

3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> Described in Section 1 	<ul style="list-style-type: none"> Simplify
3.1.3 Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> AM: table of parking location PO: If on-site parking is unable to be provided, the proponent needs to demonstrate the suitability and availability of nearby vacant parking spaces as a substitute 	<ul style="list-style-type: none"> Strengthen that parking facility will be provided within site. Use of public assets should be limited and based on evidence demonstrating suitability and availability of public parking/ on street parking. Offsite parking should not allow overdevelopment of the site
3.1.4 Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> AM/PO format where flexibility in the rate to be justified by the proponent. 	<ul style="list-style-type: none"> Any variation of the rate needs to be supported by study, data, evidence survey etc as necessary. The variation of the rate must not impact the operation / functioning of the development. It should not impact traffic movement by on street carparking or fill up nearby public parking which is aimed to serve other uses.
3.2.2 Supportive housing	Add	<ul style="list-style-type: none"> Rates will follow the MUHC / SDHC rates. Any variation to the parking rate needs to be supported by evidence. Such evidence may compromise followings: <ul style="list-style-type: none"> Description of the user groups and statistical presentation of their non reliance of private vehicles. 	<ul style="list-style-type: none"> Provision for supportive housing introduced

		<ul style="list-style-type: none"> ○ Demonstrate that above conditions are permanent in nature ○ Supportive housing will not be sold in the market as regular housing. ● Short term parking provision for service vehicle to be provided / considered. 	
3.2.3 Childcare centre	Modify	<ul style="list-style-type: none"> ● Modify the rates for childcare centre more than 90 students (new table) ● Refer in community facility zone 	<ul style="list-style-type: none"> ● Correcting the rate for 90+ student
3.7 Restricted recreational zone (PRZ2)			
3.1.1 Objectives for parking and vehicular access in the PRZ2 Zone	Delete		<ul style="list-style-type: none"> ● Simplify ● Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code ●
3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> ● Described in Section 1 	
3.1.3 Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> ● AM: table of parking location ● PO: If on-site parking is unable to be provided, the proponent needs to demonstrate the suitability and availability of nearby vacant parking spaces as a substitute 	<ul style="list-style-type: none"> ● Strengthen that parking facility will be provided within site. Use of public assets should be limited and based on evidences demonstrating suitability and availability of public parking/ on street parking.

			<ul style="list-style-type: none"> • Offsite parking should not be allow overdevelopment of the site
3.1.4 Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> • AM/PO format where flexibility in the rate to be justified by the proponent. 	<ul style="list-style-type: none"> • Any variation of the rate needs to be supported by study, data, evidence survey etc as necessary. The variation of the rate must not impact the operation / functioning of the development. It should not impact traffic movement by on street carparking or fill up nearby public parking which is aimed to serve other uses.
3.8 TSZ2 Service Zone			
Objectives for parking and vehicular access in the Service Zone	Delete		<ul style="list-style-type: none"> • Simplify • Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code •
Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> • Described in Section 1 	
Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> • AM: table of parking location PO: If on-site parking is unable to be provided, the proponent needs to demonstrate the suitability and availability of nearby vacant parking spaces as a substitute 	<ul style="list-style-type: none"> • Simplify
Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> • AM/PO format where flexibility in the rate to be justified by the proponent. 	<ul style="list-style-type: none"> • Any variation of the rate needs to be supported by study, data, evidence survey etc as necessary. The variation of the rate must not impact the functioning of the development. It should not impact traffic movement by on street carparking or fill up

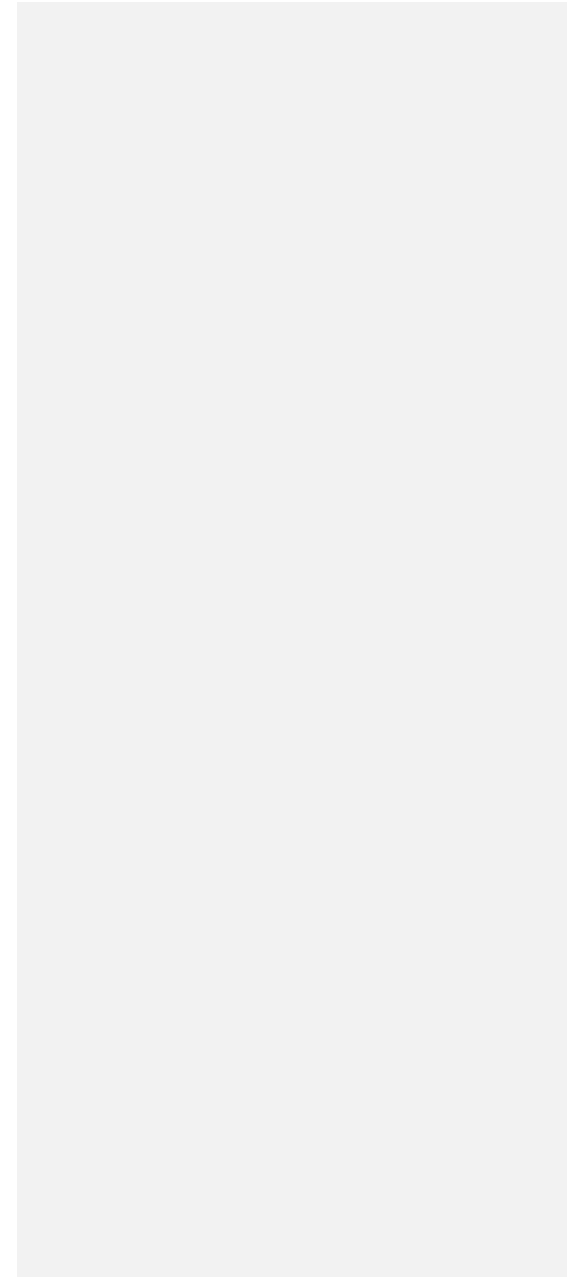
			nearby public car parking which is aimed to server different user groups
3.9 Other Zones			
Objectives for parking and vehicular access in other Zones	Delete		<ul style="list-style-type: none"> • Simplify • Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code •
Calculation of parking provision rates	Delete	Described in Section 1	
Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> • AM: table of parking location PO: If on-site parking is unable to be provided, the proponent needs to demonstrate the suitability and availably of nearby vacant parking spaces as a substitute 	<ul style="list-style-type: none"> • Strengthen that parking facility will be provided within site. Use of public assets should be limited and based on evidences demonstrating suitability and availability of public parking/ on street parking. • Off site parking should not be allow overdevelopments of the site
Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> • AM/PO format where flexibility in the rate to be justified by the proponent. 	<ul style="list-style-type: none"> • Any variation of the rate needs to be supported by study, data, evidence survey etc as necessary. The variation of the rate must not impact the operation / functioning of the development. It should not impact traffic movement by on street carparking or fill up nearby public parking which is aimed to serve other uses.

Addendum:

Table 1 Parking rates in the Centre and NB Avenue

Table 2 Parking Rates in Residential, Commercial and Community facility Zone (out of centres)

Table 3 Parking rates in Industrial, Restricted recreational, Service and other zones



From: [Hendriks, Lauren](#)
To: [Ali, Syed](#)
Subject: FW: Parking Code Review 2022 - Input to EPSDD folder
Date: Tuesday, 15 February 2022 1:42:58 PM
Attachments: [Parking Code Review TCCS Comments.docx](#)

OFFICIAL

Comments as discussed.

