

**Chapter 7**

# **Off Street Carparking**



## **Chapter 7 – Off Street Parking**

### **7. Off Street Carparking**

#### **7.1 Objectives of this Chapter**

1. To ensure that parking supply and management in new developments supports Council policies and objectives for the development of Lismore;
2. To ensure that traffic generating developments make adequate provision for off-street carparking, such that the needs of occupants, users, visitors, employees, service and delivery vehicles are met;
3. To ensure the safe and efficient circulation of vehicles entering, leaving and within carparking and service/delivery areas;
4. To ensure that carparking facilities combine with and embellish subject developments, such that the visual impact of the carparking area is minimised and seen as an integral part of the development;
5. To minimise the detrimental effects (particularly visual and radiated heat effects) associated with off-street carparking areas on the amenity of Lismore;
6. To ensure that entry/exit points to carparking and service/delivery areas are situated in a way that sight distances are maximised, and disruption to the circulation of vehicles on the public road system is minimised.

#### **7.2 Applicability and Definitions**

This chapter applies to the provision of off-street carparking only. It assumes a suitable level of on-street carparking exists.

The definitions used in this Chapter are the same as in Schedule 7 of the Lismore Local Environmental Plan 2000.

#### **7.3 Consultation and Pre-lodgement Advice**

Applicants are encouraged to consult with Council's Planners prior to the submission of a Development Application or Council's Environmental Health Officers and Building Surveyors prior to the lodgement of a Development Application and/or Construction Certificate.

In relation to SEPP (Infrastructure) 2007, certain classes of development detailed in Schedule 3 must be referred by Council to the Roads and Traffic Authority (RTA) of NSW. Advice in this regard is readily available from Council's town planning staff.

Council's Public Transport Advisory Policy Group can provide pre-lodgement advice regarding the availability of, and infrastructure for, public transport. The Traffic Advisory Committee can provide advice on traffic control facilities within private developments such as shopping centres, upon request. The provision and maintenance of public transport timetable information is the responsibility of the transport operator.

#### **7.4 Information Required with Development Applications**

All development applications shall be accompanied by plans, drawn to scale, showing proposed locations and arrangements for:

- Off-street parking;
- Loading and unloading areas (where applicable);

- Circulation of traffic within, in/out of the property or parking area/s;
- Location, gradients and levels of access aisles, entry and exit points;
- Landscaping details (including location and species of shade trees, screening etc);
- Basic engineering design in relation to drainage and cut and fill of carparking area/s;
- Location and design of entry/egress to public roads; and
- Pedestrian travel paths being isolated from vehicle movements.

In the case of major developments (for example, those listed in Schedule 3 of State Environmental Planning Policy (SEPP) (Infrastructure) 2007), the preparation of a traffic study by a suitably qualified person may be required.

## **7.5 Consideration of Applications**

In determining the carparking requirements for any development that requires consent or approval, the Council shall consider:

- The minimum number of spaces required as specified in Schedule 1 (if outside the Lismore CBD) or as specified in clause 7.7.3 of this Chapter (if within the Lismore CBD);
- The size, type and nature of the development and its traffic generating potential;
- Traffic volumes on the public road network servicing the development;
- The probable mode of transport of users to and from the development;
- The characteristics of the streetscape, the site, topography, neighbouring development pattern, street design (road layout, width, street tree planting, on-street parking, existing loading spaces and existing access arrangements);
- The time of peak demand for parking (eg evening versus normal retail use may allow the possibility of shared use of facilities).

## **7.6 Design and Layout**

### **7.6.1 General Criteria**

The careful siting and planning of carparking areas is a key element in reducing the visual impact of the carparking area, improving its functional performance and enhancing the overall aesthetics of a development.

In assessing proposals for the design of carparking and manoeuvring areas, Council will accept the standards specified in Australian Standard AS 2890.1 and AS2890.2 and the Road and Traffic Authority's (RTA) "Guide to Traffic Generating Developments". All car parking qualifying as shared or consolidated parking within the Lismore CBD (refer to section 7.8 of this Chapter) shall be designed to a standard equal to or exceeding standards described for User Class 3 in AS2890.1.

