

Tweed Development Control Plan
SECTION A2 - SITE ACCESS AND PARKING CODE

Schedule of Amendments

Version	Effective	Description	Authorised
1	12 April 2007	Amalgamation of DCPs into one consolidated DCP	Council resolution
2	15 May 2014	Align land use definitions with Standard Instrument (Local Environmental Plans) Order 2006. Delete 20% ESD concession clause and reduce all rates by 20% accordingly. Reduce pubs/clubs rates. Align prescribed rates for Food and Drink Premises with Shop rate. Add storage class to bike parking rates. Inclusion of end-of-trip cycling facility provision Provide concessions for parking rates in some rural villages. Restructure text components to match contemporary DCP layout and improve readability General housekeeping	Council resolution

- A2 – SITE ACCESS AND PARKING CODE..... 1**
- A2.1 INTRODUCTION..... 1
 - A2.1.1 Aims and Objectives 1
 - A2.1.2 Land to Which This Section Applies..... 1
 - A2.1.3 How to Use this Section 1
 - A2.1.4 Definitions 3
- A2.2 DESIGN PRINCIPLES 4
 - A2.2.1 Access and Parking Design 4
 - A2.2.2 Public Transport, Pedestrian and Cyclist Access and Amenity 4
 - A2.2.3 Vehicle Access and Parking..... 7
 - A2.2.4 Technical Notes 10
- A2.3 ACCESS & PARKING DEMAND SCHEDULE 12
 - Table 2: Numerical Provision of Access Facilities & Parking Spaces..... 13
 - Map 1 - Tweed Heads CBD Parking Concession Area..... 35
 - Map 2 - Murwillumbah CBD Parking Concession Area..... 36
 - Map 3 - Kingscliff CBD Parking Concession Area..... 37

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A2 – SITE ACCESS AND PARKING CODE

A2.1 INTRODUCTION

A2.1.1 *Aims and Objectives*

Aims

1. Provide safe, convenient and equitable access to developed land for pedestrians, cyclists, motorists and public transport users.
2. Provide facilities and infrastructure that encourage movement by means other than private vehicle.
3. Encourage car park design and landscaping to enhance visual amenity, provide pedestrian comfort, legibility and minimise impacts from stormwater runoff and pollution.
4. Provide off street parking facilities that satisfy the demand of residents, visitors, staff, customers, servicing, loading and unloading.
5. Provide integrated transport opportunities within business centres to improve their amenity, accessibility and sustainability.

Objectives

1. To achieve integrated car park design with high levels of amenity for users
2. To integrate site landscaping and water sensitive urban design to minimise hardstand areas and address site stormwater flow and pollution
3. Provide public domain, comfort and legibility treatments to support the volume of pedestrian movement in and around sites.
4. To ensure developments support pedestrian, cycling, vehicle and public transport demand through implementing prescriptive parking supply rates or site specific studies.
5. To manage generated traffic volumes and to minimise potential adverse impacts on the local road network.
6. Provide a planning framework for considering alternatives to established parking rates for community and business centres which are supported by integrated transport systems.

A2.1.2 *Land to Which This Section Applies*

This section applies to all land within the Tweed Shire except to the extent of inconsistency with a development provision contained in the applicable LEP or locality specific development controls in Section B.

A2.1.3 *How to Use this Section*

Where a development is proposed in respect of land to which this Section applies Council shall take the provisions of this Section into consideration in determining the application.

In preparing an application for development there are a number of specific steps that should be followed:

- Step 1: Check the zoning of the site under the applicable LEP to ensure that the proposed development is permissible and to determine what related provisions apply.
- Step 2: Establish what SEPPs, other Sections or Policies apply to the site.
- Step 3: Consider the aims, objectives and controls/actions for the particular clauses of this Section.

Compliance with the provisions of this Section does not necessarily imply that Council will grant consent to an application. Council must, in relation to development applications, also have taken into consideration those matters listed under Section 79(C) of the Environmental Planning and Assessment Act, 1979.

The controls prescribed within this Section are a development guideline and represent a possible acceptable solution to meet the stated aims and objectives. It is acknowledged that there will be alternative solutions, which Council may consider within the assessment.

Where a development application seeks an alternative solution to a design control this must be documented within the Statement of Environmental Effects (SEE), and include:

- Identification of the control being varied;
- Justification, supported by a detailed site analysis and any other supplementary material:
 - detailing why the control cannot be met; and
 - demonstrating how the alternate proposal achieves the aims and objectives of this Section
- Justification, supported by a detailed Access, Traffic and Parking Impact Study for any reduction in the prescribed vehicle parking rates.
- Upgrading of:
 - public transport facilities, and/or
 - on-street parking resulting in additional spaces, and/or,
 - the streetscape and pedestrian/cyclist amenity.

Notes:

Prior to lodgement, applicants are to consult with Council's Traffic and Transport officer/s, Landscape Architect and Urban Designer/s to discuss any public domain based proposals.

Where the required number of customer car parking spaces cannot be met and Council's Section 94 Contribution Plan No. 23 - Offsite Parking applies to the site, Council may consider accepting a cash contribution in lieu of the unsupplied facilities or spaces. Contributions eligibility as an alternate to on-site parking provision will not be granted as a right and will be based on the merits of each application, in accordance with the objectives of this Section.

Unless stated otherwise, the provisions of the current version of the following standards are adopted:

*Standards Association of Australia:
AS 2890.1: "Car Parking Facilities"*

- AS 2890.2: "Commercial Vehicle Facilities"
 AS 2890.3: "Bicycle Parking Facilities"
 AS 2890.5: "On-Street Parking"
 AS 2890.6: "Off-Street Parking for People with Disabilities"

The following documents may be used as a guide where controls are not contained in this plan or the Australian Standards.

- (i) Road and Maritime Services NSW (RMS):
"Guide to Traffic Generating Developments"
- (ii) Austroads:
"Guide to Traffic Management Part 11: Parking"
"Guide to Road Design Part 6A: Pedestrian and Cyclist Paths"
- (iii) AMCORD Practice Notes, PND14
- (iv) Building Code of Australia
- (v) Qld Dept of Tourism Small Business & Industry, (now Dept of State Development) "Mixed Use Development, New Designs for New Livelihoods".

Where an authority mentioned above updates or revises its publication relating to off street parking the applicant or designer must refer to the latest of such publications current at the date of application.

Where there is conflict between standards, Section B of the DCP shall prevail followed by this section and then AS2890 unless stated otherwise in this Section.

Where relaxation is granted on the basis of a particular form of business operation that creates unusually low demands for its category of parking, Council will impose such limitations in the development consent to ensure compliance.

A2.1.4 Definitions

Reference should be made to Tweed Local Environmental Plan Dictionary, AS2890.1 Section 1.3 Definitions, and the following:

Small Car Space means a parking space designed to accommodate small cars and as a result is smaller than the minimum dimensions described in this Section.

Tandem or Stacked Spaces means two (2) parking spaces arranged in such a way that vehicular access to one (1) of the parking spaces cannot be obtained without crossing the other space.

Large development means development proposals where the total site development results in a GFA greater than 5,000m².

Nuisance is caused if:

- customers park in front of adjacent residential properties to the extent that casual visitor parking spaces are no longer readily available for these adjacent properties; or
- customers use off street parking provided by adjacent properties.