From: Chowdhury, Abu Sayem <AbuSayem.Chowdhury@act.gov.au>
Sent: Friday, 11 February 2022 12:19 PM
To: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Subject: RE: Parking Code Review 2022 - Input to EPSDD folder

OFFICIAL

Thanks Lauren
Please find this one to start with

From: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Sent: Thursday, 10 February 2022 4:27 PM
To: Chowdhury, Abu Sayem <AbuSayem.Chowdhury@act.gov.au>
Subject: RE: Parking Code Review 2022 - Input to EPSDD folder

OFFICIAL

That's really odd. Send it to me and I'll drop it in

Perhaps it's because this file structure was handed over from EPSDD to TCCS when parking came over?

From: Chowdhury, Abu Sayem <AbuSayem.Chowdhury@act.gov.au>
Sent: Thursday, 10 February 2022 3:57 PM
To: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Subject: RE: Parking Code Review 2022 - Input to EPSDD folder

OFFICIAL

Thanks Lauren – I tried to drag and drop a file; but no luck. May be I am not allowed to do that

From: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Sent: Thursday, 10 February 2022 3:26 PM
To: Chowdhury, Abu Sayem <AbuSayem.Chowdhury@act.gov.au>
Cc: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Subject: RE: Parking Code Review 2022 - Input to EPSDD folder

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I was intending to make one but haven't yet. Please start one

Lauren

From: Chowdhury, Abu Sayem <AbuSayem.Chowdhury@act.gov.au>
Sent: Thursday, 10 February 2022 3:25 PM
To: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Cc: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Subject: RE: Parking Code Review 2022 - Input to EPSDD folder

OFFICIAL

Hi Lauren

Do we have a file for adding comments? Otherwise I will create a file in that folder and add couple of comments.

Regards

Sayem

From: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Sent: Tuesday, 8 February 2022 4:12 PM
To: Wyatt, Tim <Tim.Wyatt@act.gov.au>; Balberona, Justinieta <Justinieta.Balberona@act.gov.au>; Chowdhury, Abu Sayem <AbuSayem.Chowdhury@act.gov.au>; Senarath, Nethmei <Nethmei.Senarath@act.gov.au>; Henriquez, Jose <Jose.Henriquez@act.gov.au>; Rathod, Dipak <Dipak.Rathod@act.gov.au>
Subject: Parking Code Review 2022 - Input to EPSDD folder

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Hi everyone,

Thanks for your time in the meeting today.

Here's the location to save the Parking Code comments. As discussed, I will collate and send back to EPSDD.

Here's some notes for our discussion:

- locational parking requirements. Are they required or do they encourage developments to 'offload' private parking requirements on nearby public parking? Or do they need to be tightened up and clarified? Where are they measured from? Is it a radius? When does this apply?
- demonstration housing/co-housing special parking requirements – Would it be useful including this in the code? Would it be better to cover this in the TIA guidelines?
- glossary of terms and land uses
- motorcycle parking is currently unclear – need to make more clear

- EV requirements need to be clear and easy for us to assess.
- Small car – is 10% still relevant, as many cars have got larger since the code was written.

I've saved some links to past issues raised with the code in the folder, so you can refer to these too.

Thanks

Lauren

Lauren Hendriks | Assistant Director | Parking Coordination

Phone: 02 6205 0637 | Email: lauren.hendriks@act.gov.au

Development Coordination | Transport Canberra & City Services | ACT Government

480 Northbourne Avenue Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 |

www.cityservices.act.gov.au

From: [Ali, Syed](#)
To: [Sayers, Caroline](#)
Subject: FW: parking code review documents
Date: Friday, 13 May 2022 1:34:00 PM
Attachments: [Guide documents and others - for Terriotry Plan team.obr](#)
[Summary parking code review recommendations.docx](#)
[20220503 Guide document to draft PVAGC.docx](#)
[Table 1 - parking rates in the centres and NB Ave.docx](#)
[Table 2 - Parking rates for residential commercial and communiy facility zones - out of centres.docx](#)
[Table 3 - Parking rates for Industrial, Restricted recreational Services and other zones .docx](#)

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Hi Caroline

The objective folder is updated with another document responding the PCG and TCCS comments.

Feel free to talk to me for any discussion.

Thanks
Syed

From: Ali, Syed
Sent: Tuesday, 3 May 2022 3:07 PM
To: Sayers, Caroline <Caroline.Sayers@act.gov.au>
Cc: Gianakis, Steven <Steven.Gianakis@act.gov.au>; Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Subject: parking code review documents

OFFICIAL

Hi Caroline

The following attached documents are informing strategic planning team's review for a new Parking Code which will be incorporated into the Access and Movement code.

1. Summary of proposed changes.
2. Guide document to draft the Access and Movement Code – this document states intended outcomes where changes are proposed.
3. Table 1 Parking rates in the Centre and NB Avenue corridor
4. Table 2 Parking Rates in Residential, Commercial and Community facility Zone (out of centres)
5. Table 3 Parking rates in Industrial, Restricted recreational, Service and Other zones

These documents have been circulated within Parking Coordination Group and TCCS Development Coordination Team. I have received one comment so far and possibly few more will follow soon. I will forward another document compiling all the comments by this week.

Thank you.
Syed

From: [Ali, Syed](#)
To: [Hendriks, Lauren](#)
Cc: [Gianakis, Steven](#)
Subject: Parking code review - documents for TCCS comment
Date: Wednesday, 27 April 2022 9:48:00 AM
Attachments: [20220426 Guide document to draft PVAGC .docx](#)
[Table 1 - parking rates in the centres and NB Ave.docx](#)
[Table 2 - Parking rates for residential commercial and community facility zones - out of centres.docx](#)
[Table 3 - Parking rates for Industrial, Restricted recreational Services and other zones .docx](#)

OFFICIAL

Hi Lauren

The following are attached for your (TCCS) feedback.

1. Guide document to draft the Access and Movement Code
2. Table 1 Parking rates in the Centre and NB Avenue corridor
3. Table 2 Parking Rates in Residential, Commercial and Community facility Zone (out of centres)
4. Table 3 Parking rates in Industrial, Restricted recreational, Service and Other zones

The guide document has statement of intended outcome, where we have proposed a change. The tables have footnote explaining the reasons for the proposed changes of the parking rates, development terms etc. Where I did not find adequate evidence I have kept the parking rate unchanged from current TP.

I need to forward these documents to Territory Plan Section by 3 May. I know it's a tight timeframe but any comments beforehand will be very helpful.

Happy to discuss if needed.

