plus 1 space per 3 employees plus 1 space per staff doctor The number of spaces shall equal 60% of the total number of beds.
Educational Establishment Tertiary Institution	1 space per 20 students in yr. 12, plus 1 space per 30 students for visitors, plus 1 space per 20 students for staff parking 1 space per employee, plus 1 space per 10 students, plus 1 space per 10 seats in Assembly hall. For education establishments providing for day students, adequate provision must be made available on site for bus parking bays, vehicle set

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	8

COMMUNITY LAND USE	
Land Use Type	Parking Requirement
	down/pick up areas and separate entry and exit points where applicable.
Information and Educational Facility (where items exhibited are not offered for retail sale)	The rate for parking requirements shall be assessed on individual merit.
Community Facility	1 space per 10m ² public area or one space per 10 seats whichever the greater, minimum 20 spaces to be provided.
Places of Public Worship	1 space per employee and 1 space per 10m ² of public area or 1 space per 10 seats whichever the greater.

INDUSTRIAL LAND USE	
Land Use Type	Parking Requirement
Light Industry	1 space per 100m ² GFA or part thereof. Minimum 2 spaces per unit or separate leased space.
Home Industry	2 spaces in addition to those spaces required or provided for the dwelling or residential flat building.
Sawmill or log processing works	The rate for parking requirements shall be assessed on individual merit.
Agricultural Produce Industry, Livestock Processing Industries	The rate for parking requirements shall be assessed on individual merit.
Stock and Sale Yards	The rate for parking requirements shall be assessed on individual merit.
Warehouse or Distribution Centre	1 space per 300m ² gross floor area, or part thereof.
Self-Storage Units	1 space per fulltime employee and 1 space per 10 individual storage units Note: Consideration relating to vehicle access and manoeuvring areas are assessable upon merit
Vehicle Repair Station and Vehicle Body Repair Workshop	5 spaces per first work bay plus three per each additional bay.
Depot, Liquid Fuel Depot, Hazardous Storage Establishment or Offensive Storage Establishment	The rate for parking requirements shall be assessed on individual merit.

COMMERCIAL LAND USES	
Land Use Type	Parking Requirement
Office Premises, Business Premises (except medical centres) and Public Administration Building	1 space per 30m ² GFA for ground or 1 st leasable level and 1 space per 40m ² GFA at subsequent upper leasable levels. Minimum number of 2 spaces per office.
Medical Centre	4 spaces per full time practitioner.
Health Consulting Rooms	2 spaces per full-time practitioner plus 1 space per employee
Food & Drink Premise not listed elsewhere in this Table. (Development with on site seating and	

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	9

COMMERCIAL LAND USES	
Land Use Type	Parking Requirement
drive-through facility) With frontage to main or arterial road	1 space per 30m ² gross floor area with minimum 30 spaces.
With frontage to other road	1 space per 30m ² gross floor area with minimum 15 spaces.
Staff	1 space per employee or full-time equivalent
Kiosk	1 space
Restaurant	
Isolated	1 space per 8m ² public area.
As part of other complex i.e. club, hotel or shopping centre	1 space per 30m ² public area, provided : <ul style="list-style-type: none"> - the restaurant is located within an established commercial complex (i.e. Plaza) or B2 or B4 zone; - any parking spaces provided on-site will not be for the exclusive use of patrons of the restaurant; and - it can be demonstrated that off-street public parking is located within easy walking distance of the proposed development. <p>Note: The application must be accompanied by a car parking layout detailing all spaces including public spaces which are anticipated to be available for use by restaurant patrons.</p> <p>The requirement of one space per 8m² 'public area' will only apply should the proposal be located in the B1 Neighbourhood Centre zone where there is no provision for public off-street parking or is an existing stand alone restaurant in a residential or rural zone.</p>
Outdoor Eating Area	To be provided in accordance with Table 2 in this Code
Pub	
Bar/Lounge/Gaming Room	1 space per 4m ² public area (net of fixtures)
Dining Room	1 space per 30m ² GFA or 1 space per 10 seats whichever the greater.
Beer garden	1 space per 10m ² public area or 2 spaces per 5 seats whichever the greater.
Staff	1 space per employee.
Accommodation	1 space per bedroom or accommodation unit.

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	10

COMMERCIAL LAND USES	
Land Use Type	Parking Requirement
	Note: Provision should be included for courtesy bus parking.
Roadside Stall	2 spaces per stall.
Market	2 spaces per stall. To be provided on an informal basis, but must be controlled by marshalls and where appropriate, sufficient markings, both during and immediately following the market event to ensure traffic safety is maintained.
Shop	1 space per 24m ² GFA.
Bulky Goods Shop	1 space per 65m ² GFA (not including storage areas and areas not accessible to the public), with a minimum 2 spaces per unit.
Vehicle Sales or Hire Premise	1 space per 130m ² of display area 1 space per employee or full time equivalent. 5 spaces per first work/bay plus 3 per each additional bay.
Landscaping Material Supplies, Plant Nursery, Garden Centre, Rural Supplies & Hardware and Building Supplies	1 space per 70m ² display area with minimum 5 spaces. Internal retail type display area at 1 space per 30m ² .
Entertainment Facility, Function Centre	1 space per 10m ² public area or 1 space per 10 seats, whichever the greater. Minimum of 20 spaces.
Registered Club Staff Auditorium, Function Room or Beer Garden Dining Bar/Lounge Gaming (dedicated area)	1 space per three full-time employees or equivalent. 1 space per 10m ² public area 1 space per 30m ² GFA. 1 space per 4m ² public area 1 space per 4m ² public area (net of fixtures) Provision for emergency vehicles and courtesy bus parking
Service Station Retail/sales area Workshop Staff Convenience Store/Shop	1 space per 30m ² gross floor area. 5 spaces per first work bay plus 3 per each additional bay. 1 space per two employees. 1 space per 30m ² gross floor area.
Veterinary Hospital	4 spaces per full time practitioner. Plus 1 space per full time employee or equivalent.

INFRASTRUCTURE LAND USE					
Land Use Type			Parking Requirement		
Responsible officer: Director, Strategic Development and Environmental Services					
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	11

Freight Transport Facility	1 space per full time employee and 1 space per 10 individual storage units NB: Considerations relating to vehicle access and manoeuvring area application assessable upon merit
Resource Recovery Facility	The rate for parking requirements shall be assessed on individual merit.