The following matters are to be addressed when designing carparking areas:

- The provision of the required number of carparking spaces as detailed in section 7.7 and Schedule 1 of this Chapter;
- Design of driveways, manoeuvring areas, carparking spaces and aisles in accordance with AS 2890.1 and the RTA's "Guide to Traffic Generating Developments";
- Adequate provision of loading bays and manoeuvring areas within the site boundaries in accordance with AS2890.2;
- Ready access from carparking areas to both the development being served and the public road network;
- The movement of all vehicles entering or leaving the site in a forward direction;
- The adoption of a logical and efficient internal circulation network, thereby making access easier for patrons and reducing conflict/confusion for users of the carpark;
- The provision of adequate landscaped areas in accordance with section 7.6.5 of this chapter;
- Provision of suitable pedestrian paths of travel to, from and through the parking facility;
- Separation of vehicular and pedestrian traffic;
- Separation of loading areas from parking areas;
- Crime prevention by design principles.

## 7.6.2 Minimum Car Parking Bay Dimensions

Car parking dimensions shall be as specified in AS 2890.1.

For people with disability the minimum dimensions of parking spaces shall also be as specified in AS 2890.1 and reference should be made to AS2890.6. Spaces designated for people with disability must be located close to an entrance to a building or facility with access from the car space by ramps or lifts in accordance with AS 2890.6 and Part D of the Building Code of Australia.

### AUSTRALIAN STANDARD AS 2890.1 (EXTRACT)

#### CLASSIFICATION OF OFF-STREET PARKING FACILITIES

User Class	Required door Opening	Required aisle width	Examples of uses (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 90o 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 exist	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/AZS 2890.6 (Note 2)		Parking for people with disabilities.

#### NOTES:

- 1 Except for the requirements specified in Clause 1.4 of AS 2890.1 relating to User Classes 1A and 4, the examples of uses are intended to be flexible and allow for progressive improvement both in the ease of manoeuvring into and out of parking spaces and in leaving and re-entering the vehicle as one progresses up the user class scale from 1 to 3A. The modelling of vehicle manoeuvring into Class1A 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 the narrower spaces. Safety issues associated with delays and congestion caused by manoeuvres into and out of Class1A spaces in large parking areas should also be taken into account. See also Appendix B, Paragraph B4.8.
- 2 In preparation, see footnote to Clause 1.2 in AS2890.1.

### 7.6.3 Driveways and Access Points

The following requirements will be applied to the siting of driveways and access points:

- (i) The design of driveways and access points is to be such that vehicular entry and exit from a site is in a forward direction. This requirement will generally not apply to single dwelling houses; and
- (ii) All driveways servicing car parks shall be signposted indicating parking is available and, where separated driveways are to be provided, "In/Entrance", "Out/Exit" and "Keep Left" signs shall be provided as appropriate; and
- (iii) Driveways shall be situated such that any vehicle turning from or into a street can readily be seen by the driver of an approaching vehicle or by an approaching pedestrian. Clear pedestrian sight lines in accordance with AS 2890.1 shall be provided at all access points; and
- (iv) Driveways shall be located with suitable clearance from road intersections as required by AS2890.1. This will generally be six (6) metres clear of the kerb return of the intersection.

### 7.6.4 Pavement Thickness and Surfaces

Pavement thicknesses for carparking areas shall be designed on a site specific basis. Carparking areas will be required to be suitably line-marked and have a minimum surface treatment of a two coat finish or similar. Information in this regard may be obtained from Council.

### 7.6.5 Landscaping

All carparking areas must be suitably landscaped to Council's satisfaction. Landscaping of carparking areas is important as it provides:

- screening from view of the carpark from adjoining development and public areas,
- provision of shade for patron's vehicles, and
- reduction of radiant heat (ie large expanses of hard paved areas are to be avoided).

Shade trees should be provided at a rate of approximately 1 per 5 carparking spaces. In addition to this, landscaped areas are to have a width of not less than two (2) metres, thus providing a viable area for gardens and screening. The needs of pedestrians within the carparking area must also be considered and suitable access, paths etc. incorporated within landscaped areas.

A detailed landscaping plan of carparking areas is to be submitted with any development application. Such landscaping plans will show the location and species of shade trees and ornamentals, height and crown dimensions of mature shade trees, other landscaped areas (including species list) and details of pedestrian access and circulation. Appropriate plant species for landscaping purposes are detailed in Council's *Landscaping Guidelines*. Advice from a landscape architect may be required, particularly for larger carparks.