Thanks
Syed

From: [Ali, Syed](#)
To: [Gell, Chris](#)
Cc: [Gianakis, Steven](#)
Subject: Parking code review documents
Date: Tuesday, 31 May 2022 12:54:00 PM
Attachments: [20220503 Guide document to draft PVAGC.obr](#)
[Table 2 - Parking rates for residential commercial and community facility zones - out of centres.obr](#)
[Table 3 - Parking rates for Industrial, Restricted recreational Services and other zones.obr](#)
[Table 1 - parking rates in the centres and NB Ave.obr](#)
[parking rate changes explained.obr](#)
[Summary parking code review recommendations and new rates explained \(high level\).obr](#)
[supporting documents and practice notes.obr](#)
[Background, previous reviews etc.obr](#)

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Hi Chris

Attached documents has been sent to Territory Plan Reform team to draft the Access and Movement Code.

These are:

1. summary of parking code review recommendation and new rates explained (high level)
2. Parking rates changes explained
3. Guide document to draft the Access and Movement Code – this document states intended outcomes where changes are proposed.
4. Table 1 Parking rates in the Centre and NB Avenue corridor
5. Table 2 Parking Rates in Residential, Commercial and Community facility Zone (out of centres)
6. Table 3 Parking rates in Industrial, Restricted recreational, Service and Other zones

Also there is an attached folder ‘supporting documents and practice notes’ which has two documents currently under review by TCCS

- a. Parking rate adjustments
- b. Parking location explained

Previous reports (GTA and AECOM) will be found in parent folder: ‘Background , previous reviews etc

Feel free to contact me for any clarification.

Thanks
Syed

1. Accessing visitor parking where there is a boom gate – visitor parking within boom gate works for known people; but it doesn't work for unfamiliar visitor such as taxi, Uber or delivery drivers. So a portion of visitor parking should be available outside secured area in case of a large multiunit development.
2. Small cars parking should be reviewed
3. Requirements for individual assessment or discounted rate must be specified
4. Requirements for utilisation of available car parks within walkable distance – time and days of peak utilisation and conflicts with proposed landuse

From: [Hendriks, Lauren](#)
To: [Ali, Syed](#)
Subject: RE: Multiple Documents - "Parking location explained" (A34312723), "Parking rate adjustments" (A34312726)
Date: Friday, 27 May 2022 12:12:19 PM

UNOFFICIAL

Hi Syed,

Thanks for preparing. I've done some suggested changes in track to simplify. Give me a call if you want to discuss.

Lauren

-----Original Message-----

From: Ali, Syed <Syed.Ali@act.gov.au>
Sent: Tuesday, 24 May 2022 3:17 PM
To: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Subject: Multiple Documents - "Parking location explained" (A34312723), "Parking rate adjustments" (A34312726)

UNOFFICIAL

Hi Lauren

Have a look at these documents and feel free to add and comment.
These can sit outside of the TP, along with the practice notes providing structured guidelines on rates flexibility and parking locations. Once we are happy with the documents, we can circulate for TCCS DA coordination teams comment for further refinement.

Thanks
Syed

From: [Hendriks, Lauren](#)
To: [Ali, Syed](#)
Subject: RE: parking code review documents
Date: Tuesday, 3 May 2022 3:08:40 PM

OFFICIAL

Thanks Syed, great work on this

I've forwarded our TCCS Development Coord Branch comments to Tim for review.

Lauren

From: Ali, Syed <Syed.Ali@act.gov.au>
Sent: Tuesday, 3 May 2022 3:07 PM
To: Sayers, Caroline <Caroline.Sayers@act.gov.au>
Cc: Gianakis, Steven <Steven.Gianakis@act.gov.au>; Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Subject: parking code review documents

OFFICIAL

Hi Caroline

The following attached documents are informing strategic planning team's review for a new Parking Code which will be incorporated into the Access and Movement code.

1. Summary of proposed changes.
2. Guide document to draft the Access and Movement Code – this document states intended outcomes where changes are proposed.
3. Table 1 Parking rates in the Centre and NB Avenue corridor
4. Table 2 Parking Rates in Residential, Commercial and Community facility Zone (out of centres)
5. Table 3 Parking rates in Industrial, Restricted recreational, Service and Other zones

These documents have been circulated within Parking Coordination Group and TCCS Development Coordination Team. I have received one comment so far and possibly few more will follow soon. I will forward another document compiling all the comments by this week.

Thank you.
Syed

From: [Springett, Emily](#)
To: [Hendriks, Lauren](#); [Ali, Syed](#)
Subject: RE: Parking Code review papers - circulation for out of session comments by COB Monday 2 May
Date: Monday, 2 May 2022 9:00:50 AM
Attachments: [image001.png](#)

OFFICIAL

Good afternoon Lauren

Thank you for the opportunity to comment.

A few comments and observations from Access Canberra below for consideration:

Comments on proposed changes

- The definition of long and short stay parking is accurate in 1.10 – Definitions.
- We are supportive of modification comments in 2.1 Parking location. Emphasis on the requirement to provide parking within the proposed development will help reduce additional pressure on the availability of public parking spaces.
- The inclusion of sections 2.2.4 - Location of disable visitor parking and 2.2.5 – Visitor Parking are welcome in providing available spaces for the intended users but the underlying issue remains. Misuse and responsibility of enforcement.

General comments for discussion

- It is important to note that there are requirements to provide disability and visitor parking space allocations as part of a development **yet there are no requirements for the development to maintain their availability**. We often see Ministerials come to us on this matter.
- Inclusion for the proponent to maintain availability and proper use of parking spaces stipulated within the Access and Movement Code would ensure responsibility of the required parking spaces stays within the development.

Thank you

Emily

Emily Springett | Executive Branch Manager, Engagement, Compliance and COVID-19 Response, Access Canberra

Phone: 6205 9093 | Mobile: [Schedule 2, 2.2\(a\)\(ii\)](#) emily.springett@act.gov.au

Chief Minister, Treasury and Economic Development Directorate | ACT Government

Cosmopolitan Cente, Woden | GPO Box 158 Canberra City ACT 2601 |

www.act.gov.au/accessCBR

This email and any of its attachments may be confidential. If you are not the intended recipient please notify the sender and delete immediately. You should not copy or use it for any purpose, nor disclose its contents to any other person.

From: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>

Sent: Thursday, 28 April 2022 11:01 AM

To: Wyatt, Tim <Tim.Wyatt@act.gov.au>; Fitzgerald, Bruce <Bruce.Fitzgerald@act.gov.au>; Springett, Emily <Emily.Springett@act.gov.au>; Peters, Clint <Clint.Peters@act.gov.au>; Hall, Damon <Damon.Hall@act.gov.au>; Bowdery, John <John.Bowdery@act.gov.au>; Marshall, Ken <Ken.Marshall@act.gov.au>; Holmes, Lisa <Lisa.Holmes@act.gov.au>; Tarbuck, Chris (Health) <Chris.Tarbuck@act.gov.au>; Lawrence, Ian <Ian.Lawrence@act.gov.au>

Cc: O'Neill, Carolyn <Carolyn.O'Neill@act.gov.au>; Ali, Syed <Syed.Ali@act.gov.au>; Gianakis, Steven <Steven.Gianakis@act.gov.au>

Subject: Parking Code review papers - circulation for out of session comments by COB Monday 2 May

OFFICIAL

Good morning Parking Coordination Group members,

EPSDD is reviewing the parking code as part of the Planning Systems Review and Reform Project. They've requested out of session PCG feedback on the attached Parking and Vehicular Access General Code (Parking Code) review papers. I have also sent them to Parking Working Group (PWG) members.