OTHER	
Land Use Type	Parking Requirement
Funeral Home	1 space per employee and 1 space per 10m ² of public area or 1 space per 10 seats whichever the greater.
Mortuary	1 space per full time employee and minimum 2 spaces for visitors

3.2.2 Table 2 - Parking Guidelines for Outdoor Eating Areas

To ensure eating areas provide adequate car parking, parking will need to be provided in the following circumstances:

Type (See Figure 3.1)	Contribution Requirement
A. Outdoor eating areas that do not exceed 30% of the gross floor area of the food premise	No contribution will be required.
B. Outdoor eating areas that do not exceed 100% of the gross floor area of the food premise	No additional contribution for the first 30% and 25% of the current rate for the remaining area.
C. Outdoor eating areas that exceed 100% of the gross floor area of the food premise	Contributions as per (b) above the first 100% and 50% of the current rate for areas in excess of 100%.

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	12

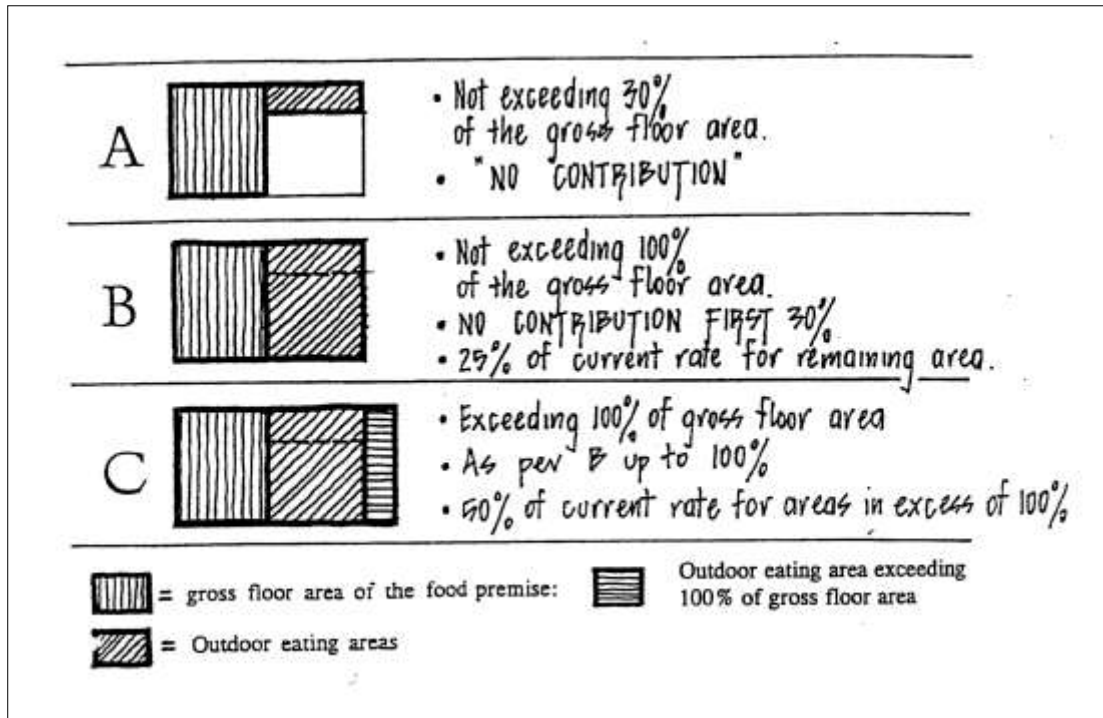


Fig 3.1 – Parking for Outdoor Eating Areas

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	13

4 Design Guidelines for Parking and Access

4.1 General

The guidelines are expressed as Performance Criteria and/or Acceptable Solutions. While the acceptable solutions provide a simple solution by which a development may satisfy the objectives of a particular element of development control (deemed to comply), the performance criteria allow for flexibility and innovation for developers and designers who wish to depart from the listed acceptable solutions (merit assessment). It should be remembered that the objectives of the Code must be met whichever course is chosen.

4.2 Access and Manoeuvrability

Performance Criteria	Acceptable Solution
P1 No performance criteria	A1.1 All allotments must have a direct legal and practical point of access. A1.2 Driveways other than those in an industrial development, must not be located less than 1m from side and rear boundaries
P2 No performance criteria	A2 Access driveways must not be within 3m of a stormwater pit in the road reserve.
P3 No performance criteria	A3 Driveways must access the property from rear streets and secondary streets rather than the primary streets wherever practical; located, taking into account any services within the road reserve, such as power, poles, drainage inlet pits and existing streetscape vegetation.
P4 No performance criteria	A4 Where a development has a combined entrance/exit the width of the driveway at the front alignment should be between 6 and 9 metres. If separate driveways are to be provided each should be between 4 and 6 metres in width and they are to be separated by a minimum of 3m
P5 No performance criteria	A5 Where parking provision on site exceeds 50 spaces, separate provision must be provided for entry and exit access driveways.
P6 No performance criteria	A6 The minimum turning path for vehicles, for car park servicing and driveway design must comply with 'Design Vehicles & Turning Path Templates' Austroads Australian Standards.
P7 No performance criteria	A7 Where a development is to include a site-specific manoeuvring design, the design must have been prepared in accordance with nationally recognised design criteria.
P8 No performance criteria	A8 All access driveways including circulation driveways servicing larger car parks must, for the length of the queuing lane, be constructed approximately level for the first six metres from the site boundary or pedestrian way – maximum grade 1:20 or (5%).

