

Car Parking

1. Objectives

The objectives of these controls are to:

- identify those standards affecting the provision of adequate and efficient car parking including loading/unloading facilities
- ensure a consistent and equitable approach to assess car parking requirements
- provide guidance as to the functional layout of parking areas, loading bays and access driveways
- identify the relevant parking standards applicable to Temora Shire recognising the strategic function in relation to public access and economies of scale.

2. Car parking requirements

On site car parking should be provided in accordance with the Roads and Traffic Authority publication *“Guide to Traffic Generating Developments Version 2.2”*.

3. Loading and unloading facilities

Adequate provision should be made on site for the loading and unloading of delivery vehicles within designated loading bays. The number and dimensions of loading bays required in any particular case will be assessed by the Council having regard to the nature and scale of the proposed development, the estimated frequency of deliveries and the type of delivery vehicle likely to be involved.

Loading bays should be provided with sufficient manoeuvring area to enable delivery vehicles to conveniently turn on site to ensure that they are not required to reverse to or from the street.

4. Historic Parking Deficiency

The parking requirement calculated under these controls for proposals to redevelop, carry out alterations or additions or change the use of an existing building will be discounted by any historic parking deficiency which applies to the building.

The historic parking deficiency is determined by calculating the number of parking spaces required for a lawfully established existing building and subtracting the number of parking spaces currently available on site or elsewhere for use in association with such building.

5. Small scale additions

Council may waive the car parking requirements for small scale additions where:-

- The proposed extension is of a minor nature requiring the provision of not more than one additional car parking space; or
- The extension is not directly related to the parking generation potential of the development e. g amenities.

6. Low intensity uses

Where the proponent of a development is able to demonstrate that it is unnecessary to provide the total number of parking spaces on site as required by *Section C – Development Controls* a lesser provision may be accepted by Council. Where a deviation from the standards in *Section C – Development Controls* is proposed a detailed car parking analysis and statement justifying this variation is to be submitted with the Development Application.

7. Change of use

Where a proposal involves the change of use of premises for a purpose which generates a greater car parking requirement under this Plan, Council will require additional car parking equivalent to the difference between the current and proposed use of the premise.

The possibility of a future change of use should be taken into consideration when preparing a development proposal and if allowance made for the provision of supplementary parking spaces. This applies particularly to premises being constructed for leasing or renting or in those premises where the type of occupancy could be subject to variation. Failure to provide adequate parking spaces under these circumstances could result in the refusal of a future Development Application for a change of use.

8. Major traffic generating developments

Large developments within the Temora Shire will have their traffic and parking requirements considered on merit considering:

- Likely peak usage times
- Extent to which development will attract additional patronage as opposed to drawing on existing visitations

Major traffic generating developments may be considered by either Local or Regional Traffic Committees including the NSW Roads and Traffic Authority under the provisions of *State Environmental Planning Policy (Infrastructure) 2007* including Schedule 3 of that policy.

Where a development has the potential to generate significant amounts of traffic, or are located on an arterial road, traffic study/impact shall be carried out and submitted with the application.

Council may require the provision of certain traffic facilities (e.g. traffic islands, speed humps, 'exit', 'entry' and 'parking' signs, etc), should the proposed development generate sufficient traffic, or be of such a nature and layout, to warrant it. These facilities will be located and constructed in accordance with Council and Committee directions.

9. On site and off site parking

The number of parking spaces to be provided on site or elsewhere, either by the developer or through contribution to Council, will be determined on the merits of the case. Council gives credit for those spaces legally available for the parking of vehicles on the street for the width of the land.

This merit assessment includes consideration of the following:

- avoiding the inefficiencies and traffic problems associated with the creation of numerous small car parks
- concentrating car parking at convenient locations adjacent to the main road system and ensuring as far as possible, that car parking stations do not interrupt the integrity of existing commercial and shopping frontages, and
- limiting on site parking within the core precincts to essential vehicles as determined

In the case of a combination of land uses on the site, each proposed use shall be identified and the respective floor area used for the purpose of calculating the total car parking requirement. Any departure from this requirement will only be supported where it can be demonstrated that the peak demand for each land use component of the development is staggered.

10. Car parking design requirements

In determining the design and location of off street car parking the following issues are to be considered:

- how many spaces will be needed?
- what proportion of the site will be required for parking?
- the impact of car parking on adjacent land uses
- accessibility
- convenience and proximity to pedestrian destinations, security and safety for the users
- identify the type of user for whom the car park is being provided, e.g. short term shoppers, long term commuters, truck drivers, etc. This will influence the number of access points, and
- requirements for shelter and shade

11. Pedestrian movement

Pedestrian movements from car parks are not to conflict with major vehicle aisles. Analysis is required of land use activities near the car park to determine the type and extent of pedestrian facilities to be provided (e.g. pathways, special crossings, furniture). This also requires examination of the potential for pedestrian movement through the car park from adjacent residential areas and the need for pedestrian shelter in the car park.

12. Design of access for commercial and industrial development

Commercial and industrial development should be designed to ensure that all vehicles can enter and leave the site in a forward direction. Details of vehicle size and manoeuvring areas should be submitted with the development application to enable an adequate assessment of these aspects.

Access driveways should be located away from common side boundaries and designed to provide safe entry and exit for vehicles within minimum interference to vehicular and pedestrian flow on the street.

In general, access driveways should be divided at the property line into separate ingress and egress driveways where there is any likelihood that it will be used by vehicles both entering and leaving the site simultaneously.

13. Car parking design for commercial and industrial development

Wherever practical, car parking is to be provided in front of a development rather than at the rear of a site. Council may consider reducing the amount of on-site car parking if this strategy is adopted. All car parking facilities must be located behind the required landscaped setback.

Where it is proposed to locate parking facilities behind an industrial building or to the rear of an industrial site, separate provision for visitor parking should be made at the front of the building. This parking is to be located behind the front landscape setback as required above.

14. Loading and unloading for commercial/industrial development

In the case of all commercial and industrial development, adequate provision shall be made on site for the loading and unloading of delivery vehicles within designated loading bays. All loading and unloading of goods is to be contained on-site.

15. Relevant Section C - Development Controls

The following other parts of *Section C – Development Controls* relevant to Car Parking include:

- *Activities in Public Places*
- *Bed and Breakfast Accommodation*
- *Commercial Development*
- *Development Applications*
- *Engineering Standards*
- *Heritage and Conservation*
- *Industrial Development*
- *Landscaping*
- *Multi Unit Housing*
- *Notification of Development Applications*
- *Signage*
- *Subdivision*
- *Temora Aerodrome Estate*
- *Village Development*