These papers will be used to inform the drafting of a new broader Access and Movement General Code, which will replace the current parking code in the Territory Plan. The new draft code will be circulated to the group at a later date.

The following documents are attached for your review:

1. Guide document to draft the Access and Movement Code – this document states intended outcomes where changes are proposed.
2. Table 1 Parking rates in the Centre and NB Avenue corridor
3. Table 2 Parking Rates in Residential, Commercial and Community facility Zone (out of centres)
4. Table 3 Parking rates in Industrial, Restricted recreational, Service and Other zones

Note: The tables have footnote explaining the reasons for the proposed changes of the parking rates, development terms etc. This is a minor review, converting the current code into the new format, with tweaks to rates to improve usability and address operational issues. It is not a full-scale review of the code, and we have a limited scope to make large-scale changes to rates, unless we already have a significant body of evidence to support changes.

Please direct questions to Syed from EPSDD, however I can also assist with questions. Due to tight timeframes, your feedback on this round of documents is requested by COB Monday 2 May to Syed Ali cc'ing me in.

Kind regards

Lauren

Lauren Hendriks | Assistant Director | Parking Coordination

Phone: 02 6205 0637 | Email: lauren.hendriks@act.gov.au

Development Coordination | Transport Canberra & City Services | ACT Government

480 Northbourne Avenue Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 |

www.cityservices.act.gov.au

Summary:

- Explanation of using the parking rates and provide structured guidance for varying the rate (1.2)
- Definition to include uses that are not defined in the Territory Plan (see development terms below).
- Parking location (2.1) to emphasise parking solution within the site and establish a clearer guidance where the on street and public parking can be used.
- Measurement of parking location distance is clarified (as the crows fly)
- Replacement of selected extraction of the Australian Standards with appropriate reference to the document including *AS/NZS 2890.6:2009* for disable parking and manoeuvring standards.
- Mandating the requirements regarding 3% of parking spaces for people with disability.
- Percentages of parking spaces for visitors with disabilities for residential developments will apply when 10 or above visitor parking is provided.
- Refer standard for garage associated with adaptable housing and alternative options.
- Use technical standards for stack parking solutions and practice note suggested.
- Suggest use B99 template for vehicle manoeuvring area measurements.
- Suggest 2.2m clearance for headroom for bigger cars including utility vehicles.
- Suggest adequate buffer spaces between storage areas and other facilities with parking spaces for better usability.
- Suggest visitors and commercial patron parking spaces unobstructed (not behind the boom gate/ barrier)
- Increased rate for motorcycle parking for commercial use.
- Clarify tandem parking is not acceptable for visitor's and commercial parking spaces.
- Introduce EV charging provision in residential developments.
- Introduce provision for supportive housing.
- Suggest deletion of zone objectives regarding parking, as there are zone objectives for each zone which applies for the overall development.
- Parking rates:
 - - Single rate used for the same centres instead of different rates to the centres based on different zones.
 - Align residential parking rate in the city with proposed rate for Northbourne Avenue – subject to approval of DV368
 - Some developments are introduced replacing the broader umbrella term. Community use is replaced by developments under this broader category.
 - Some uses are regrouped for the similarity of the use and definition in the Territory Plan. Non-Retail Commercial use includes business agencies, financial establishment and public agency.
 - All listed developments in the table for subject to individual assessment is deleted. Any unlisted use should be subject to individual assessment by default.
- Development terms:
 - Educational establishment – separated into primary, secondary and tertiary based on variation in their parking demand
 - 'Car park' is deleted as car parking spaces are not staffed anymore.

- Business agency – grouped under Non-Retail Commercial Use with other similar use.
- Childcare centre includes preschool
- Commercial accommodation unit – Not in current PVAGC, will be subject to individual assessment due to the variation of its function and scale. Not listed in the table
- Communication facility – deleted from the list. Not staffed usually
- Food and Drink Premises has been included as new development term in the table, includes Club, Drink establishment and Restaurant
- Hotel, Motel and Guest Houses grouped together
- Non-retail Commercial Use (excluding office): Business Agency, Financial establishment, Public agency
- Outdoor recreation facility – Enclosed Oval, Football field Netball / basketball court, Sportsground (includes bowling green because bowling green is not defined separately), and tennis court, stadium
- Personal services – deleted as falls under shops
- Place of worship deleted for be categorised subject to individual assessment. Different places of worship generate a wider range of demands.

~~Schedule 2~~ Table 1 – Parking provision rates for all ~~commercial zones and residential zones~~ centres and Northbourne avenue ~~corridor~~ corridor

- Uses not listed are subject to individual assessment
- No specific rates (NSR) may require the development application lodged under impact track and subject to individual assessment. Refer the relevant zone development table in the Territory Plan

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Commented [BR1]: All uses that are 'subject to individual assessment' have been removed.

Commented [BR2]: Suggest a R/C in new code specifying that required max/min rates to be met as per tables. If no rate is included, subject to individual assessment. This will reduce the bulkiness of this table.

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Development	City centre & Northbourne Avenue Corridor	Town centres	Group centres	Local centres
Educational establishments ¹ Includes followings				
Adult Education College of Advanced Education Tertiary Education University	TBCNSR	NSRTBC	NSRTBC	NSRTBC
Boarding house	0.3 spaces/ shift employee Plus 0.3 spaces/bedroom ⁴	0.5 spaces/employee Plus 0.5 spaces/bedroom	0.5 spaces/employee Plus 0.5 spaces/bedroom	0.5 spaces/employee Plus 0.5 spaces/bedroom
Bulky goods retailing	2 spaces/100m ² GFA	2.5 spaces/100m ² GFA	N/A	
Business agency	4 spaces/100m ² GFA	5 spaces/100m ² GFA		
Car park				
Caravan park / camping ground ⁵		NSR		
Child care centre and preschool ⁶	1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows: 2 spaces: <30 child care places 1 space per every 30 additional child care places thereafter plus 1 pick-up/set-down bay per 10 child care places ⁷			
Civic administration ⁸	2.0 spaces/100m ² GFA As per Office	2.5 spaces/100m ² GFA	3 spaces/100m ² GFAN/A	N/A NSR
	GZ3-zone 40 spaces/100m ² GFA	GZ3-zone 5 spaces/100m ² GFA up to 500m ² plus 40 spaces/100m ² GFA over 500m ²		
Commercial accommodation unit ⁹	TBC	TBC	TBC	N/A
Communications facility	1 space peak shift employee			N/A
Community activity centre	3 spaces/100m ² GFA		4 spaces/100m ² GFA	
Community theatre	1 spaces/12 seats		1 spaces/12 seats	
COMMUNITY USE	N/A	N/A	N/A	As per community facility zone schedule
Corrections facility	N/A	Subject to individual assessment	N/A	N/A
Craft workshop	3 spaces/100m ² GFA			N/A
Cultural facility	0.5 spaces/100m ² GFA		1 spaces/100m ² GFA	2 spaces/100m ² GFA
Defence installation	N/A	N/A	N/A	N/A

¹ Not listed as an assessable development in any commercial zones. This development may require an impact track application. The use can be deleted

² New category added on recommendation to split 'educational establishment' into separate sub-categories. Victoria planning scheme has a rate of 4 spaces/ 10 students (max students at any time refer http://s3.dpcd.vic.gov.au/planning_scheme_history/c9a11f621f2aa3c16dd7052187cc18d1.pdf)

³ The uses listed here shows tertiary education is separate from secondary and primary education. Currently no rates are specified in the TP for tertiary education.