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	14

Performance Criteria	Acceptable Solution
<p>P9All driveways are located relative to the development they serve but where possible are located away from state highway, classified main road or busy public street.</p>	<p>A9Vehicular access driveways must not be positioned such that traffic from the private allotment exit to and enter from a state highway, a classified main road or a busy public roadway, if reasonable alternative access is available from a less heavily trafficked roadway</p>
<p>P10No performance criteria</p>	<p>A10Where development fronts a major road or road listed in Schedule 1 of this code, on-site manoeuvring areas must be designed so that vehicles enter and exit the allotment in a forward direction.</p>
<p>P11That access driveways be located to maximise the distance between the driveway and any signalised intersection or approaches to a 'Stop' or 'Give Way' signposted intersection subject to compliance with other provisions of this code.</p>	<p>A11No acceptable solution</p>
<p>P12No performance criteria</p>	<p>A12Access driveways mustnot be located within identified zones adjacent to intersections as described in diagram (4.1).</p>
<p>P13No performance criteria</p>	<p>A13Where a combined driveway is proposed it must be divided at the property boundary if there is a likelihood that it will be used by vehicles both entering and leaving the site simultaneously to the obstruction or delay of traffic in the street.</p>
<p>P14Access driveways are located so as to obtain maximum 'sight distance' so that any vehicle entering or exiting the driveway is visible to approaching vehicles and pedestrians and the driver of a vehicle waiting to leave a driveway is able to select a suitable break in the through traffic and to enter the street without causing disruption. Note: Refer to the RTA's <i>Road Design Guide</i>.</p>	<p>A14 Clear sight lines as shown in Figure (4.2) shall be provided at the property line to ensure adequate visibility between vehicles on the driveway and pedestrians on the frontage road footpath.</p>
<p>Single dwellings and dual occupancy</p>	
<p>P15No performance criteria</p>	<p>A15.1Access must not consist of more than a single driveway of maximum 3m width per lot.</p> <p>A15.2 For battles-axe or rear lots the access handle or right of carriageway shall be a minimum width of 4m. Adjacent battle-axe lots must each have access handles a minimum of 3.7m wide with reciprocal rights of carriageway. Compliance with the construction standards for access handles and rights of carriageway contained in Council's Engineering Development Standards is required.</p> <p>Note: These standards may vary according to the</p>

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	15

Performance Criteria	Acceptable Solution
	services required and the particular characteristics of the site.
Multi-dwelling housing & residential flat buildings	
P16 Traffic in residential developments must incorporate reasonable manoeuvring of traffic flow	A16 Access ways and driveways are designed to enable vehicles to enter the designated parking space in a single turning movement and leave the space in no more than two turning movements.
P17 No performance criteria	A17 Wash down area on permeable space away from living areas of any dwellings at the rate of 1 space per 4 dwellings up to a maximum of 3 spaces. The area should be in close proximity to a water outlet to serve as a wash-down area for cars and trailers, caravans, boats.

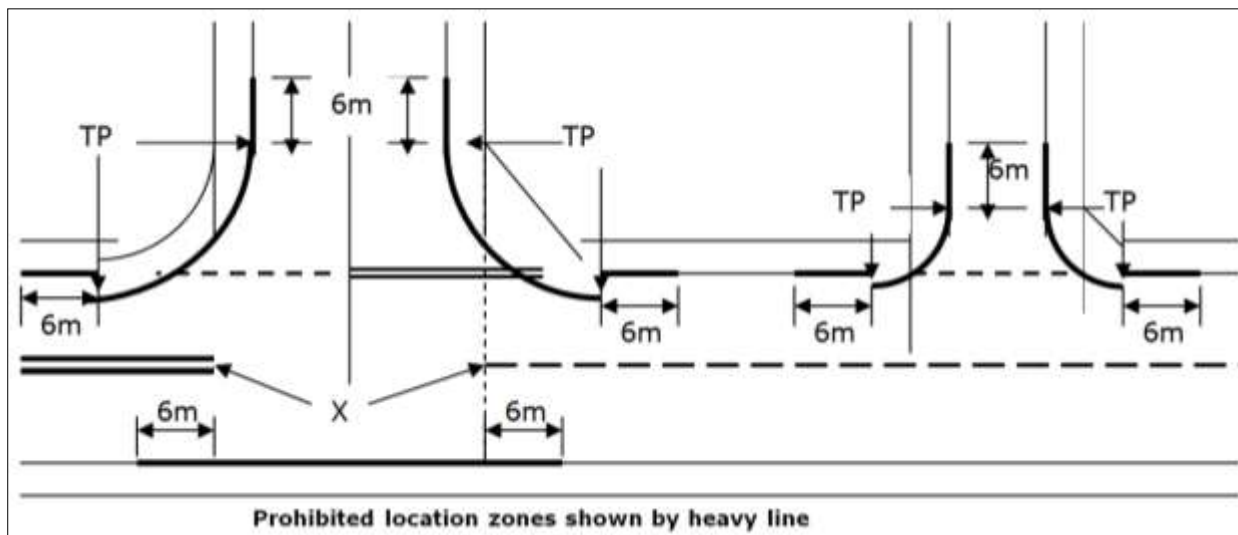


Fig 4.1 Prohibited locations of driveways

The points marked 'x' are either at the median end on a divided road, or at the intersection of the main road centre-line and the prolongation of the side road property line on an undivided road.