A2.2 DESIGN PRINCIPLES

A2.2.1 *Access and Parking Design*

Access and parking design shall integrate and coordinate:

- Pedestrian, cycleway, public transport passenger and disabled person access;
- Bicycle, vehicle and disabled person parking modules;
- Specific staff, customer, resident and visitor parking requirements;
- Circulation, access driveways and frontage road access;
- Service and delivery vehicle parking, loading and unloading; and
- Landscaping and stormwater treatment

A2.2.2 *Public Transport, Pedestrian and Cyclist Access and Amenity*

Objectives

1. Ensure designs optimise pedestrian, cyclist, public transport user and disabled persons access to and within the development.
2. Ensure non-vehicle movement corridors are safe, attractive and provide for efficient movement through the site.
3. Ensure vehicle access parking does not compromise the equity and amenity of non-vehicle access.
4. Encourage public transport use through incorporating specific treatments to maximise patrons' convenience and comfort.
5. Support cycling as a sustainable transport method by providing movement corridors that integrate with user-friendly bicycle parking areas and end-of-trip facilities.
6. Provide landscaping to enhance user comfort, amenity and improve the microclimate without compromising the traffic safety or the surveillance security of pedestrians and cyclists.
7. Integrate site landscaping and water sensitive urban design to minimise hardstand areas and address site stormwater flow and pollution
8. Provide landscaping to minimise the harsh visual impact of large parking areas, and mitigate any noise and light spill impacts on adjoining properties.
9. Mitigate detrimental effects on the downstream stormwater environment by minimising peak flow rates and pollutants discharged from the site

Controls

General

- C1. Detail, both on plan and within the Statement of Environmental Effects, the access and parking treatments pursued to optimise pedestrian, cyclist, public transport and disabled person's access to and within the site.
- C2. Internal footpaths are to be provided for pedestrians and cyclists to move from adjacent streets onto the site and to destinations within the site.
- C3. Internal footpaths are to be clearly identifiable and provide either a direct or efficient corridor to the development.

- C4. Access and parking design treatments shall ensure the safety and comfort of footpath users (see notes for further guidance).
- C5. Weather protection for pedestrian movement corridors is to be integrated with the building design.
- C6. Bicycle parking spaces and public transport bus stop seating is to be provided at the minimum rate specified in Table 2.
- C7. A landscaping plan is to be submitted with any Development Application detailing the location, species choice of vegetation and any other landscaping feature. Landscaping must not affect sight distances at any intersection, accessibility to any vehicular or pedestrian traffic area or visibility of road signage.
- C8. A stormwater management plan is to be submitted with any Development Application detailing the incorporation of water sensitive urban design, and the utilisation of landscaped features to disperse, filter and infiltrate carpark runoff. Stormwater management plans are to be prepared in accordance with Development Design Specification D7 - Stormwater Quality
- C9. Any development requiring 5 or more employee bicycle parking spaces (class 1 or 2) must provide appropriate consideration and provision of change rooms, showers and clothing lockers(see notes for further guidance).

Non-residential development with a collective site gross floor area (GFA) greater than 1,000m², and/or a walking distance greater than 50 metres from a car space to the public entrance

- C10. Provide weather protection for pedestrian movement corridors

Large Developments (greater than 5,000m² GFA)

- C11. Proposals for large developments shall include a public transport impact statement. This statement shall contain:-
 - Locality plan showing development site in relation to nearest practical public transport route and bus stops;
 - Proposed means and standard of pedestrian access from nearest bus stop to development site;
 - Where development site is more than 50m from the nearest bus stop, evidence of negotiations with public transport operator to obtain bus route and stop adjacent to or closer to development;
 - Proposed bus stop seating arrangements;
 - Proposed arrangements for provision of bus stop within the development site (where applicable).
- C12. Provide a constructed footpath/cycleway network or additions to the existing footpath network radiating from the extents of the development site so that at least 50% of dwellings within the following radial distance of the development site have direct pedestrian/cycle path connection to the development.

GFA (m2)	-	10,000	Radial distance from development site
5,000			200m

10,000	-	20,000	300m
20,000	-	30,000	400m
over 30,000			500m

Notes:

Design treatments for ensuring safety and comfort of footpath users could include raised footpaths, landscaping, unobtrusive physical barriers or clear threshold points through material and colour change.

Pedestrian facilities are to be designed in accordance with Austroads "Guide to Road Design, Part 6A: Pedestrian and Cyclist Paths

Footpaths shall be designed and constructed in accordance with Council's Footpath and Cycleway standard drawing S.D.013, unless otherwise agreed. Any variation from Council's standard drawing is to demonstrate an improved public domain outcome and must be accompanied by an appropriate management schedule and/or funding. The location of the additional footpaths shall be subject to the approval of Council. Applicants are to consult with Council's Engineering and Operations Division to locate eligible pathways, cycleways and public transport facilities.

Bicycle parking is to be designed and constructed in accordance with AS2890.3, Bicycle Parking Facilities.

Where appropriate, change rooms, clothing lockers and showers should be provided in accordance with Table 3 of NSW Planning guidelines for walking and cycling (accessible here: www.planning.nsw.gov.au/plansforaction/pdf/guide_pages.pdf)

Residential development where all units have direct ground floor access may provide additional storage/garage space in lieu of resident bicycle parking

Cycleways are to be constructed in accordance with Austroads: "Guide to Road Design, Part 6A: Pedestrian and Cyclist Paths

Disabled access and parking facilities are to be provided in accordance with AS2890.6 and the Building Code of Australia. Proposals must comply with the requirements of the Disability Discrimination Act, 1992 (Commonwealth).

Landscaping should be fully contained on site and not extend onto public areas unless specifically authorised by Council.

Where a proposal involving landscaping of public space is agreed to by Council, landscaping shall be in accordance with Tweed Shire Council's Development Design Specifications D14 – Landscaping Public Space

Landscaping areas should be protected from vehicular traffic by kerb and gutter wheel stops or other appropriate barriers, although due consideration must be given to tripping hazards for pedestrians.

Landscaping shall be maintained by the landowner in accordance with this plan at the landowners cost.

Stormwater drainage design shall be in accordance with the requirements of Tweed Shire Council's Development Design Specification D5 – Stormwater Design and D7 – Stormwater Quality.

Stormwater quality improvement devices (SQIDs) are to be located on the development site upstream of the discharge point into the public stormwater system. All SQIDs shall be installed, operated, serviced and maintained by the owner or

occupier. Particular attention is to be given to the removal of litter, rubber compounds, oils, grease and other petroleum and vehicle products.

A2.2.3 Vehicle Access and Parking

Objectives

1. Ensure car park, roadway and pedestrian access layout is legible, safe and convenient for all users.
2. Ensure private vehicle parking is provided commensurate to the intensity and nature of the land use/s and expected traffic movements.
3. Achieve appropriate separation between pedestrians, loading and heavy vehicles.
4. Provide flexibility for reduced provision of parking in localities where demand is likely to be lower.
5. Prevent parking nuisance to adjacent properties by requiring adequate on-site car parking for development.
6. Ensure the provision of landscaping to enhance user comfort, amenity and improve the microclimate without compromising traffic safety or surveillance security.
7. Provide landscaping to break up the harsh visual impact of large parking areas, and mitigate any noise and light spill impacts on adjoining properties.