⁴ Adopted rate from Aecom report. New interstition in the table

⁵ The use can be deleted for this table

⁶ Added on recommendation to split 'educational establishment' into separate sub-categories

Parking and Vehicular Access General Code

Part 3

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⁷ Updated rate for childcare to calculate for more than 90 students

⁸ Simplified one rate for all zones in the each centres

⁹ Commercial accommodation units maybe deleted as different types of Commercial accommodation will vary in generating car, currently no rates in the TP. The current definition in the is ambiguous.

Development	City centre & Northbourne Avenue Corridor/City centre	Town centres	Group centres	Local centres
Drink establishment	CZ1 and CZ2 zones 5 spaces/100m ² CZ3 zone 10 spaces/100m ² GFA	CZ1 and CZ2 zones 5 spaces/100m ² GFA CZ3 zone 5 spaces/100m ² GFA up to 500m ² plus 10 spaces/100m ² GFA over 500m ²	10 spaces/100m ² GFA	N/A
Educational establishment	1 space/10 students		1.5 spaces/10 students	N/A
Emergency services facility	1 space/peak shift employee			N/A
Financial establishment	4 spaces/100m ² GFA		6 spaces/100m ² GFA	
Food and Drink Premises ¹⁰ (includes Club, Drink establishment and Restaurant)	5 spaces/100m ² GFA up to 500 m ² plus 10 spaces/100m ² GFA over 500m ²		10 spaces/100m ² GFA	
Freight transport facility	Subject to individual assessment			N/A
Funeral parlour	2 spaces/100m ² GFA excluding chapel area plus 1 space/20 chapel seats			N/A
Guest house	1 space/3 employees plus 1 space/guest room for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room for establishments of more than 36 units	N/A	1 space/3 employees plus 1 space/guest room for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room for establishments of more than 36 units	1 space/3 employees plus 1 space/guest room for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room for establishments of more than 36 units
Health facility	3.5 spaces/100m ² GFA TBC 3.5 spaces /100m ² GFA		4 spaces / practitioner 4 spaces/practitioner TBC	
Hospital	N/A	0.8 spaces/peak shift employee plus 0.5 spaces per bed ¹¹	N/A	N/A

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¹⁰ Food and drink premises is new term that needs to be explained in the glossary includes clubs and drink establishments and restaurant. These uses are grouped together to simplify the Code.

¹¹ Using same rate of out of centres

Development	City centre & Northbourne Avenue Corridor/City-centre	Town centres	Group centres	Local centres
Hotel/Hotel Motel Guest House¹²	<p><u>GZ1-zone</u> 1 space/3 employees plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 5 spaces/100m² GFA of bars and function rooms up to 5000m² plus 10 spaces/100m² over 5000m² plus 1 space/10 restaurant seats plus 2 spaces/100m² of retail space</p> <p><u>GZ2 and GZ3-zones</u> 1 space/3 employees plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 5 spaces/100m² GFA of bars and function rooms up to 5000m² plus 10 spaces/100m² over 5000m² plus 1 space/10 restaurant seats plus 2 spaces/100m² of retail space</p>	<p>1 space/3 employees plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 5 spaces/100m² GFA of bars and function rooms up to 5000m² plus 10 spaces/100m² over 5000m² plus 1 space/10 restaurant seats plus 2 spaces/100m² of retail space</p>	<p>1 space/2 employees plus 1 space/guest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/guest room or unit for establishments of more than 36 units plus 10 spaces/100m² GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m² of retail space</p>	<p><u>1 space/2 employees</u> plus <u>1 spaces/guest room or unit for establishments of up to 36 units</u> OR <u>25 spaces</u> plus <u>0.3 spaces/guest room or unit for establishments of more than 36 units</u> plus <u>10 spaces/100m² GFA of bars and function rooms</u> plus <u>1 space/10 restaurant seats</u> plus <u>3 spaces/100m² of retail space</u> N/A</p>
INDOOR ENTERTAINMENT FACILITY Cinema Commercial theatre ¹³	<p>1 space/12 seats 4 space/2 seats</p> <p>4 space/4 seats</p>		1 space/ 4 seats	
INDOOR ENTERTAINMENT FACILITY Amusement arcade, night club, music hall, discothèque	<p>5 spaces/100m² GFA up to 500 m² plus 10 spaces/100m² GFA over 500m²¹⁴ 5 spaces/100m² GFA</p>		10 spaces/100m ² GFA	

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¹² Grouped together and a single rate for all zones for the use, to simply and rationalise.

¹³ One rate used for Cinema and commercial theatre in the City and Town centre

¹⁴ This rate for City and town centre is modified for larger facilities

Development	City centre & Northbourne Avenue Corridor/City-centre	Town centres	Group centres	Local centres
INDOOR RECREATION FACILITY				
(a) Basketball, netball	15 spaces/court	15 spaces/court	20 spaces/court	20 spaces/court
(a) Skating rink and swimming pool	5 spaces/100m ² of actual pool or rink area	5 spaces/100m ² of actual pool or rink area	5 spaces/100m ² of actual pool or rink area	5 spaces/100m ² of actual pool or rink area
(b) Squash courts	C4 Zones 1 space/court	C1 and C2 Zones 1 space/court	2 spaces/court	2 spaces/court
(c) Fitness centre, gymnasium	C2 and C3 Zones 2 spaces/court ¹⁵	C3 Zone 2 spaces/court	2 spaces/100m ² GFA	3.5 spaces/100m ² GFA
(d) Other	1 space/100m ² GFA	1 space/100m ² GFA	2 spaces/100m ² GFA	3.5 spaces/100m ² GFA
	Subject to individual assessment	Subject to individual assessment	Subject to individual assessment	Subject to individual assessment
Industrial trades	2 spaces/100m ² GFA		2.5 spaces/100m ² GFA	2.5 spaces/100m ² GFA
Light industry	2 spaces/100m ² GFA		2.5 spaces/100m ² GFA	2.5 spaces/100m ² GFA
Metel	As per Hotel			N/A
Municipal depot	0.5 space/peak shift employee		1 space/peak shift employee	N/A
NON-RETAIL COMMERCIAL ¹⁶ USE (excluding Office) i.e. Business agency, financial establishment, public agency	4 spaces/100m ² GFA		5 spaces/100m ² GFA	6 spaces/100m ² GFA
Office	2.0 spaces/100m ² GFA CZ1 Zone Belconnen & Woden CZ1 and CZ2 4 space/100m ² GFA 4 space/100m ² GFA CZ2 Zone CZ3 Zone	2.0 spaces/100m ² GFA 2.5 spaces/100m ² GFA CZ3 Zone Gungahlin 2.5 spaces/100m ² GFA 2.0 spaces/100m ² GFA Tuggeranong 2 spaces/100m ² GFA	3 spaces/100m ² GFA	