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	16

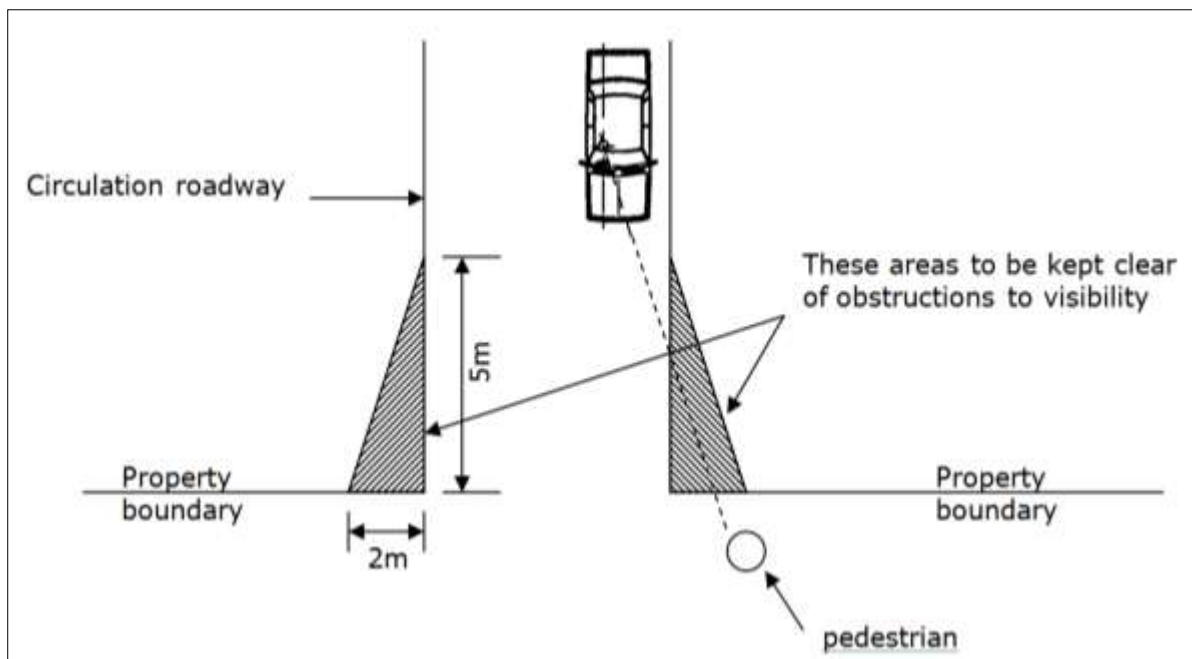


Figure 4.2 Minimum sight distance for pedestrian safety

4.3 Parking Location, Design and Dimensioning

Performance Criteria	Acceptable Solution
All development	
P1 Parking operations is logical and the traffic management measures adopted ensure that the circular pattern is not complicated by movement choices for car park users.	A1 All parking spaces, traffic circulation and pedestrian access paths must be clearly marked and sign-posted to minimise vehicle conflict points and pedestrian-vehicle conflict points.
P2 Walls or other obstructions to visibility should be avoided on the inside of turns. Areas close to allotment boundaries are maintained for landscaping	A2 No acceptable solution
P3 No performance criteria	A3 Car parking spaces, driveways and manoeuvring area must be provided within the site boundaries (no manoeuvring areas will be permitted on roadways or road reserves).
P4 No performance criteria	A4.1 Parking for all development other than single dwellings, dual occupancy and industrial development must be provided behind the building line. A4.2 For single dwellings and dual occupancy development, at least one parking space must be provided behind the building line.
P5 No performance criteria	A5 Entry to the car park area must be readily accessible from the road servicing the property and must not be traversed through buildings or other structures (refer fig. 4.3).

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	17

<p>P6No performance criteria</p>	<p>A6Parking areas, particularly those servicing commercial/industrial developments and those accessible by the public must be sealed</p>
<p>P7No performance criteria</p>	<p>A8Landscaping is to be in accordance with the requirements of the <u>Eurobodalla Landscaping Code</u></p>
<p>P8No performance criteria</p>	<p>A9Drainage control of sealed areas must incorporate pollutant removal measures, comply with Australian Standard AS 3500 Plumbing and Drainage and discharge directly to Council drainage infrastructure, controlled on site or other council approved system.</p> <p>Note: Car parks servicing industrial and large commercial developments may need to also incorporate devices for removal of oil and other non-putrefacient waste.</p>

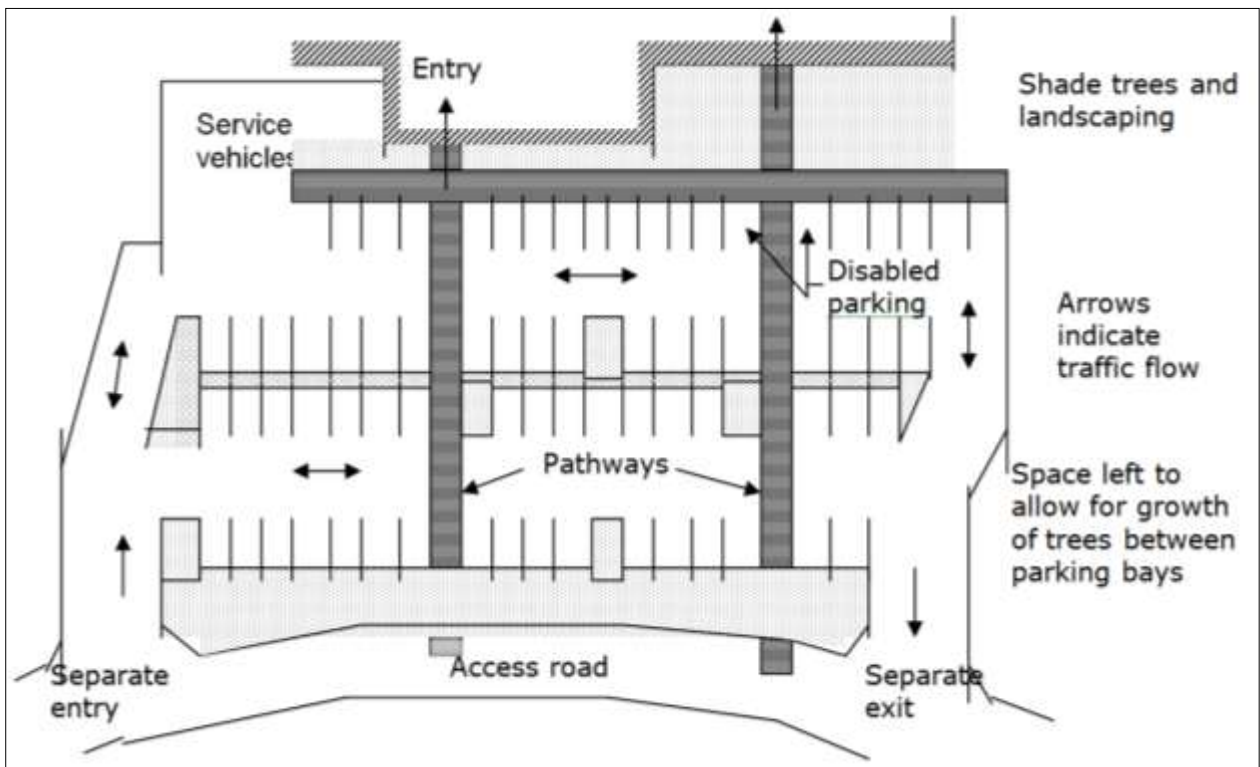


Figure 4.3 -Car park layout – General example

Relationship of pedestrian circulation within the car park that relates to the entry points of the building.