### 7.6.6 Shopping Centre Car Parks – Pedestrian and Public Transport Access

The development or redevelopment of shopping centres should have particular regard to the safety of pedestrians accessing the centre from its car park and public transport, and should ensure safe, all weather access by public transport. In this section the term 'shopping centres' refers to regional, subregional, district or neighbourhood sized centres, comprising 1,000 square metres or more, of gross leasable floor space. The term does not refer to individual shops located either singly or in a 'strip' in Lismore or villages. The term 'redevelopment' means the further development of an existing shopping centre that requires the reconfiguration of the car park.

The development or redevelopment of shopping centres containing 1,000 square metres or more, gross leasable floor space must include:

- (i) Clearly identifiable and safe pedestrian routes to the entrance of the shopping centre through the car park and from the closest bus stop. The pedestrian route/s is to be indicated on plans submitted with the development application and, should the development be approved, these routes must be clearly identified on the ground, with the aim of discouraging the random wandering of pedestrians throughout the car park, thereby reducing potential conflict with vehicles. The path from the entrance

to the nearest bus stop is to be suitable for use by people with disability. Supporting information should also describe the control of vehicle manoeuvres and speeds to enhance safety. Such control can include speed limits, speed humps, physical barriers between vehicle and pedestrian flows, surface marking, etc..

- (ii) Secure and well lit bicycle locking points that are located where there is natural surveillance from adjacent users.

The development or redevelopment of shopping centres comprising 10,000 square metres or more, gross leasable floor space must, in addition to the above requirements, include:

- (i) A well lit taxi rank close to the entrance to the centre and to the bus stop/shelter, and which allows:
  - a) Entrance and exit by taxis in a forward direction;
  - b) Passengers to manoeuvre shopping trolleys to the taxi to allow easy loading of shopping into the taxi; and
  - c) Natural surveillance from adjacent users.
- (ii) A well lit bus stop/shelter located as close as possible to the entrance to the centre, and linked to that entrance by a walkway. (Note: it is not required that this walkway extend across the road to a bus shelter for buses travelling in the opposite direction)
- (iii) A loading/unloading bay close to the entrance to the centre, or near access facilities, for use by the maximum size 25 seat community buses transporting the aged or people with disability.
- (iv) Clear signage to direct patrons to the bus stop and taxi rank, and to pedestrian ways.

## **7.7 Car Parking Spaces Required**

The following sections describe the minimum number of parking spaces required for developments outside and within the Lismore CBD. It must be noted that these numbers are minimums and where a merit based assessment indicates additional car parking is necessary Council may require additional car parking spaces to be provided based on the criteria specified in 7.5. Where no parking requirement is specified, Council will assess the number of spaces based upon the merits of each case and an assessment of the traffic generating potential of the development.

### **7.7.1 Parking for People With Disability**

Regardless of the location of the development, parking for people with disability shall be provided at a rate of no less than 1 space for every 100 spaces provided by a development.

### **7.7.2 Requirements Outside the Lismore CBD**

The minimum number of spaces for developments located outside the Lismore CBD, as defined on Map 1, shall be the number contained in Schedule 1, rounded up to the next whole number. The numbers in Schedule 1 are a minimum.

Where combinations of uses are incorporated in the one development, for example, restaurant and shop, the parking provision shall be the combined total of the requirements specified in Schedule 1. However, where one of the uses will operate exclusively outside the hours of the other, the car parking rate will be based on the higher land use parking requirement.

On-street car parking spaces lost as a result of a development, for example, through construction of an additional driveway entrance, will be required to be provided off-street by the development, unless a variation can be justified under this chapter.

### **7.7.3 Requirements Within the Lismore CBD**

This section applies to the area defined on Map 1 as the Lismore CBD. A traffic and parking study prepared in 2007 for Lismore City Council showed that, at the time, the CBD had an over supply of car parking spaces in relation to parking demand, and that a single fixed parking rate (for non-residential uses) in the CBD and a policy for encouraging shared and consolidated parking could provide an

incentive to development and redevelopment in the CBD. These incentives were developed on the basis of surveyed demand and car parking supply and will therefore need to be periodically monitored and reviewed to ensure that parking demand does not exceed overall parking supply.

### 7.7.3.1 Fixed Car Parking Rate

With the exception of certain uses listed below, a fixed rate of no less than 3.3 car spaces/100m<sup>2</sup> of gross floor area (as defined in the Lismore LEP) shall be required for development within the CBD/City Centre.