Controls

- C1. Onsite parking is to be provided at the numerical rates detailed in Table 2.
- C2. Any development involving a land use other than a dwelling, secondary dwelling or dual occupancy must provide vehicular access to and from the site in a forward moving direction.
- C3. If a dual occupancy is in a 'stacked' arrangement the rear dwelling shall provide turnaround facilities to allow vehicular access to and from the site in a forward moving direction.
- C4. Provide suitable separation and design treatments between large vehicle manoeuvring areas, loading and unloading areas and adjoining residential areas to mitigate impacts within and surrounding the site.
- C5. Vehicle access is expected to be derived from the frontages which have the lowest pedestrian and cycle volumes. This includes *porte cocheres* (covered vehicle set downs), where permissible.
- C6. Driveway access in any CBD strip shopping area will not be supported without substantial justification as this breaks the active street frontage.
- C7. *Porte cocheres* will not be supported in any CBD strip shopping area.
- C8. Generally, no new off street parking bays or aisles will be allowed at street level within 6m of the principal property frontage anywhere within the CBD sectors outlined in areas 1,2 and 3 of Table 2
- C9. Tandem or stacked parking is not generally favoured. However, a limited number of stacked employee and/or resident spaces may be considered where suitably justified, addressing the following:
 - A demonstrated need for tandem or stacked parking ;
 - Demonstration of no inconvenience to employees/residents;
 - Demonstrated assessment that the provision of tandem or stacked parking will not adversely affect the functioning of parking and access to the site;

- No more than two (2) cars are parked in a stacked arrangement, so that no more than one (1) vehicle has to move to allow egress of another;
 - Tandem or stacked parking is only to be used for people employed or residing on the premises where vehicles are likely to be parked all day or a major part of the day;
 - Paired tandem or stacked spaces must be used by the occupants of the same tenancy;
 - Sufficient space shall be provided on site for shifting vehicles without requiring their movement onto public streets;
 - Tandem or stacked parking will not be permitted for customer/public parking or multi dwelling housing;
 - The minimum length of tandem or stacked parking is 10.4m.
 - Mechanical car lifts may be acceptable in residential developments provided all spaces have capacity to store the B99 vehicle (Appendix A AS2890.1) with headroom in accordance with section 5.3 of AS2890.1 (minimum 2.2m).
- C10. Small car spaces will not count towards the required number of vehicle spaces prescribed by Table 2
- C11. Visitor parking shall be incorporated within reasonable and convenient proximity of the visitor's final destination with no barriers to pedestrian movement located in between (e.g. public roads).
- C12. Provide aisles for parcel-pickup facilities or areas for the manoeuvring or docking of commercial vehicles or garbage trucks separate from areas of normal pedestrian/vehicular traffic.

Large Developments (greater than 5,000m² GFA)

- C13. Provide a dedicated rank for a minimum of 2 taxis, supported by a minimum 2m wide paved and roofed pedestrian access to the building entrance

Local Area Specific Customer Car Parking

- C14. The requirements for **customer** car parking in the Commercial Premises (Table 2C) and Health Services Facilities groups (Table 2G) may be reduced in accordance with the rates specified in Table 1.

These concessions will only be applied if:

- A locality specific rate is not provided in section B of the DCP
- There is adequate parking on the site and in public car parks to prevent a nuisance to adjacent properties; and
- There is adequate parking on the site and in public car parks to ensure customers do not use off street parking provided by neighbouring properties;
- The aims and principles of this Section have been achieved.

The applicant must provide detail demonstrating how the issues raised above have been addressed.

Table 1: Locality Specific Customer Parking Concession Areas

Area	Concession
Tweed Heads, Murwillumbah and Kingscliff CBD's (refer to Maps 1, 2 and 3)	The minimum number of customer car parking spaces required may be reduced by 10% of that shown in Table 2C and 2G
Area 4. Rural Villages (Zone) of Uki (RU5), Burringbar (RU5), Mooball (RU5), Stokers Siding (RU5), Tyalgum (RU5), Chillingham (RU5), Kunghur (R5), Bilambil (RU5) and Kielvale (RU5)	The minimum number of customer car parking spaces required may be reduced by 50% of that shown in Table 2C and 2G

Notes

Council is more likely to give favourable consideration to proposals where some or all of the customer car parking spaces are provided on-street if they provide a net benefit to the public - such as property boundary setback dedication to allow conversion of existing parallel parking to angle parking.

Car park layout shall be in accordance with AS2890 with the additional requirements outlined in this section.

Under no circumstances will customer pedestrian access be permissible through commercial vehicle or garbage truck reversing areas.

Access to off street parking areas must comply with the current version of Council's "Driveway Access to Property Design Specification". Copies of this document are available from Councils Engineering & Operations Division and on Tweed Shire Councils web site, www.tweed.nsw.gov.au.

The accommodation of large entry volumes or need to turn across large through street volumes, where relevant, will need to be professionally examined and design responses developed within the mandatory Statement of Environmental Effects accompanying the development application.

Generally, uncontrolled direct access to arterial or distributor roads will not be permitted.

Reference should be made to State Environmental Planning Policy (Infrastructure) to determine if the proposal will result in referral to the Local or Regional Development Traffic Advisory Group.

Sight and stopping distances to be used for assessment of access driveways should be obtained from Austroads, "Guide to Road Design"

Disabled access and parking facilities are to be provided in accordance with AS2890.6 and Clause D3.5 of the Building Code of Australia. Proposals must comply with the requirements of the Disability Discrimination Act, 1992 (Commonwealth).

Developments associated with beach frontages may be required to provide adequate beach parking in addition to that required for nominated uses within the proposed development. Beach parking shall be assessed generally at 300 spaces per kilometre of beach frontage on a pro rata basis.

Where formulae in the table result in fractions, numbers are to be rounded up to the nearest whole number. If a number of uses are present on the same development

site the rounding off is to take place after the requirements for all uses have been summed. For offsite carparking contributions under CP23, rounding up to the next 0.1 space is permissible.

Parking spaces, loading bays and manoeuvring/reversing areas for large vehicles such as buses, trucks and garbage trucks are to be made on the merits of each application. Reductions in the requirements for provision of parking for delivery and service vehicles specified in Table 2 may be considered where the applicant can provide evidence to support a concession (e.g. a letter from the supplier). Restrictions to future changes to the accepted service vehicle will be applied as consent conditions.

Site Credits

Site parking credits are available when there is a proposed change of use or redevelopment of a site. The credit is deemed to be consistent with that approved and provided under the previous approvals for that site.

Older sites that may not have a development consent history in relation to parking provision are deemed to have parking credits based on the expected parking that would have been provided for that land use under this Code unless deemed to be contrary to the aims and principles of this section.

To promote business activity; change of land use or redevelopment in the CBD areas (LEP zones B2, B3 and B4) are entitled to parking credits based on either existing parking approvals or reassessment of the current land use under the rates in this code, whichever is the higher. This concession is discretionary subject to demonstrated consistency with the aims and principles of this Code.

Existing use parking credits are not available for proposed residential developments or residential components of mixed use developments.