<p>Responsible officer:</p>	<p>Director, Strategic Development and Environmental Services</p>				
<p>Reference:</p>	<p>08.2409</p>	<p>Council Report No:</p>	<p>011/225</p>	<p>Effective Date:</p>	<p>28 Nov 2011</p>
<p>Min No:</p>	<p>11/271</p>	<p>Review Date:</p>	<p>Sept 2012</p>	<p>Page No:</p>	<p>18</p>

Parking spaces housed within a structure shall be dimensioned as shown in figure 4.4.

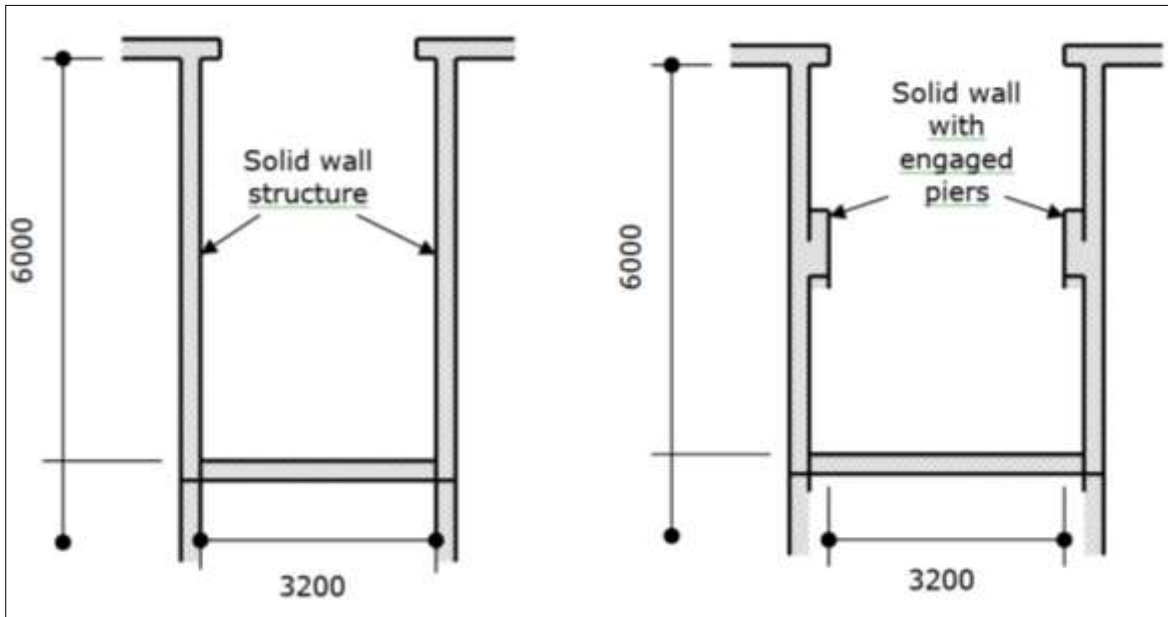


Figure 4.4: - Minimum dimensions – Enclosed spaces

Parking spaces provided singularly or grouped in an unrestricted parking area shall be dimensioned as shown in figure 4.6 Restricted Spaces shall have larger width dimension.