#### Exceptions:

(i) **Residential uses exception:** Where the development is (or includes) a residential use listed below, the minimum number of spaces required for the residential component shall be as described in Schedule 1 rounded up to the next whole number:

- Bed and Breakfast Establishment
- Boarding House
- Dwelling House
- Dual Occupancy
- Motel
- Residential Flat Building.

(ii) **'Refreshment Room' and Outdoor Dining use exceptions:**

(Where: "Enclosed" has the same definition as "gross floor area" in the Lismore LEP; and "Magellan Street - Entertainment/Activity Precinct" is that area indicated by Map No 2 in Council's 'Outdoor Dining Policy' as adopted on **14 September 2010**)

- (a) For 'enclosed' outdoor dining areas constructed outside the Magellan Street-Entertainment/Activity Precinct, Section 94 charges for non-provision of car parking in accordance with the specified rate under this DCP will apply.
- (b) For 'enclosed' outdoor dining areas constructed within the specified Magellan Street-Entertainment/Activity Precinct, Section 94 charges for non-provision of car parking in accordance with the specified rate under this DCP will not apply.
- (c) For 'unenclosed' outdoor dining areas in all CBD/City Centre locations, Section 94 charges for non-provision of car parking in accordance with the specified rate under this DCP do not apply in accordance with the definition of GFA.
- (d) If construction of a new outdoor dining area necessitates removal of car parking spaces from the road reserve, a contribution for the lost space(s) will be levied in accordance with the Lismore Contributions Plan (Section 2.5.5), **however** this contribution will not be levied if the new outdoor dining area is located within the Magellan Street-Entertainment/Activity Precinct.

(iii) **All Commercial and Business (incl. refreshment rooms) use exceptions:**

Existing commercial/business/retail premises within the Lismore CBD (see map 1 of this DCP) may, with consent, increase internal floor space by up to 20% of the existing building GFA up to a maximum of 40 sq. m. without incurring Section 94 charges for car parking. This allowance will only be available once to each premises (whether 20% or 40 sq m is achieved or not), and any further internal extensions will attract relevant Sec 94 charges. The allowance applies from the date that DCP Amendment No. 10 takes effect (28 April 2011).

### 7.7.3.2 Shared Parking

A reduction in the fixed rate of 3.3 car spaces/100m<sup>2</sup> GFA may be applied where developments supply "shared" parking. This is parking provided in such a way that allows the public unrestricted use of the parking spaces on a development site regardless of whether they are attending the development on which the spaces are located.

Where part or the whole of the parking required for a new development (apart from the Residential uses listed above) is shared parking the minimum requirement for the component of parking that is shared will be reduced by 25%. However, the reduction only applies where the following criteria are satisfied:

1. A minimum of:
  - a) six (6) spaces are provided if the parking is visible from a vehicle travelling on a public road, for example, at the front of the site or on a corner etc;  
**OR**
  - b) 15 spaces are provided if the parking is not partly or wholly visible by the occupants of a vehicle travelling on a public road;

**AND**

2. The shared parking:
  - a) is provided within the development site; and
  - b) is available to the general public, at a minimum, between the hours of 9am and 11pm, Monday to Saturday; and
  - c) is not reserved for the users of the subject development (for example, spaces cannot be marked "For the Use of Employees or Customers of XYZ Shop"); and
  - d) is provided with clearly visible signage stating that the shared parking is available to the public (refer to b) and c) above); and
  - e) is designed in accordance with the Crime Prevention by Design principles.

**Note:** The reduction in car parking required will be calculated after any parking credit is applied (refer to section 7.7.3.4 below).

**7.7.3.3 Consolidated Parking (Monetary Contributions in Lieu of Parking Space(s))**

Where an applicant considers it impractical, impossible or undesirable to physically provide the required parking spaces on site in the CBD, a cash contribution for each parking space not provided may be accepted by Council under Section 94 of the *Environmental Planning and Assessment Act 1979* to provide "consolidated" parking elsewhere. Where part or the whole of the parking for a new development (apart from the Residential uses listed in section 7.7.3.1 above) is consolidated the minimum requirement for the component of parking that is consolidated will be reduced by 25%. The amount of the contribution will be at the current rate at the time the monies are paid in accordance with Council's Contributions Plan prepared pursuant to Section 94 of the *Environmental Planning and Assessment Act 1979*. It should be noted that contribution rates are subject to annual adjustment.