A2.2.4 *Technical Notes*

Whilst the Road Transport (Safety and Traffic Management) Act 1999 applies on private property, enforcement is difficult. Designers should acknowledge these risk management issues by using careful design of off street parking areas to control traffic and parking rather than simply using prohibitive signage.

Good design of the parking area and its circulation pattern should result in it being difficult to breach traffic and parking rules. This will avoid the need for policing measures.

As a general rule it is preferable to design a carpark to avoid the need for regulatory signs. Advisory signage and pavement marking is to be provided in accordance with AS2890.1, Section 4. Site design must allocate adequate space for the loading, unloading, parking and manoeuvring of delivery and service vehicles within the subject property. Design of these areas shall comply with AS 2890.2 Off-Street Commercial Vehicle Facilities.

Table 2.1 of AS2890.2 provides design vehicle and swept path dimensions for delivery and service vehicles. Special vehicles such as **buses, garbage trucks and ambulances** may have particular access, manoeuvring and operating conditions. The designer or applicant should refer to AS 2890.2 Off-Street Commercial Vehicle Facilities and Roads and Maritime Services: "Guide to Traffic Generating Developments".

As with any vehicle, large vehicles must be able to manoeuvre entirely on site and enter and leave the site in a forward direction. Such manoeuvring areas, if reversing

of large vehicles is involved, must be separate from areas of normal pedestrian or vehicular traffic.

Surface Design:

Car parking areas must provide an all weather surface unless otherwise specified.

Minimum trafficked area surface standards are:

- a. Low parking turnover (<50 movements per day) - flush seal (i.e. two coat bitumen spray).*
- b. High parking turnover (>50 movements per day) - asphaltic concrete.*
- c. Urban gravel pavement may be considered by Council for areas servicing 3 parking spaces or less. The gravel surface shall be of a feature stone (i.e. smooth river stone), dust free, and shall not be trafficked onto road pavements/pedestrian thoroughfares.*
- d. Rural gravel pavements may be considered by Council where consistent with the amenity and land use of the development site and surrounding areas.*
- e. Where parking overflow areas are accepted by Council, these may be unsealed and used as additional landscaping.*

All parking area surfaces will be certified by a qualified Engineer prior to occupation or use.

Pavement Design:

Shall be in accordance with Council's Development Design and Construction Specifications requirements.

Layout Design

Parking areas shall be permanently line marked in white colour as detailed in AS 2890.

Areas which must be protected from vehicular traffic (such as traffic islands, gardens, landscaping, aisle ends and pedestrian areas) will be protected by being raised and bordered by a vertical-faced kerb and gutter or other suitable barrier. The overhang of vehicles must be taken into consideration when locating the kerb and gutter and providing adequate abutting pedestrian footway widths.

Design and construction of parking areas should provide for a minimum of maintenance.

Off street car parking areas may contain parking spaces for staff, customers and others. In mixed residential/commercial development proposals, the residential parking areas should be defined as reserved parking.

The number of spaces that may be reserved for staff shall be restricted so that the number of residual spaces left for customers is not less than that required by the schedule.

A2.3 ACCESS & PARKING DEMAND SCHEDULE

This section contains numerical and other standards for the provision of parking and access facilities for development projects.

Some land uses specified in Table 2 are not defined within the Local Environment Plan (LEP). The use of these rates will be at Council's discretion and not granted as a right. These rates are marked with an asterisk (*)

The specification of delivery and service vehicles (AV, HRV, SRV) in Table 2 refer to AS2890.2 definitions and dimensions

The class of bicycle parking specified in Table 2 (in brackets) refers to AS2890.3 Table 1.1

Table 2: Numerical Provision of Access Facilities & Parking Spaces

2a - Access & Parking Generation - Residential Accommodation Group

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (min class)	Delivery/ Service Vehicle parking	Resident/ Visitor Parking	Staff parking	Customer car parking
A1	Attached dwellings			Residents: 1/unit (2). Visitors: 1/8units (3)		1 per each 1 bedroom unit, 1.5 per 2 bedroom unit, and 2 spaces for 3 or more bedroom units. Plus 1 space per 4 units for visitor parking.		
A2	Boarding houses			Residents: 1/unit (2). Visitors: 1/8units (3)			0.5/staff	1/6 beds
A3	Dual occupancies					1 space per dwelling plus provision for driveway parking of another vehicle (2 spaces per dwelling)		
A4	Dwelling houses					1 space per dwelling plus provision for driveway parking of another vehicle		
A5	Group homes	Assess on merits Access and parking facilities are to be provided in accordance with AS2890.6						
A6	Hostels		1/5residents	Residents: 1/4 beds(2) Visitors: 1/10 beds(3)	1/100 residents SRV	0.4/resident	1/staff	

DCP A2 – SITE ACCESS AND PARKING CODE

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (min class)	Delivery/ Service Vehicle parking	Resident/ Visitor Parking	Staff parking	Customer car parking
A7	Integrated housing*					1 space per dwelling plus provision for driveway parking of another vehicle. in addition to visitor parking at 1/4 units		
A8	Manufactured home estate*	As per Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005						
A9	Multi dwelling housing	Forward entry/exit to be provided	1/15 units	Residents: 1/unit (2). Visitors: 1/8units (3)		1 per each 1 bedroom unit, 1.5 per 2 bedroom unit, and 2 spaces for 3 or more bedroom units. Plus 1 space per 4 units for visitor parking.		
A10	Residential care facilities			Residents: 1/7 beds (1). Visitors: 2+1/30 beds (3)	1 ambulance SRV + truck parking HRV	1/6 bed	0.5/staff	
A11	Residential college*		1/5 student	Residents: 1/4 beds(2) Visitors: 1/10 beds(3)	1/100 residents HRV	0.4/resident	1/staff	

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (min class)	Delivery/ Service Vehicle parking	Resident/ Visitor Parking	Staff parking	Customer car parking
A12	Residential flat buildings		1/15 units	Residents: 1/unit (1). Visitors: 1/8units (3)		1 per each 1 bedroom unit, 1.5 per 2 bedroom unit, and 2 spaces for 3 or more bedroom units. Plus 1 space per 4 units for visitor parking.		
A13	Rural worker's dwellings					1		
A14	Secondary dwellings	Granny Flat				1		
A15	Semi-detached dwellings					1 space per dwelling plus provision for driveway parking of another vehicle		
A16	Seniors housing	AS per SEPP – Seniors Living						
A17	Shop top housing	in addition to commercial requirements		Residents: 1/unit (1). Visitors: 1/8units (3)		1 per each 1 bedroom unit, 1.5 per 2 bedroom unit, and 2 spaces for 3 or more bedroom units. Plus 1 space per 4 units for visitor parking.		