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- Commented [AS17R16]: Elite level sports facility will require less parking facilities. There needs to be opportunities to apply discounted rates based on new TP performance measure option
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- Commented [AS19R18]: Seems ok

¹⁵ Single rate for same uses across the same centre
¹⁶ Uses grouped together, may need to define in the glossary

OUTDOOR RECREATION FACILITY¹⁷		N/A
(a) <u>Enclosed Oval</u>	(a) <u>NRSTBC</u>	
(b) <u>Football field</u>	(a) <u>TBC</u>	
(c) <u>Netball / Basketball courts</u>	(b) <u>NRS</u>	
(d) <u>Skating rink, swimming pool</u>	(c) <u>NRS</u>	
<u>Sportsground</u>	(d) <u>5 spaces / 100m² actual pool or rink area</u>	
¹⁸ <u>Bowling-green</u>	(e) <u>30 spaces for 1st green plus 15 spaces / additional green: applicable for bowling green only, for other type of sports ground: NRS</u>	
(e) <u>Stadium</u>	(f) <u>NRS</u>	
(f) <u>Tennis court</u>	(g) <u>5 spaces / court</u>	
(g) <u>Other</u>	<u>TBC</u>	
	<u>TBC</u>	
	<u>5 spaces/100m² of actual pool or rink area</u>	
	<u>TBC</u>	
	<u>TBC</u>	
	<u>5 spaces/100m² of actual pool or rink area</u>	
	<u>30 spaces for first green</u>	
	<u>plus</u>	
	<u>15 spaces/additional green</u>	
	<u>5 spaces/court</u>	
	<u>Subject to individual assessment</u>	
	<u>N/A</u>	
<u>Parkland</u>		
<u>Pedestrian plaza</u>		

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¹⁷ Uses with NRS may be deleted

¹⁸ Sportsground has replaced bowling green to align with TP definitions

Development	City centre & Northbourne Avenue Corridor/City-centre	Town centres	Group centres	Local centres
Personal services	4 spaces/100m ² GFA	N/A	6 spaces/100m ² GFA	N/A
Place of assembly & Place of worship	1 space/20 seats		1 space/10 seats	N/A
Place of worship	1 space/20 seats		1 space/10 seats	1 space/4 seats
Plant and equipment hire establishment	2 spaces/100m ² GFA			N/A
Educational establishment ¹⁹ Includes: Primary School	TBCNSR	TBCNSR	TBCNSR	0.8 spaces/10 students plus 0.4 set-down/pick-up spaces/10 students ²⁰ TBC
Produce market	N/A	10 spaces/100m ² GFA		N/A
Public agency	4 spaces/100m ² GFA		6 spaces/100m ² GFA	
Public transport facility	Subject to individual assessment			N/A
Recyclable materials collection	1 space			N/A
Religious associated use	Subject to individual assessment			N/A
RESIDENTIAL USE Includes Multi unit housings: Apartment Attached housing Detached housing	Maximum Parking ²¹ Requirements C24 and C23 zones 1 space maximum No minimum requirement C23 zone 0.8 spaces per studio or single bedroom unit 1.3 spaces maximum per two bedroom unit 1.58 spaces maximum per unit with three or more bedrooms 1 on-site visitor parking space per every 8 dwellings	C24 and C23 zones No minimum requirement C23 zones 1.0 spaces per studio or single bedroom unit 1.3 spaces per two bedroom unit 1.8 spaces per unit with three or more bedrooms.	As per Residential Zone Schedule	
Educational establishment Secondary College High School	NSR/TBC	NSR/TBC	NSR/TBC	1.8 spaces/10 students plus 0.2 set-down/pick-up spaces/10 students ²² TBC
Restaurant	C24 zone No minimum requirement C22 and C23 zones 6 spaces/100m ² GFA	C24 zone No minimum requirement C22 and C23 zone 6 spaces/100m ² GFA up to 500m ² Plus 40 spaces/100m ² GFA over 500m ²	40 spaces/100m ² GFA	
Retail plant nursery	N/A	2 spaces/100m ² GFA		N/A
Scientific research establishment	N/A	N/A	N/A	N/A
Service station	4 spaces/service bay plus 4 spaces/100m ² of shop area		4 spaces/service bay plus 5 spaces/100m ² of shop area	4 spaces/service bay Plus 6 spaces/100m ² of shop area
Serviced apartment	TBC	TBC	TBC	TBC

Parking and Vehicular Access General Code
Part 3

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Shop ²³ (excluding bulky goods)	4 spaces/100m ² GFA		5 spaces/100m ² GFA	6 spaces/100m ² GFA
Development	City-centre	Town-centres	Group-centres	Local-centres
Store	2 spaces/100m ² GFA			N/A
Tourist facility	Subject to individual assessment		N/A	N/A
Transport depot	Subject to individual assessment			N/A
Tourist resort	TBC	TBC	TBC	TBC
Vehicle sales	4 spaces/service bay plus 3 spaces/100m ² of sales area		4 spaces/service bay plus 6 spaces/100m ² of sales area	N/A
Veterinary hospital	N/A	3.5 spaces/100m ² GFA		3.5 spaces/100m ² GFA
Warehouse	1 spaces/100m ² GFA plus 2.5 spaces/100m ² of office area			N/A

Notes:

1. Boundaries of commercial centres are defined in suburb precinct maps.
2. Boundary of Northbourne Avenue precinct is defined in the Northbourne Avenue precinct code
3. Spaces' refer to 'car parking spaces' unless otherwise stated.

Some other changes explained:

1. Single rate used for the same centres instead of different rates to the centres based on different zones
2. Some developments are introduced replacing the broader umbrella term. Community use is replaced by developments under this broader category.
3. Some uses are regrouped for the similarity of the use and definition in the TP. Non Retail Commercial use includes business agencies, financial establishment and public agency.
4. All listed developments in the table for subject to individual assessment is deleted. Any unlisted use should be subject to individual assessment by default.
5. Development terms:

- Educational establishment – separated into primary, secondary and tertiary based on variation in their parking demand
- Car park is deleted – car parking spaces are not staffed anymore
- Business agency – grouped under Non-Retail Commercial Use with other similar use.
- Childcare centre – Childcare and preschool
- Commercial accommodation unit – Not in current PVAGC, will be subject to individual assessment due to the variation of its function and scale. Not listed
- Communication facility – deleted from the list. Not staffed usually
- Food and Drink Premises New development term in the table, includes Club, Drink establishment and Restaurant
- Hotel, Motel and Guest Houses grouped together

¹⁹ Can be deleted. See foot note 1

²⁰ Currently this rate is in the TP for CFZ

²¹ Rate modified to align the new rate in DV368

²² Rate is currently in TP for CFZ

²³ Shops also include personal services as defined in the TP

Commented [BR34]: Unsure if this is supposed to be the umbrella term which includes supermarket, department store etc? Some categories (e.g. bulky goods, retail plant nursery) listed individually

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- Non Retail Commercial Use (excluding office): Business Agency, Financial establishment, Public agency
- Outdoor recreation facility – Enclosed Oval, Football field Netball / basketball court, Sportsground (includes bowling green because bowling green is not defined separately) , and tennis court, stadium
- Personal services – deleted as falls under shops
- Place of worship deleted for be categorised subject to individual assessment. Different places of worship generate a wider range of demands.