**7.7.3.4 Redevelopment of Sites – Car Parking Credit**

Where an existing site within the Lismore CBD is to be redeveloped, the existing site will be deemed to have provided parking to the CBD and a parking credit will be applied to the overall requirement for car parking for the proposed redevelopment. This deemed parking credit will be calculated in accordance with the following formula and the parking requirement for the proposed new development reduced by the deemed amount.

Deemed Parking Credit = parking requirement for existing development @ 2.5 spaces/100m<sup>2</sup> gross floor area less the number of parking spaces physically provided on the existing development site.

Where evidence can be provided that the development site has, through cash in lieu payment, provided a greater number of parking spaces to the CBD than that given by the above formula, the greater number of parking spaces shall be taken to be the allowable reduction applied to the proposed development parking requirement. The onus is on the developer to prove the existence of any such payments.

**7.7.3.5 Removal of On-Street Car Parking**

Where on-street car parking spaces in the CBD are lost as a result of a development taking place, for example, through construction of an additional driveway entrance, a "debit" may occur.

## Schedule 1 Carparking Requirements for Specific Land Uses

LAND USE	CARPARKING REQUIREMENTS	LOADING BAYS AND MANOEUVRING AREAS
Abattoir	1 per employee	Loading bays and manoeuvring area for articulated vehicles
Amusement Parlour	4 per 100m <sup>2</sup> GFA, plus 1 per 2 employees	
Animal Establishment:	1 per 2 employees	Loading bays and manoeuvring area for articulated vehicles
Boarding Kennels:	1 per 2 employees plus 2 set down/ pick up area	
Art and Craft Gallery	1 per 2 employees, plus 2 per 100m <sup>2</sup> display area	
Bed and Breakfast Establishment	1 per bedroom offered for public accommodation, plus 1 per residence	
Boarding House: (includes a house let in lodgings or a hostel)	1 per 3 beds plus 1 per 5 beds visitor space or 1 per room plus 1 per 5 rooms visitor space (whichever the greater).	
Brothel	1 per employee, plus 2 per consultation room	
Bulk Store	1 per employee	Loading bays and manoeuvring area for articulated vehicles
Bulky Goods Showroom	Less than or equal to 400m <sup>2</sup> GFA – 3 per 100m <sup>2</sup> GFA; >400m <sup>2</sup> GFA – 2 per 100m <sup>2</sup> GFA	Less than or equal to 1000m <sup>2</sup> GFA loading bays and manoeuvring area for heavy rigid vehicles; more than 1000m <sup>2</sup> GFA loading bays and manoeuvring area for articulated vehicles
Caravan Park:	1 per serviced caravan/camp site, plus 1 per manager/owner residence, plus 1 per 2 employees, plus 1 per 10 sites for visitors	
Manufactured home estate:	Refer to SEPP No. 36	
Car Repair Stations:	4 per work bay, plus 1 per employee	
Child Care Establishments (Pre-Schools and Kindergartens):	1 per employee, plus 1 per 15 children (if provision of 3 set down/pick up areas) or 1 per 10 children	
Club:		
Staff	1 per 3 employees, plus	Loading bays and manoeuvring area for large rigid vehicles, plus a minimum of 1 coach parking space
Auditorium/beer garden/function room	1 per 15m <sup>2</sup> , plus	
Dining	1 per 7m <sup>2</sup> floor area, plus	
Bar/Lounge	1 per 4m <sup>2</sup> bar area, plus	
Gaming	1 per 4m <sup>2</sup> gaming area	
Commercial Premises: (Banks/ Offices)	1 per 30m <sup>2</sup> GFA for ground or 1 <sup>st</sup> floor level and 1 per 40m <sup>2</sup> GFA at subsequent upper levels. Minimum number of 2 spaces per office.	
Communication Facility	1 space	Manoeuvring area for a small rigid vehicle
Community Facility	Carparking requirements will be assessed on its merits and in accordance with RTA Guidelines.	
Convenience Shop (General Store)	5 per 100m <sup>2</sup> GFA	Loading bays and manoeuvring area for large rigid vehicles
Craft Studio	1 per occupant, plus 1 per 40m <sup>2</sup> GFA retail area (minimum of 2 spaces)	
Dwelling House	2 per dwelling (1 undercover)	
Dual Occupancy:	1 per dwelling if area is <125m <sup>2</sup> or 2 per dwelling if area is >125m <sup>2</sup>	
Educational		