2b - Access & Parking Generation - Tourist and Visitor Accommodation Group

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
B1	Backpacker's accommodation			1/5 bed (2)	1 HRV		0.5/staff	1/6 beds or 1/12 beds if shuttle bus permanently utilised
B2	Bed & breakfast accommodation			1/guest bedroom (2)		As per dwelling houses	0.5/staff	1/guestroom
B3	Caravan parks and camping grounds	As per Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2000						
B4	Farm stay accommodation					See dwelling house	1/ off-site staff	1/guestroom
B5	Hotel or motel accommodation	Accommodation component only		Employees: 1/4 staff (2). Visitors: 1/10 units (3)	1 HRV		1/staff	1/room or unit
B6	Serviced apartments			Employees: 1/4 staff (2). Visitors: 1/10 units (3)	1 HRV		1/staff	1/apt + 1 visitor space per 4 apt's

2c - Access & Parking Generation - Commercial Premises Group

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
C1	Amusement centres			2 + 1/50m ² GFA (3)	1 SRV		0.5/staff	3.2/100m ² GFA
C2	Bank or financial institution*	ATMs require covered waiting area for 3 persons that do not impede pedestrian movement		Employee: 1/200m ² GFA (2). Visitor: 2 (3)	1/200m ² GFA SRV		1/50m ² GFA	included in staff parking
C3	Boat showroom*	On site provision required for boat transporter use			1/20 boats, min 1 truck park HRV		1/staff	1/12 displayed boats, min 5 spaces
C4	Bulky goods premises			1/4 staff (3)	1/1500 GFA HRV		0.25/100 GFA	1.4/100m ² GFA
C5	Cellar door premises			1/25m ² tasting/seating area (3)	1 SRV		1/staff	3.5/100m ² GFA
C6	Drive in liquor sales*				1 HRV		0.5/100 GFA	2.8/100m ² GFA + queuing area for 6 cars
C7	Entertainment facilities		1/10 seats	1/20m ² floor area up to a maximum of 10 spaces (3)	1 SRV		0.5/staff	greater of 0.25 spaces to each seat or to each sq m of net floor area
C8	Exhibition homes			2 (3)			1	3

DCP A2 – SITE ACCESS AND PARKING CODE

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
C9	Food & drink premises			Employees: 1/100m ² GFA (1). Visitors: 1/50m ² GFA (3)	1 SRV		1/staff	3.5/100m ² GFA
C10	Function centres			1/20 seats up to a maximum of 10 spaces	1 HRV		0.5/staff	0.3 spaces to each seat
C11	Funeral homes				1 SRV		0.5/staff	1/50m ² GFA
C12	Hairdresser/beauty salon*			2/100m ² GFA up to 100m ² GFA and thereafter at 1/200m ² GFA (3)			0.5/100 GFA	2.8/100m ² GFA
C13	Hardware and building supplies				1/500m ² storage area, AV		0.5/staff	1.6/100m ² GFA + 0.8/200m ² outside storage area + 1/50m ² showroom/retail area
C14	Home business							1 space in addition to parking for dwelling
C15	Industrial retail outlets	Retail component only.					1/100 GFA	3.5/100m ² GFA
C16	Kiosks	Max GFA 15m ²		Employees: 1/100m ² GFA (1).				1.6/100m ² (min 2)

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
				Visitors: 1/50m ² GFA (3)				
C17	Laundromat*			2/100m ² GFA up to 100m ² GFA and thereafter at 1/200m ² GFA (3)	1		1/100 GFA (min 1)	2.8/100m ² GFA
C18	Markets	Assess on merits Refer to RTA Traffic Generating Developments						
C19	Neighbourhood shops	Max GFA 300m ²		Employees: 1/100m ² GFA (1). Visitors: 1/50m ² GFA (3)				1.6/100m ²
C20	Office*			Employee: 1/200m ² GFA (2). Visitor: 1/750m ² over 1000m ² (3)	1/200m ² GFA SRV		1/50m ² GFA	included in staff parking
C21	Plant nurseries, garden centres and landscaping material supplies			Employees: 1/1000m ² site area (2) Visitors: 1/1000m ² site area (3)	Min 1 HRV		1/staff, may be stacked	1/600m ² site area, min 5

DCP A2 – SITE ACCESS AND PARKING CODE

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
C22	Primary produce sales*				1/500m ² storage area, truck parks to be suitable for AV		1/staff	1.6/100m ² GFA + 0.8/200m ² outside storage area
C23	Pubs	Licensed premises	1/10 car parking spaces	Employees: 1/25m ² bar + 1/100m ² lounge/beer garden (1). Visitors: 1/25m ² bar + 1/100m ² lounge/beer garden (3)	1 HRV	See hotel or motel accommodation	0.5/staff	1/10m ² licensed floor area + ancillary areas + reservoir for 6 cars for drive in bottle shop
C24	Real estate agency*			1/200m ² GFA (3)	1/200m ² GFA SRV		1/50m ² GFA	included in staff parking
C25	Registered clubs		1/10 car parking spaces	Employees: 1/25m ² bar + 1/100m ² lounge/beer garden (1). Visitors: 1/25m ² bar + 1/100m ² lounge/beer garden (3)	1 HRV		0.3 spaces per staff. Where spaces are to be reserved for specific members they must be additional and be	1/10m ² GFA (includes ancillary use areas) Minimum 1 coach parking space on site.

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
							nominated at DA stage	
C26	Restaurants or cafes	Internal dining area is to be defined. Footpath dining area to be considered in accordance with Councils Footpath Dining Policy		Employees: 1/50m ² GFA (2). Visitors: 2 (3)	1 HRV		1/staff at peak operating time	3.5/100m ² dining area
C27	Restricted premises	Adult stores					1/staff	3.5/100m ²
C28	Roadside stalls	Assess on merits, but, all parking must be on site (off road reserve)						
C29	Rural supplies			1/5 staff (2)	1 AV			10% of site to be car spaces/access lanes (not including driveways)

DCP A2 – SITE ACCESS AND PARKING CODE

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
C30	Service stations	Customer parking requirement is inclusive of the work bay		1/4 car park (3)	min 1 articulated truck parking AV		1/staff	3.2/work bay + 2.8/100m ² convenience or retail store
C31	Sex services premises						included in customer requirement	1/50m ² GFA
C32	Shopping Centres	a) 0-20000m ² b) 20000-30000m ² c) >30000m ² : GLFA: Gross Leasable Floor Area (see RMS definition)	1/100m ² GFLA, shopping centres over 5,000m ² GFA	Employees: 1/300m ² GLFA (1) Shoppers: 1/500m ² over 1000m ² (3)	Assess on merits		Incl in customer car parking	a) 4.5/100m ² GLFA b) 4.3/100m ² GLFA c) 4.1/100m ² GLFA
C33	Shops		1/100m ² GFA, shops over 5,000m ² GFA	2/100m ² GFA up to 100m ² GFA and thereafter at 1/200m ² GFA (3)	1/1500 GFA, min 1, min 2 for supermarkets HRV		1/100 GFA	3.5/100m ² GFA
C34	Take-away food & drink premises			Employees: 1/100m ² GFA (1). Visitors: 1/50m ² GFA (3)	1 SRV		1/staff	3.5/100m ² GFA

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
C35	Timber yards				1/500m ² storage area, suitable for articulated truck AV		0.5/staff	1/600m ² storage area
C36	Travel agency*			1/200m ² GFA (3)	1/200m ² GFA SRV		1/50m ² GFA	included in staff parking
C37	Vehicle sales and hire premises	No parking of display vehicles in customer or staff car parking spaces or public land is permitted			1 AV		1/staff	1/12 display vehicles (min 5)
C38	Wholesale supplies			1/5 staff (2)	1 AV			10% of site to be car spaces/access lanes (not including driveways)

2d - Access & Parking Generation - Industry Group

(Includes terms from Rural Industry, Industries, Heavy Industrial Storage, Storage Premises and Waste and Resource Management Facilities LEP groups)