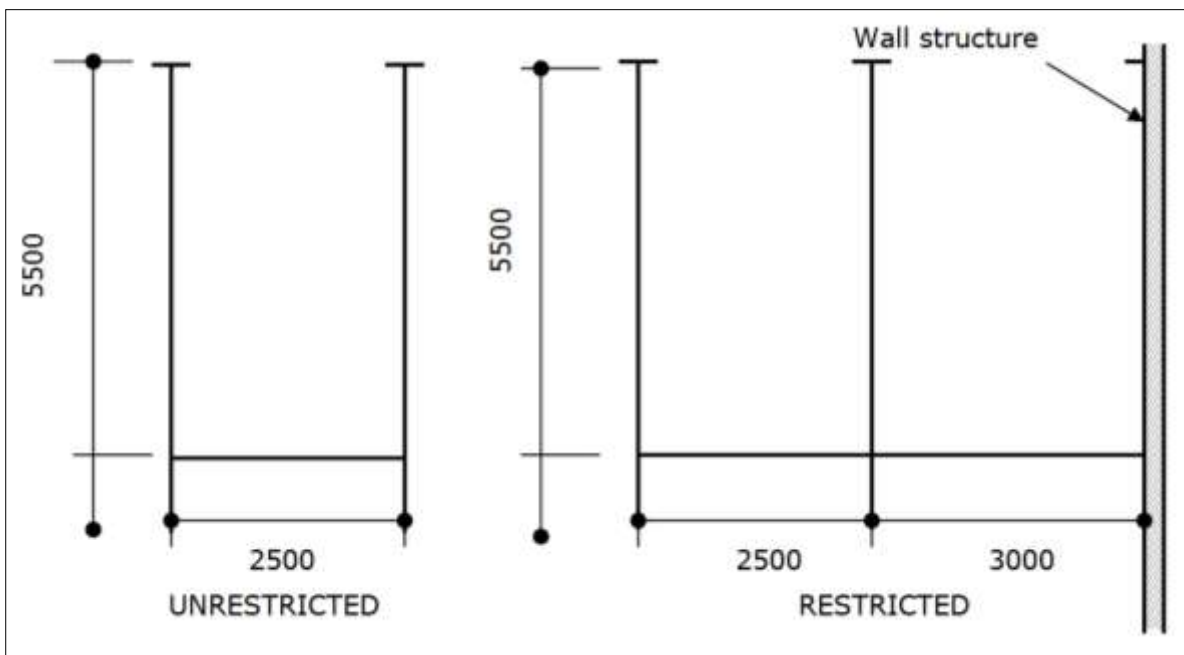


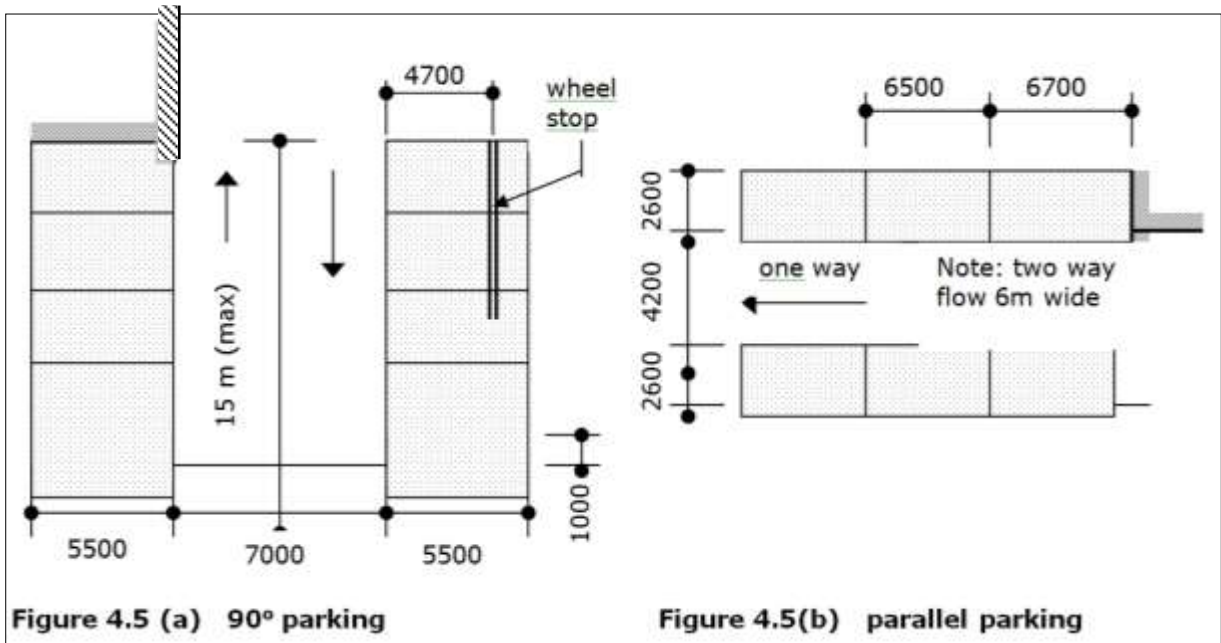
Figure 4.6 - Minimum dimensions – minimum dimensions

Parking spaces at 90° to main flow of traffic must be dimensioned as indicated in figure 4.5a. 90° parking in aisles where access to aisles is restricted to one end are to have aisle length no longer than 15m, unless used in situations of low vehicle turnover, such as employee parking and are to be sign posted accordingly.

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	19

CODE OF PRACTICE

Parallel parking layout shall be dimensioned as indicated in figure 4.5b. Width of aisle will vary, dependent upon single or alternate traffic flow. Parallel parking spaces abutting a wall or obstruction shall be increased in length as shown.



Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	20

CODE OF PRACTICE

Dimensioning of angle parking will be dependent upon adopted layout and incorporation within overall car park layout and traffic movement measures, (refer figure 4.7).

Stack (or tandem) parking will only be permitted where it can be demonstrated that vehicles so parked are directly associated to a single dwelling and that such vehicles do not restrict or impede the parking, manoeuvring or access of other vehicles.