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New category added on recommendation to split 'educational establishment' into separate sub-categories. Rates TBD.

Copy these rates and apply in other zones eg CFZ.

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Grouped with non-commercial uses (except office)

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GTA report recommends removal as standalone rate

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May need a simpler way of calculating the rate e.g. just X spaces per Y children

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Added on recommendation to split 'educational establishment' into separate sub-categories

Resolved limitation of 90 places by substituting 'every 30 places thereafter'

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Aecom report recommended that this should not be subject to individual assessment – will correct inconsistencies in PVAGC

Not even permitted in CZ??

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Subject to individual assessment removed

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May need to extend (middle and high school)

Page 8: [18] Commented [BR26] Bamford, Rebecca 13/03/2022 9:27:00 PM

GTA report recommends removal as standalone rate

Page 8: [19] Commented [BR28] Bamford, Rebecca 13/03/2022 10:51:00 PM

Town centre rates to be discussed and consolidated to single rate per centre type – introduce maximum of residential zones schedule? Or make CZ3 rates the minimum across all town centres?

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New category added on recommendation to split 'educational establishment' into separate sub-categories. Rates TBD.

Copy these rates and apply in other zones eg CFZ.

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Should high school to be grouped with Secondary school or retain with primary as in current TP ?

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GTA report recommends removal as standalone rate

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GTA report recommends removal as standalone rate

Schedule 2 – Parking provision rates for commercial zones

TABLE 2 parking rate for residential commercial and CFZ (out of centre)

- Use that is s not listed in the table or demarked with NSR (No Specified Rate) are subject to individual assessment
- No applicable rate (NSR) may require the development application lodge under impact track. Refer the relevant zone development table

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Development	residential zones out of the centres	CZ1, CZ2, CZ3 zones outside centres hierarchy CZ2 zones outside centres and Northbourne Avenue precinct	CZ5 out of centre	CZ6 out of centre	CFZ out of centre
Educational establishment	NSR		NSR	NSR	4 PERS 10 STUDENTS (Calculated on maximum students anytime in campus) ²
Adult Education College of Advanced Education Tertiary Education University ¹		NSR ²			
Boarding house	0.5 spaces/employee plus 0.5 spaces/bedroom	NSR	0.5 spaces/employee Plus 0.5 spaces/bedroom	NSR	NSR
Bulky goods retailing	NSR	N/A 2.5 spaces/100m ² GFA	NSR	NSR	NSR
Business agency					
Car park					
Caravan park / camping ground	NSR	NSR	NSR	2.5 spaces/100m ² GFA of office space plus 1 space/site or unit plus 0.25 visitor spaces/site or unit	NSR
Child care centre and preschool ³		1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows: 2 spaces: <30 child care places 1 space per every 30 additional child care places thereafter ⁴ plus 1 pick-up/set-down bay per 10 child care places		NSR	1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows: 2 spaces: <30 child care places 1 space per every 30 additional child care places thereafter ⁴ plus 1 pick-up/set-down bay per 10 child care places
Civic administration	NSR	3 spaces/100m ² GFAN/A	N/A	NSR	NSR
Commercial accommodation unit ⁵	NSR	IBCNSR	NSR	NSR	NSR
Communications facility	NSR	1 space/peak shift employee			
Community activity centre	4 spaces/100m ² GFA	4 spaces/100m ² GFAN/A	4 spaces/100m ² GFA	NSR	4 spaces/100m ² GFA
Community theatre	NSR	1 spaces/12 seats N/A	1 spaces/12 seats	NSR	1 space/4 seats
COMMUNITY USE		As per community facility zone schedule			
Corrections facility		N/A			
Craft workshop	NSR	3 spaces/100m ² GFAN/A	3 spaces/100m ² GFA	3 spaces/100m ² GFA	NSR
Cultural facility	NSR	2 spaces/100m ² GFA	2 spaces/100m ² GFA	NSR	2 spaces/100m ² GFA
Defence installation		Subject to individual assessment			

¹ New category added on recommendation to split 'educational establishment' into separate sub-categories
² Rate for tertiary educational establishment is cited from Victoria Planning scheme
³ Preschools are grouped with childcare centre.

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⁴ Rate updated for 90+ students

⁵ Rate updated for 90+ students

⁶ Can be deleted as no rate specified under current code and based on the variation in parking demand for different use, should be subject to individual assessment

Development	residential zones out of the centres	CZ1, CZ2, CZ3 zones outside centres hierarchy CZ2 zones outside centres and Northbourne Avenue precinct	CZ5 out of centre	CZ6 out of centre	CFZ out of centre
Drink establishment		15 spaces/100m ² GFA			
Educational establishment		N/A			
Emergency services facility	NSR	1 space/peak shift employee	1 space/peak shift employee	NSR	1 space/peak shift employee
Financial establishment					
Food and Drink Premises ⁷ (includes Club, Drink establishment and Restaurant)	NSR	10 spaces/100m ² GFA	10 spaces/100m ² GFA	15 spaces/100m ² GFA	NSR
Freight transport facility		N/A			
Funeral parlour	NSR	2 spaces/100m ² GFA excluding chapel area plus 1 space/20 chapel seats N/A	N/A	NSR	NSR
Guest house		N/A			
Health facility	4 spaces/practitioner	N/A/TBC NSR	NSR	NSR	4 spaces/practitioner
Hospital	NSR	0.8 spaces/peak shift employee plus 0.5 spaces per bed N/A	NSR	NSR	0.8 spaces/peak shift employee plus 0.5 spaces per bed

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⁷ Grouped together under Food and Drink Premise. 'Food and Drink Premise' needs to be defined to clarify