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
D1	Agricultural produce industries			1/5 staff (2)	MIN 1 AV		1/staff	
D2	Boat building and repair facilities			1/5 staff (2)	1 HRV		1 space per 60m ² of total use area	included in staff parking
D3	Depots			1/5 staff (2)	MIN 1 AV		10% of site for parking and access lanes, but, not driveways	included in staff parking
D4	General industries	If located in commerce and trade zone increase to 1/50m ² GFA		1/5 staff (2)	1 HRV		1/120m ² GFA	
D5	Heavy industries	If located in commerce and trade zone increase to 1/50m ² GFA		1/5 staff (2)	1 HRV		1/120m ² GFA	
D6	Heavy vehicle & plant repair*			1/5 staff (2)	MIN 1 AV		10% of site for parking and access lanes, but, not driveways	included in staff parking
D7	Home industry	assess on merits						

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
D8	Light industries	If located in commerce and trade zone increase to 1/50m ² GFA		1/5 staff (2)	1 HRV		1/120m ² GFA	
D9	Liquid fuel depots			1/5 staff (2)	MIN 1 AV		10% of site for parking and access lanes, but, not driveways	included in staff parking. Site area to be provided for future parking (in case of change of use) at rate of 1/75m ² GFA
D10	Livestock processing industries			1/5 staff (2)	2 AV		1/staff	
D11	Resource recovery facilities			1/5 staff (2)	MIN 1 AV		10% of site for parking and access lanes, but, not driveways	
D12	Sawmill or log processing industries			1/5 staff (2)	MIN 1 AV		1/staff	min 4
D13	Self storage units - "Ranch" style				HRV		0.5/staff, min 2	Parking to be provided adjacent to each unit, aisle widths to be sufficient to accommodate parking plus through traffic
D14	Storage Units - Multi storey or without direct vehicle access to each unit	Where parking is in a central location and units are accessed on foot		2 (3)	HRV		2	1/750m ² GLFA (max 10)

DCP A2 – SITE ACCESS AND PARKING CODE

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
D15	Stock & sale yards				1/1500 Display area, min 1 HRV		0.5/staff	10% of site for parking and access lanes, but, not driveways
D16	Vehicle body repair workshops	Customer parking requirement is inclusive of the work bay		1/5 car parks (2)	1/200m ² HRV		1/staff	3.2/work bay
D17	Vehicle repair stations	Customer parking requirement is inclusive of the work bay		1/5 car parks (2)	1/200m ² HRV		1/staff	3.2/work bay
D18	Warehouses or distribution centres				MIN 1 AV		1/staff	1/360m ² GFA
D19	Waste disposal facilities	assess on merits						
D20	Waste or resource transfer stations	assess on merits			MIN 1 AV			
D21	Wrecking yard & parts sales*			1/5 staff (2)	AV		10% of site for parking and access lanes, but, not driveways	0.8/100m ² covered area + 0.8/500m ² outdoor area

2e - Access & Parking Generation - Transport Facility Group

(Includes terms from Air Transport Facility and Infrastructure LEP groups)

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
E1	Airport or airstrip	assess on merits						
E2	Bus station*	Provision to be made for all (with min 2) busses using facility concurrently	15/bus concurrently using facility	10/commuter bus concurrently using facility, no requirement for long distance busses (2)	1/ bus concurrently using facility			3.2/bus concurrently using facility
E3	Freight transport facilities						1 space for each vehicle associated with development + 1/2 on site staff	
E4	Helipad or helipad	assess on merits						
E5	Passenger transport facilities	Base on above elements and any ancillary use (eg shops), concurrent usage and merits						
E6	Port or wharf facilities	Assess on merits						
E7	Train station*		3 bus stops with passenger seating for each platform	50/platform, commuter rail only. No requirement for long distance trains (2)	1 HRV		1/staff	45/platform, commuter rail. Long distance rail 16/platform

DCP A2 – SITE ACCESS AND PARKING CODE

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
E8	Transport depots	Stack parking is permitted for bus and driver spaces. Requirements may be reduced if it can be shown that at change of shift spare spaces are available	Seating to be provided for all waiting passengers	1/5 drivers+staff (2)	1 bus space for each bus associated with development		1/driver + 1/2 on site employees	
E9	Truck depots	Stacked parking is permitted.		1/5 drivers+staff (2)	1 space for each vehicle associated with development		1/driver + 1/2 on site employees	

2f - Access & Parking Generation - Educational Establishment Group

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
F1	Child care centres	Preferably sites should provide separate entry/exit access with drive through set down/pick up provision for 3 vehicles		1/4 staff (2)	1 SRV		1/staff	1/7.5 child
F2	Industrial training facilities	Teaching component only, add for any other facilities (residence, sporting, shops, refreshments etc)	1 bus stop/100 pupils. Bus stops to be off street carriageway	1/100p/t students + 1/200f/t students (2)	HRV		0.5/staff	1/6 student
F3	Research stations			1/5 staff (2)			1/staff	
F4	Schools - primary		1 bus stop/100 pupils. Bus stops to be off street carriageway	1/5 pupils over year 4 (2)	HRV		0.5/staff	1/14 pupil
F5	Schools - secondary		1 bus stop/100 pupils. Bus stops to be off street carriageway	1/5 pupils (2)	HRV		0.5/staff	1/12 pupil
F6	Tertiary Institution, University, TAFE*	Teaching component only, add for any other facilities (residence, sporting, shops, refreshments etc)	1 bus stop/100 pupils. Bus stops to be off street carriageway	1/100p/t students + 1/200f/t students (2)	HRV		0.5/staff	1/6 student

2g - Access & Parking Generation - Health Services Facility Group

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
G1	Day surgery*		1/2 bed	Employee: 1/15 beds (1) Visitor: 1/30 beds (3)	1/30bed SRV		2.4/bed	0.8/bed
G2	Health consulting rooms		2/consulting room	Employee: 1/8 practitioners (2). Visitors: 1/4 practitioners (3)			1.2/consulting room	1.6/consulting room
G3	Hospitals		1/2 bed	Employee: 1/15 beds (1) Visitor: 1/30 beds (3)	1/30 bed		0.8/bed	0.8/bed
G4	Medical centres		2/consulting room	Employee: 1/8 practitioners (2). Visitors: 1/4 practitioners (3)	1 /10 consulting rooms HRV		1.6/consulting room	3.2/consulting room (GP), 1.6/consulting room (specialists)
G5	Respite day care centres			Residents: 1/7 beds (1). Visitors: 1/60 beds (3)	1 ambulance SRV + truck parking HRV	1/6 bed	0.5/staff	
G6	Veterinary hospitals			Employee: ½ consulting rooms (2) Visitor: 2 (3)			1.6/consulting room	2.4/consulting room

2h - Access & Parking Generation - Community Infrastructure, Recreation and Assembly Place Group