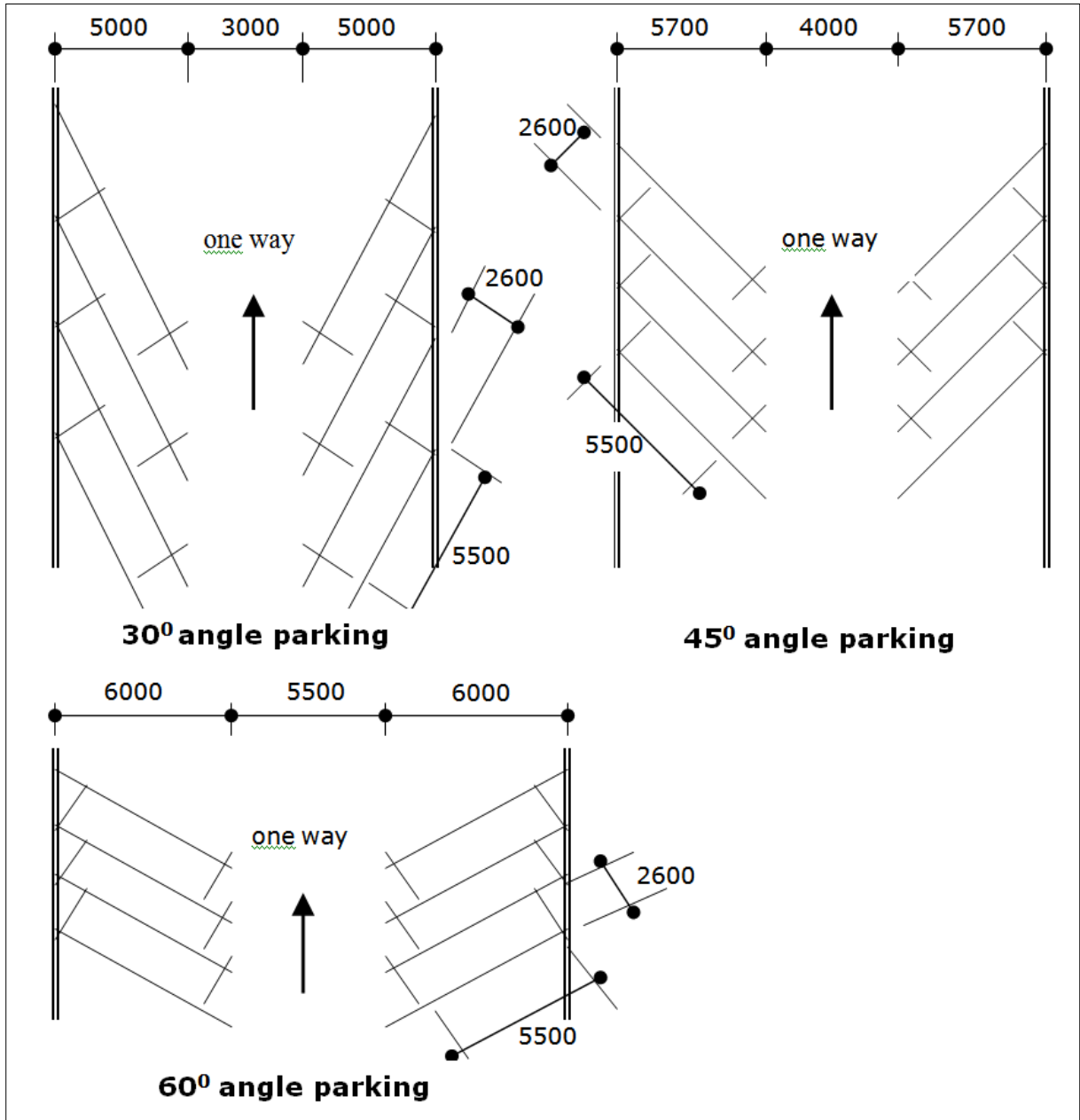


Figure 4.7 Angle parking layouts and dimensioning

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	21

4.4 Parking For People With a Disability

4.4.1 Design Guidelines

<p>Australian Standards</p>	<p>Where access is required for drivers with a disability, access must be provided in accordance with Part D3 “Access for People with Disability” of the Building Code of Australia (BCA) and Australian Standard AS 1428.1 “Design for Access and Mobility” and Australian Standard AS 2890 “Off-Street Car Parking”.</p> <p>Further to the above, the design and dimensioning of parking spaces for people with a disability must meet AS 2890.6 – Off-street Parking for People with Disabilities.</p>
<p>Parking Space Requirements</p>	<p>Where required by Table D3.2 of the BCA, and depending on building class, parking for people with a disability shall meet the following requirements:</p> <ul style="list-style-type: none"> • a minimum of one space will be required and thereafter one additional space per 50 spaces or part thereof, or as per Table D3.5 of the BCA. • Spaces must be located within reasonable distance to the principal public entry of the building to minimise travel distances • Spaces must be located such that <i>required access</i> is maintained from the parking spaces and from the allotment boundary, to the principal public access via a continuous path of travel • Spaces must be dimensioned as per Figures 5.1 and 5.2 and identified through the use of signs, pavement marking and visually enhanced pavement colouring. • Spaces provided in undercover situations must maintain a minimum headroom height of 2.5 metres to accommodate vehicles with roof mounted mechanical chair lifter or are converted “high roof” vans. This height must be maintained from the entry to the designated undercover parking area. <p>Spaces designated as parking for people with disability must be as near as practicable to level but in no case greater than falls or cross-falls of 1:33.</p>
<p>Heritage</p>	<p>In the case of an item of environmental heritage, applicants should refer to ‘Access to Heritage Buildings for People with Disabilities’ prepared by Cox Architects and Planners, 1997, or ‘Improving access to Heritage buildings – A practical guide to meeting the needs of people with disabilities’ by Eric Martin, 1999. These documents offer guidelines for the sympathetic adaptation of heritage buildings for access and use by people with disabilities.</p>

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	22

4.5 Service and Delivery Areas

All commercial or industrial developments, or those requiring such a facility, must include a service and delivery area.

4.5.1 Design Guidelines

Service & Delivery	A service and delivery area, incorporating a loading/unloading space must be provided and operate independently of other parking areas and be screened from public view.
Internal roadways and access ways	Access paths must be adequate in construction and design for the largest vehicle anticipated to utilise the site. Service docks shall be designed to cater for the largest vehicle anticipated to use the premises but in all cases shall be a minimum area 3 metres x 6 metres, (refer figure 6.1). Vehicular swept path analysis is to be certified by way of submission of AutoTURN or AutoTRACK simulation data sheets with the various inputs shown, demonstrating that the manoeuvring tracks conform to AusRoads Guidelines and the AS2890 suite of standards.
Site Access	Service and manoeuvring areas shall be designed so that all vehicles (particularly service vehicles) shall enter and leave the site in a forward direction, (refer figure 6.2).
Waste Management	Waste collection areas and their associated access paths must be separate from car parking spaces.

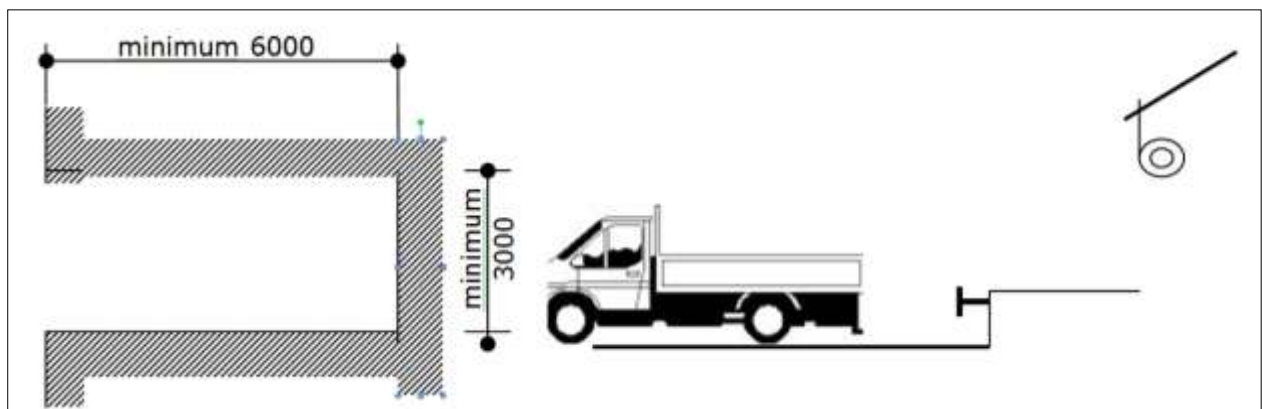


Figure 6.1 Service Areas – Loading and Unloading Dock Diagrammatic cross section and minimum dimensions