<b>LAND USE</b>	<b>CARPARKING REQUIREMENTS</b>	<b>LOADING BAYS AND MANOEUVRING AREAS</b>
Establishments: Tertiary	1 per 2 employees, plus 1 per 5 students	
Secondary	1 per 2 employees, plus 1 per 10 students	
Primary	1 per 2 employees, plus 1 per 12 students	
Environmental Facilities	Carparking requirements will be assessed on its merits and in accordance with RTA Guidelines.	
Exhibition Dwelling	2 per dwelling (1 undercover)	
Extractive Industry	1 per employee	Loading Bays and manoeuvring area for articulated vehicles
Generating Works:	1 per 2 employees	
Goods Transport Terminal:	1 per vehicle associated with the development, plus 1 per 2 employees	Loading bays and manoeuvring area for articulated vehicles
Health Care Professional	4 per practitioner, plus 1 per 2 employees	
Home Industry	1 per employee other than the residents of the dwelling	Loading bays and manoeuvring area for small rigid vehicles
Hospitals/Convalescence Homes/Institutions:	Carparking will be assessed in accordance with RTA Guidelines	Loading bays and manoeuvring area for small rigid vehicles
Industry (General and Light):	1 per 100 m <sup>2</sup> GFA or part thereof. Minimum of 2 spaces per unit or separate leased area	Loading bays and manoeuvring area for large rigid vehicles
Institution	Carparking requirements will be assessed on its merits and in accordance with RTA Guidelines.	
Licensed Premises (incl Clubs): Staff	1 per 3 employees, plus	Loading bays and manoeuvring area for large rigid vehicles, plus a minimum of 1 coach parking space
Auditorium/beer garden/function room	1 per 15m <sup>2</sup> , plus	
Dining	1 per 7m <sup>2</sup> floor area, plus	
Bar/Lounge	1 per 4m <sup>2</sup> bar area, plus	
Gaming	1 per 4m <sup>2</sup> gaming area	
Light Industry	1 per 100 m <sup>2</sup> GFA or part thereof. Minimum of 2 spaces per unit or separate leased area	Loading bays and manoeuvring area for large rigid vehicles
Liquid Fuel Depot	1 per employee	Manoeuvring area for articulated vehicles
Liquor Outlet:	4.4 per 100m <sup>2</sup> GFA	Loading bays and manoeuvring area for large rigid vehicles
Market:	Carparking requirements will be assessed on its merits and in accordance with RTA Guidelines.	
Marina:	Carparking requirements will be assessed on its merits and in accordance with RTA Guidelines.	
Materials Recycling Yard:	1 per 2 employees, plus 1 per 200 m <sup>2</sup> site area	Loading bays and manoeuvring area for large rigid vehicles
Medical Centre:	4 per practitioner, plus 1 per employees	
Mine:	1 per 2 employees	Loading bays and manoeuvring area for articulated vehicles
Mortuary/Funeral Parlour:	Carparking requirements will be assessed on merits and in accordance with RTA Guidelines	Loading bays and manoeuvring area for small rigid vehicles
Motel:	1 per accommodation unit, plus 1 per managers/owners residence, plus 1 per 2 employees, plus 1 per 30m <sup>2</sup> public area (if a restaurant is included in the motel), plus 1 per 15m <sup>2</sup> function room area	Loading bays and manoeuvring area for small rigid vehicles
Motor Showroom:	1.5 spaces per 200 m <sup>2</sup> display area (indoor and outdoor), plus 1 per 2 employees, plus 4 per workbay	Loading bays and manoeuvring area for articulated vehicles
Offensive or Hazardous	1 per 100 m <sup>2</sup> GFA or part thereof. Minimum of 2	Loading bays and manoeuvring