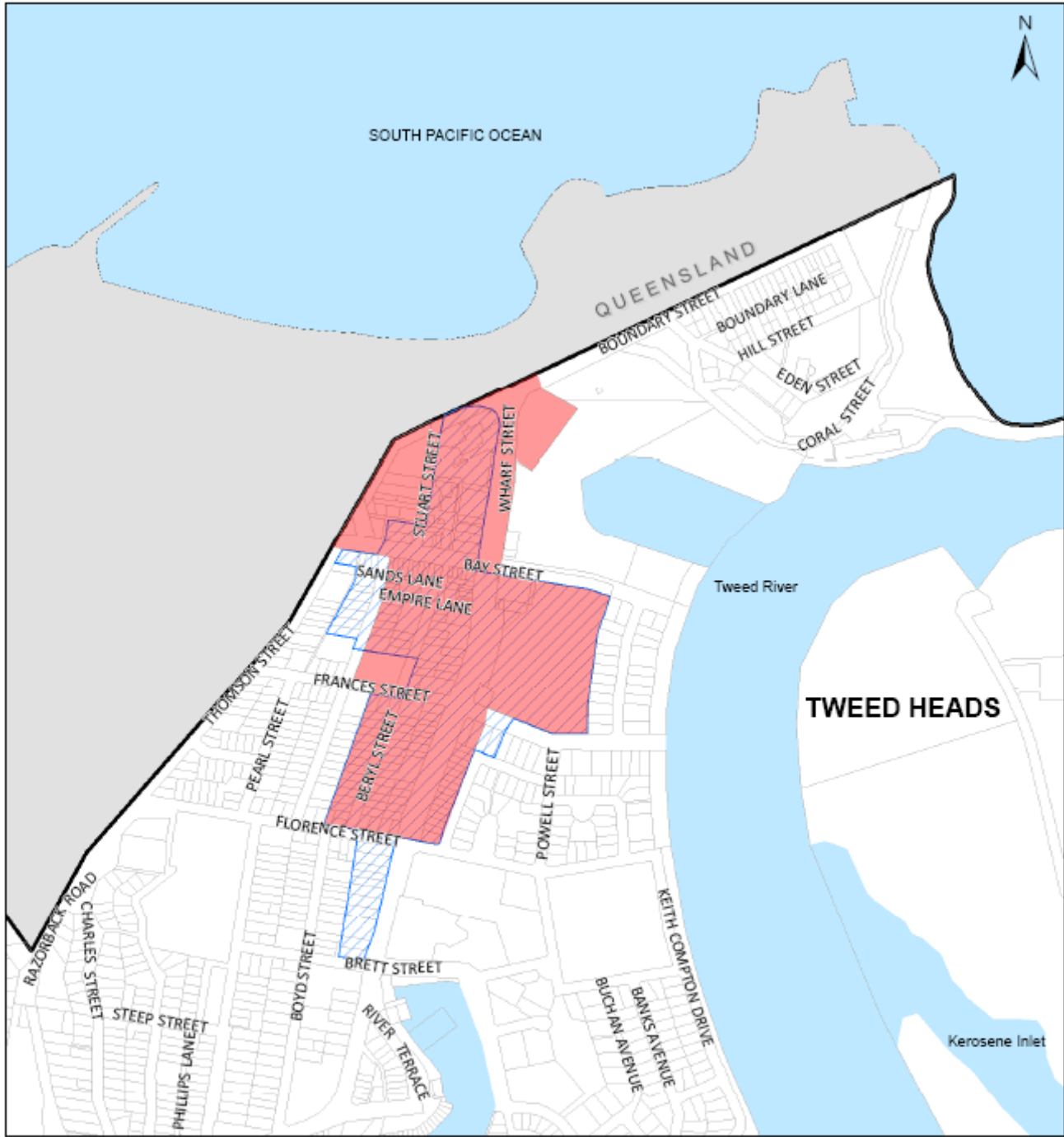
Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
H1	Boat launching ramps	50% spaces must be suitable for vehicles with trailers		1/5 car parks (3)				24 per launching lane
H2	Boat sheds					1/50m2		
H3	Carnival/circus*	assess on merits						
H4	Cemetery	overflow area need not be paved			2 SRV		0.5/staff	24 plus provision for overflow during large funerals
H5	Charter & tourism boating facilities	Assess on merit						
H6	Community facilities	Assess on merit						
H7	Correctional facilities		1/5 carparks	1/5 carparks (3)	Provision for all loading/unloading on site with no reversing on public roads. HRV		1/staff	1/20 inmates
H8	Crematorium	overflow area need not be paved			2 SRV		0.5/staff	24 plus provision for overflow during large funerals
H9	Emergency services facilities	Assess on merit. Provision for efficient, unrestricted access is required						

DCP A2 – SITE ACCESS AND PARKING CODE

Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
H10	Environmental facilities	Assess on merit						
H11	Information and educational facilities			Employee: 1/1500m ² (2) Visitor: 2 + 1/1500m ² GFA (3)	1 SRV		0.5/staff	1.6/100m ² display area
H12	Marinas, jetties, moorings, mooring pens			1/5 car park (3)	1 HRV		1/staff	0.8 per mooring
H13	Mortuaries				1 HRV		0.5/staff	Assess on merits
H14	Places of public worship	If adjacent to existing off street car parks, consideration will be given to joint use		1/10 customer car parks (3)		2/dwelling	0.5/staff	greater of 0.25 spaces to each seat or to each sq m of net floor area
H15	Public administration building	If located in residential area, parking will be assessed on merits so no overflow occurs in the adjacent area		1/200m ² GFA (3)	1/200m ² GFA MIN 1 HRV SRV		1/50m ² GFA	included in staff parking
H16	Recreation areas	Assess on merit						
H17	Recreation facilities (indoor)		1/5 car park	Employees: 1/4 staff (2). Visitors: 1/200m ² GFA (3)			0.5/staff	5/100m ² GFA

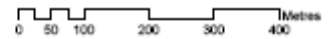
Item	Development	Comment	Public Transport, Bus Stop Seating	Bicycle parking Rate (class)	Delivery/ Service Vehicle parking	Resident Parking	Staff parking	Customer car parking
H18	Recreation facilities (major)	Assess on merits						
H19	Recreation facilities (outdoor)		1/5 car park	1/5 car park (3)			0.5/staff	1/6 participant & spectator capacity
H20	Water recreation structures			Employees: ½ staff (2). Visitors: 1/25m ² pool surface (3)	1 HRV			1/60m ² of water surface
H21	Zoo*			1/100m ² display area (3)	1 HRV		0.5/staff	0.8/100m ² display area