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	23

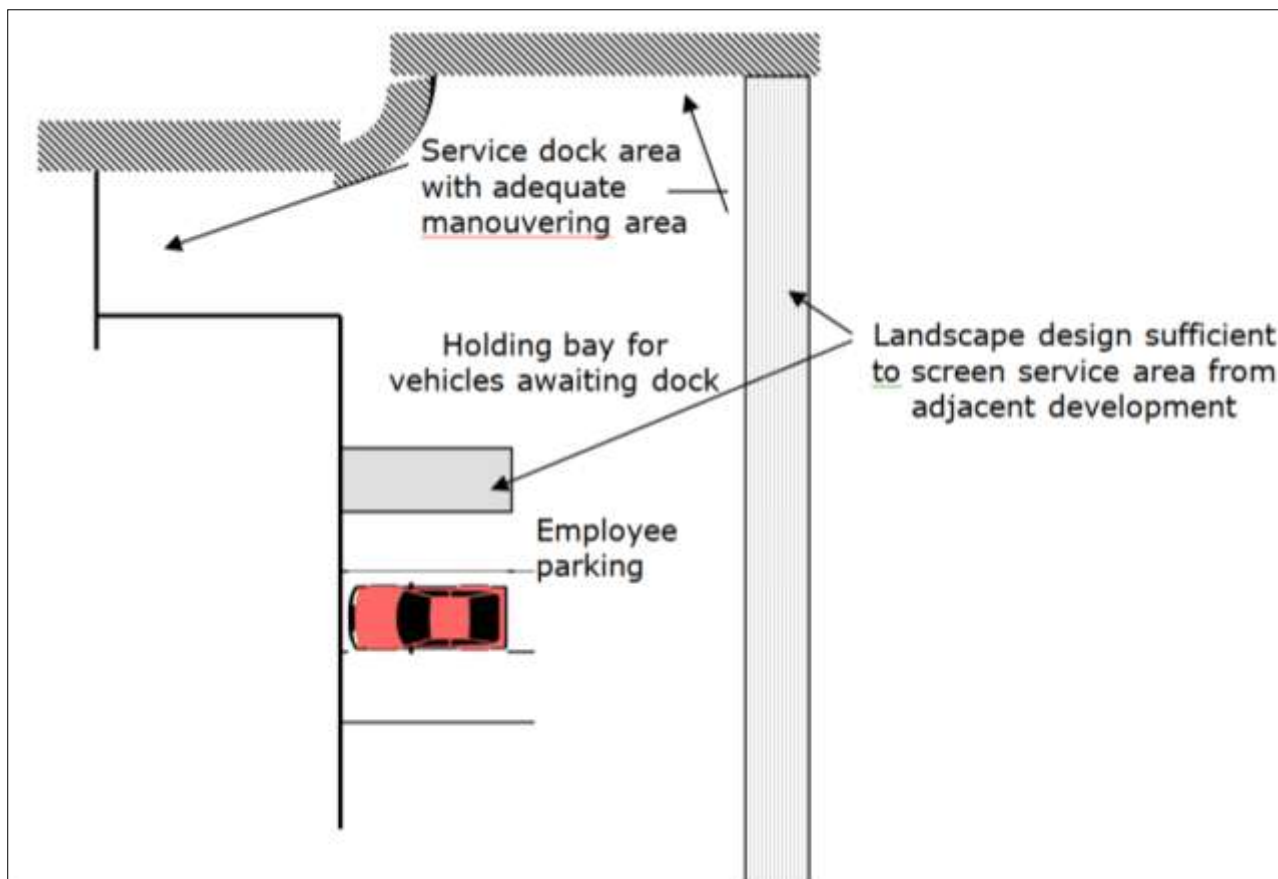


Figure 6.2- Service area example layout

5 Construction Guidelines

The standard of pavement construction will be determined at the time of development application having regard to:

- Nature of development type;
- Type of vehicles expected to use the development;
- Vehicle turnover/level of use;
- Zoning of locality (ie commercial, industrial, residential, rural);
- Topography;
- Stormwater drainage requirements including provisions for pollution and debris control;
- Sediment and erosion control.

Sealed pavement car parks will be required for all developments, with the exception of single dwellings.

Note: Applicants should consult Council’s Development Services Unit prior to detailing car park layout and pavement design.

The dimensioning of the pavement wearing surface (ie concrete slab or hot mix flexible asphalt), is dependent upon the subgrade bearing capacity and applied vehicle loading. All designs submitted are to be prepared by a suitably qualified Civil Engineer and based on the results of foundation testing provided by a ‘NATA’ registered soil testing laboratory.

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	24

CODE OF PRACTICE

For major industrial/commercial development, all internal pavements must be designed by a qualified Civil Engineer familiar with the appropriate test methods, standards and anticipated loadings for industrial and commercial traffic. The property testing of sub grade and subsequent design of the internal pavements is the responsibility of the applicant.

Where a site specific design has been prepared as part of the application or has been required by Council, the construction, testing of pavement and pavement sub-grade is to be supervised by a qualified Civil Engineer engaged by the applicant. Certification shall be submitted to Council verifying that the work has been carried out in accordance with the approved plans.

5.1 Heritage

Where the car park or pavement is associated with the development of an identified heritage item/site, Council will give consideration to alternative pavement types where those types of pavement are demonstrated to enhance the heritage values. Alternatives could include:-

- segmental pavers
- stamped and/or coloured concrete
- gravel/aggregate
- turf pavers

Such alternatives will be assessed on merit and the applicant must justify such selection in the statement of heritage impact. Where, in accordance with this code and due to existing site constraints, a development associated with an identified heritage item cannot provide for required parking accessed from the street frontage, Council will consider access and/or parking to the rear of the property.

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	Sept 2012	Page No:	25

SCHEDULE 1

<p>HIGHWAYS</p>	<p>Princes Highway (classified) Kings Highway (classified)</p>
<p>REGIONAL ROADS</p>	<p>Cullendulla Drive Beach Road (Batemans Bay) (classified to Short Beach Creek) George Bass Drive from Beach Road, Surf Beach to North Head Drive, Moruya North Head Drive, Moruya Hector McWilliam Drive Mort Avenue-Noble Parade-Amhurst Street-Dalmeny Drive Bermagui Road (classified)</p>
<p>DISTRIBUTOR ROADS</p>	<p>Country Club Drive Bavarde Avenue South Street – Batemans Bay Old Princes Highway, Batemans Bay Northcove Road Orient Street Perry Street North Street Clyde Street Flora Crescent Sunshine Bay Road Coronation Drive Church Street, Moruya Queen Street, Moruya Campbell Street, Moruya Ford Street Luck Street South Head Road Tomakin Road George Bass Drive from Beach Road, Batehaven to Beach Road, Surf Beach Dunns Creek Road Tallgums Way Grant Street, Broulee from Clarke Street to Broulee Road Broulee Road from Grant Street to Princes Highway</p>

Responsible officer:	Director, Strategic Development and Environmental Services				
Reference:	08.2409	Council Report No:	011/225	Effective Date:	28 Nov 2011
Min No:	11/271	Review Date:	September 2012	Page No:	26
Schedule 1 Amendment					