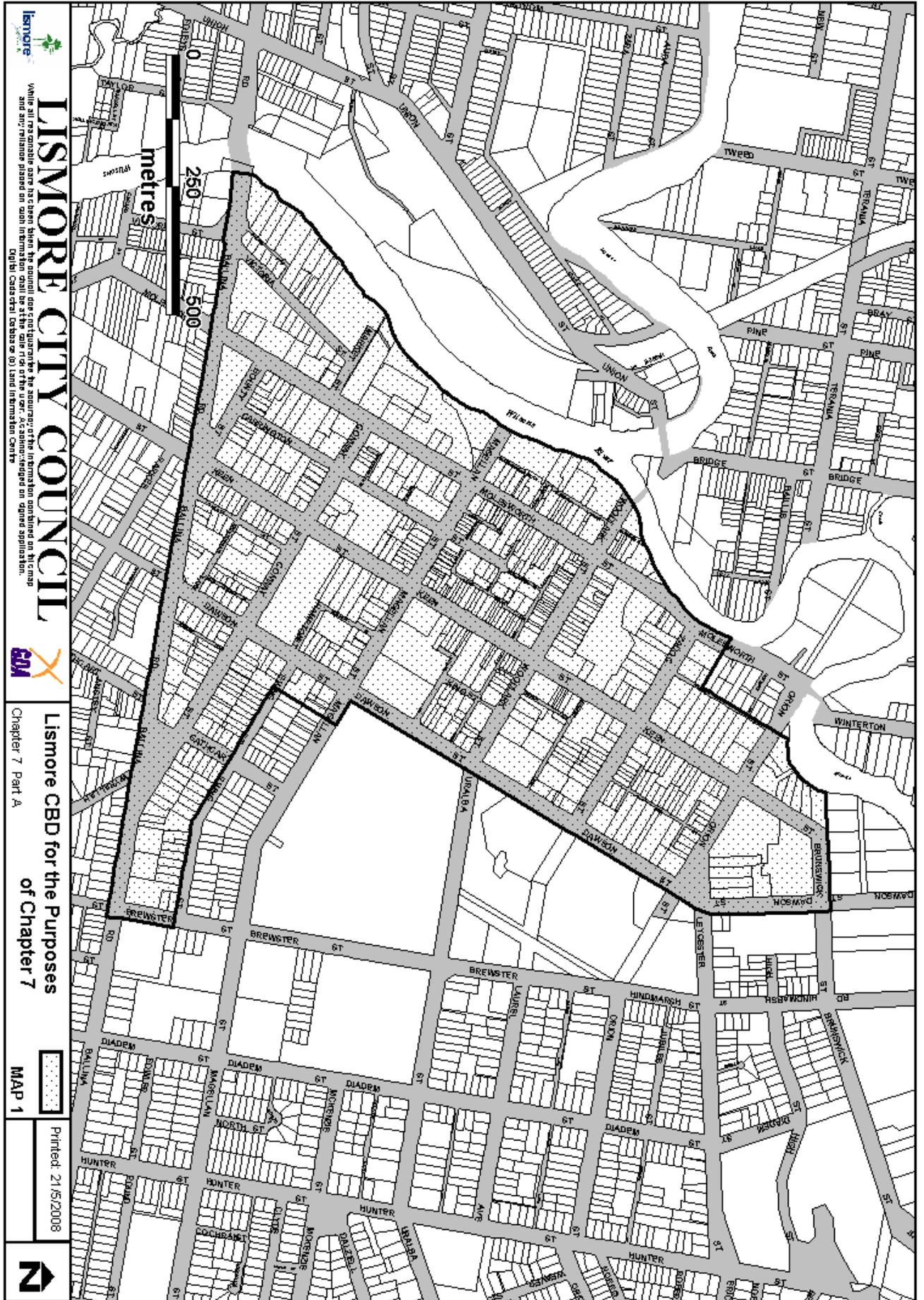
<b>LAND USE</b>	<b>CARPARKING REQUIREMENTS</b>	<b>LOADING BAYS AND MANOEUVRING AREAS</b>
Industry:	spaces per unit or separate leased area	area for articulated vehicles
Passenger Transport Terminal:	Carparking requirements will be assessed on its merits and in accordance with RTA Guidelines	Manoeuvring area for large rigid vehicles
Places of Public Assembly:	1 per 10 seats or 1 per 10 m <sup>2</sup> of public floor space, whichever is greater	Manoeuvring area for large rigid vehicles
Places of Public Worship:	1 per 10 seats or 10 m <sup>2</sup> of public floor space, whichever is greater	
Public Building:	1 per 40m <sup>2</sup> GFA	
<u>Recreation Area:</u> Regional Complex	1 per 2 employees, plus 1 per participant and spectator capacity (with a minimum of 125 spaces per playing field)	Manoeuvring area for and parking for coaches will be assessed on merits in accordance with RTA Guidelines
Local Playing Field	30 per playing field	
Swimming Pool	1 per 2 employees, plus 1 per 50m <sup>2</sup> of water surface	
Golf Course	1 per 2 employees, plus 4 per hole, plus 1 per driving bay or tee	
Recreation Establishment	1 per 10m <sup>2</sup> public floor area, plus 1 per 3 beds or 2 per room or unit (whichever is greater), plus 1 per manager/owner, plus 1 per 2 employees	Loading bays and manoeuvring area for small rigid vehicles
<u>Recreation Facility:</u> Squash/Tennis Courts:	3 per court + 1 per 2 employees	Loading bays and manoeuvring area for small rigid vehicles
Gymnasium/Fitness Centre:	1/25 m <sup>2</sup> GFA + 1 per 2 employees	
Indoor Cricket Centre	15 per pitch	
Indoor Bowling Alley	3 per bowling lane	
Recycling Drop-off Centre	Carparking requirements will be assessed on its merits and in accordance with RTA Guidelines	Provision of adequate manoeuvring and turning area for vehicles will be assessed on merits
Refreshment Room	1 per 3 seats + 1 per 2 employees or 15 per 100m <sup>2</sup> GFA (whichever is greater)	
Residential Flat Building	1 per 1 bedroom unit, plus 1.5 per 2 bedroom unit, plus 2 per 3 bedroom unit, plus 1 per 5 units visitor parking	
Restricted Premises	4.4 per 100m <sup>2</sup> GFA	
Retail Plant Nursery	1/100 m <sup>2</sup> display area (indoor & outdoor), plus 1 per 2 employees (with a minimum of 5 spaces)	Loading bays and manoeuvring area for large rigid vehicles
Rural Industry	1 per 2 employees or 1 per 100 m <sup>2</sup> GFA (whichever is greater)	Loading bays and manoeuvring area for articulated vehicles
Rural Tourist Facility	1 per cabin/unit 1 per 2 employees	
Rural Workers Dwelling	2 per dwelling (1 undercover)	
Sawmill	1 per 2 employees	Loading bays and manoeuvring area for articulated vehicles
Service Station	1 per employee, plus 4 per workbay, plus a minimum of 1 articulated vehicle parking space	Manoeuvring area for articulated vehicles
Shops: Shopping Complex (incorporating department store)	4.4 per 100 m <sup>2</sup> GLFA (Dept Stores), plus 1 per 35 m <sup>2</sup> GFA (speciality shops)	Loading bays and manoeuvring area for articulated vehicles
Individual Shop	4.4 per 100 m <sup>2</sup> GFA	
Stock and Saleyard	Carparking requirements will be assessed on its merits and in accordance with RTA Guidelines	Loading bays and manoeuvring area for articulated vehicles
Storage Shed	1 per 20 sheds, plus 1 per 2 employees	Manoeuvring area for large rigid