Map 1 - Tweed Heads CBD Parking Concession Area

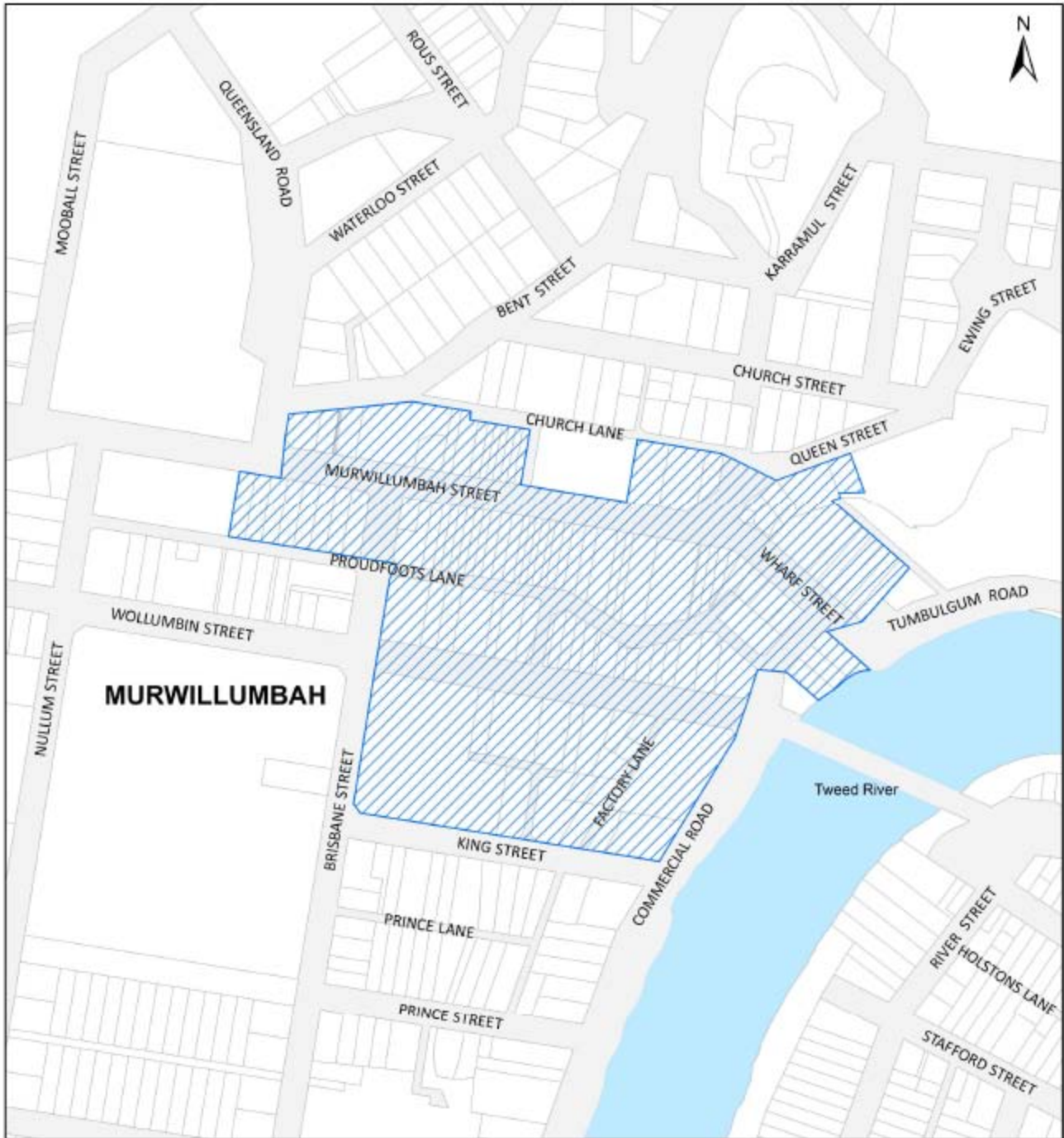


Legend




- Area where DCP B2 Takes Precedence
- Area 1 (See Table 1)
- Parcel Boundary
- Waterways



Map 2 - Murwillumbah CBD Parking Concession Area

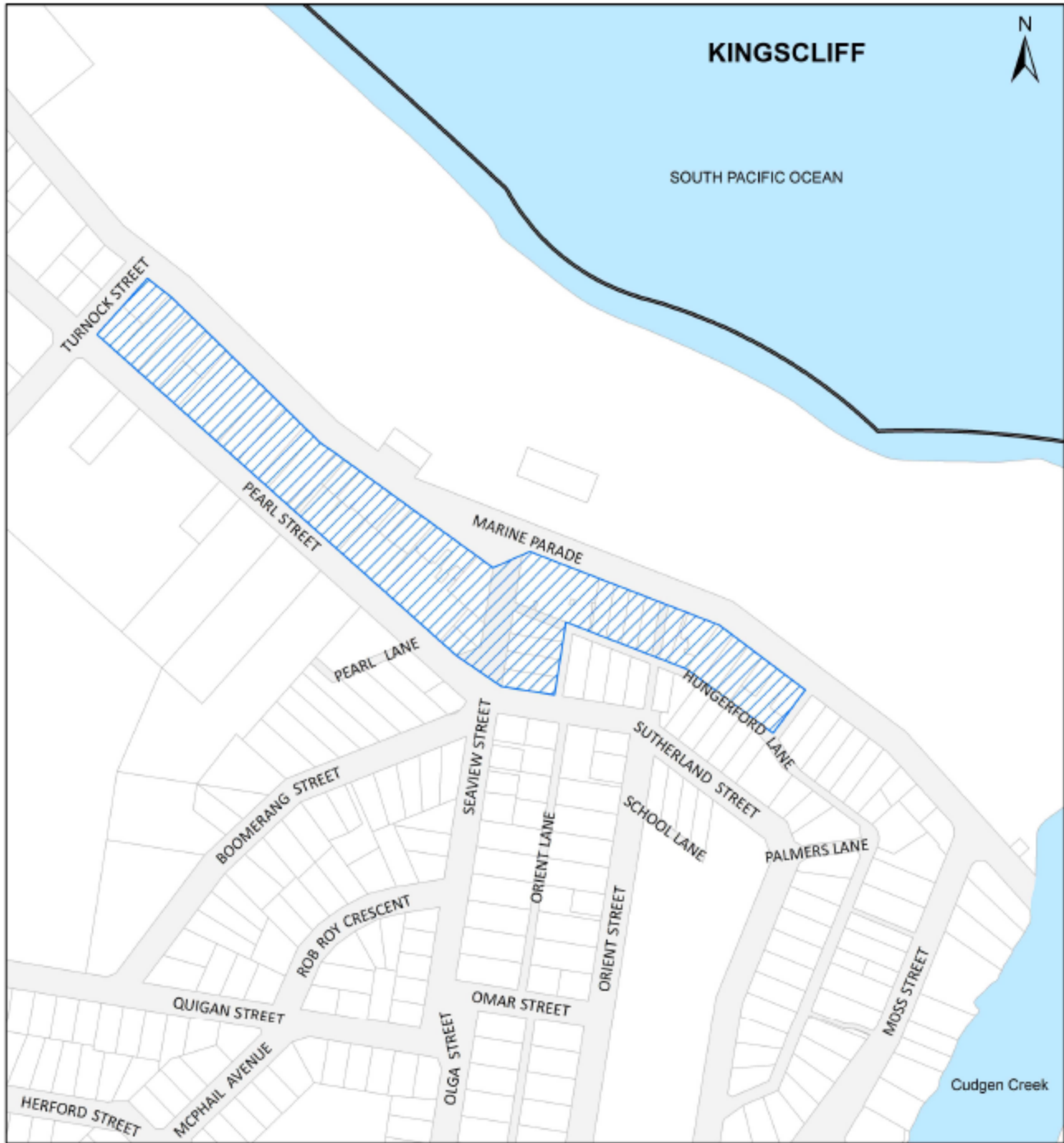


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
-  Area 2 (See Table 1)
-  Parcel Boundary
-  Waterways



Map 3 - Kingscliff CBD Parking Concession Area



Legend

-  Area 3 (See Table 1)
-  Parcel Boundary
-  Waterways



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