<b>LAND USE</b>	<b>CARPARKING REQUIREMENTS</b>	<b>LOADING BAYS AND MANOEUVRING AREAS</b>
		vehicles
Take Away Food Store (Drive-In):	1 per employee, plus 12 per 100m <sup>2</sup> GFA or 1 per 4 seats (whichever is greater), plus queuing area for a minimum of 6 cars.	Loading bays and manoeuvring area for large rigid vehicles
Temporary Event	Carparking requirements will be assessed on its merits and in accordance with RTA Guidelines	
Tourist Facility	1 per accommodation unit or similar, plus 1 per 4 units visitor parking, plus 1 per managers/owners residence, plus 1 per 2 employees, plus 1 per 4 units for trailer/caravan/boat parking	
Transport Depot	1 truck space for each truck associated with the development, plus 1 per driver, plus 1 per 2 onsite employees	Loading bays and manoeuvring area for articulated vehicles
Veterinary Hospital	3 spaces per surgery, plus 1 per 2 employees	Loading bays and manoeuvring area for small rigid vehicles
Warehouse	1 per 300m <sup>2</sup>	Loading bays and manoeuvring area for articulated vehicles
Wholesale Plant Nursery	1 per 2 employees	Loading bays and manoeuvring area for large rigid

**GFA = Gross Floor Area**

**GLFA = Gross Leasable Floor Area**

**Updated: 12/7/11**



**LISMORE CITY COUNCIL**

While all reasonable care has been taken, the council does not guarantee the accuracy of the information contained on this map and any reliance placed on such information shall be at the user's own risk. As shown, designed or printed application.

Digital Cadastral Database or 01 Land Information Centre



**Lismore CBD for the Purposes of Chapter 7**

Chapter 7 Part A

**MAP 1**

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