Development	Residential zone out of centres	CZ1, CZ2 CZ3 out of centres	CZ5 out of centres	CZ6 out of centres	CFZ out of centres
Hotel/Hotel Motel Guest House⁸	<u>(rate applicable for quest house only)</u> <u>0.5 spaces/employee plus 1 space/questroom</u>	<u>1 space/2 employees plus 1 spaces/quest room or unit for establishments of up to 36 units</u> <u>OR</u> <u>25 spaces</u> <u>plus</u> <u>0.3 spaces/quest room or unit for establishments of more than 36 units</u> <u>plus</u> <u>10 spaces/100m² GFA of bars and function rooms</u> <u>plus</u> <u>1 space/10 restaurant seats</u> <u>plus</u> <u>3 spaces/100m² of retail space</u>	<u>1 space/ employee plus 1 space/quest room or unit for establishments of up to 36 units</u> <u>OR</u> <u>25 spaces</u> <u>plus</u> <u>0.3 spaces/quest room or unit for establishments of more than 36 units</u> <u>plus</u> <u>10 spaces/100m² GFA of bars and function rooms</u> <u>plus</u> <u>1 space/10 restaurant seats</u> <u>plus</u> <u>3 spaces/100m² of retail space</u>	<u>1 space/ employee plus 1 space/quest room or unit for establishments of up to 36 units</u> <u>OR</u> <u>25 spaces</u> <u>plus</u> <u>0.3 spaces/quest room or unit for establishments of more than 36 units</u> <u>plus</u> <u>10 spaces/100m² GFA of bars and function rooms</u> <u>plus</u> <u>1 space/10 restaurant seats</u> <u>plus</u> <u>3 spaces/100m² of retail space</u>	NSR
INDOOR ENTERTAINMENT FACILITY Cinema Commercial theatre	NSR	<u>1 space/4 seats⁹</u>	<u>1 space/3 seats</u>	<u>1 space/3 seats</u>	NSR
INDOOR ENTERTAINMENT FACILITY Amusement arcade, night club, music hall, discothèque	NSR	<u>10 spaces/100m² GFA</u>	<u>10 spaces/100m² GFA</u>	<u>20 spaces/100m² GFA</u>	NSR

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⁸ Grouped together to simplify the code and avoid repetition

⁹ Currently there is no rate, this proposed rate is same as group and local centres

Development	Res out of centres	CZ1, CZ2 CZ3 out of centres	CZ5 out of centres	CZ6 out of centre	CFZ
INDOOR RECREATION FACILITY	NSR				NSR
(a) Basketball, netball		20 spaces/court	20 spaces/court	25 spaces/court	
(b) Skating rink, swimming pool		20 spaces/100m ² of actual pool or rink area	15 spaces/100m ² of rink or pool area 2 spaces per court 3.5 spaces/100m ² GFA	20 spaces/100m ² of actual pool or rink area 2 spaces/court	
Squash courts		2 spaces/court			
(c) Fitness centre, gymnasium		3.5 spaces/100m ² GFA		3.5 spaces/100m ² GFA	
(d) Other					
Industrial trades¹⁰	NSR	NSR	NSR	NSR	NSR
Light industry	NSR	NSR	2.5 spaces/100m ² GFA	NSR	NSR
Metel					
Municipal depot	NSR	NSR	1 space/peak shift employee.		
NON-RETAIL COMMERCIAL USE (excluding Office) i.e. Business agency, financial establishment, public agency	NSR			6 spaces/100m ² GFA (applicable to TAB) ¹¹	NSR
Office	NSR	3 spaces/100m ² GFA	2.5 spaces/100m ² GFA		
OUTDOOR RECREATION FACILITY	NSR	NSR		(h) NRS (i) NRS (j) NRS	NSR
Enclosed Oval ¹²			(a) NRS	(k) 5 spaces / 100m ² actual pool or rink area	
Football field			(b) NRS	(l) 30 spaces for 1sr green plus 15 spaces / additional green: applicable for bowling green only, for other type of sports ground: NRS	
Netball / Basketball courts			(c) NRS	(m) NRS	
Skating rink, swimming pool			(d) 5 spaces / 100m ² actual pool or rink area	(n) 5 spaces /court	
Sportsground/Bowling-green			(e) 30 spaces for 1sr green plus 15 spaces / additional green: applicable for bowling green only, for other type of sports ground:		
Stadium			NRS		
Tennis court			(f) NRS		
Other			(g) 5 spaces /court		
Parkland					
Pedestrian plaza					

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¹⁰ Industrial trades can be deleted as there is no specified rate for these zones / areas

¹¹ TAB needs to be defined generically

¹² Depends on the new definitions. Some of these should be based on if it is a community sporting facility or elite level – number of players is the same but the spectator numbers will change.

Development	Res out of centres	CZ1, CZ2 CZ3 out of centres	CZ5 out of centres	CZ6 out of centre	CFZ out of centres
Personal services					
Place of assembly & Place of worship	NSR	1 space/4 seats	1 space/4 seats	1 space/4 seats	NSR
Place of worship					
Plant and equipment hire establishment					
Educational establishment Primary School ¹³	NSR	0.8 spaces/10 students plus 0.4 set-down/pick-up spaces/10 students	NSR	NSR	0.8 spaces/10 students plus 0.4 set-down/pick-up spaces/10 students
Produce market	NSR				NSR
Public agency					
Public transport facility					
Recyclable materials collection					
Religious associated use					
RESIDENTIAL USE ¹⁴ Includes Multi unit housings: Apartment Attached house Detached house		One (1) parking space per single bedroom dwelling; and A minimum average provision of 1.5 spaces per two bedroom dwelling, provided that each two bedroom dwelling is allocated a minimum of one (1) parking space and each two (2) bedroom dwelling is allocated no more than two (2) parking spaces; or Two (2) parking spaces per two bedroom dwelling; and Two (2) parking spaces for each dwelling with three or more bedrooms; plus One (1) visitor space per four (4) dwellings or part thereof where a complex comprises four (4) or more dwellings		NSR	NSR
RESIDENTIAL USE Single dwelling use Secondary residence		As in Residential Zones and Single Dwelling Housing Development Code		NSR	NSR
Residential care accommodation		0.25 spaces/bed or accommodation unit for visitor parking plus 1 space/staff residential unit plus 1 space/non-resident peak shift employee	NSR		0.25 spaces/bed or accommodation unit plus 1 space/staff residential unit plus 1 space/non-resident peak shift employee
Retirement village		1 space/self-care unit plus 0.5 spaces/hostel or nursing home unit or bed plus 1 space/staff residential unit plus 0.5 spaces/non-resident peak shift employee Note: above rates for retirement village include visitor car parking requirements			1 space/self-care unit plus 1 space/per four hostel or nursing home units or beds plus 1 space/staff residential unit plus 0.5 spaces/non-resident peak shift employee
Educational establishments ¹⁵ Secondary College High School	NSR	NSR	NSR	NSR	1.8 spaces/10 students plus 0.2 set-down/pick-up spaces/10 students
Restaurant					
Retail plant nursery					
Scientific research establishment					
Service station	NSR	4 spaces/service bay plus 6 spaces/100m ² of shop area	4 spaces/service bay plus 5 spaces/100m ² shop area		
Serviced apartment			TBC		

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Shop SHOP (excluding bulky goods)	NSR	6 spaces/100m ² GFA	5 spaces /100m ²	6 spaces/100m ² GFA	
Special Dwelling	1 space per resident employee plus 1 space per peak shift non-resident employee plus 1 space per operational vehicle plus 1 visitor space	NSR	NSR		
Supportive housing	Same as residential use				Same as residential use
Development					
Store	NSR	2 spaces/100m ² GFA	2 spaces/100m ² GFA		
Tourist facility					
Transport depot					
Tourist resort ¹³	NSR	NSR	NSR	NSR	NSR
Vehicle sales ¹⁴	NSR	NSR	NSR	NSR	NSR
Veterinary/Veterinary hospital	NSR	NSR	NSR	NSR	3.5 spaces/100m ² GFA
Warehouse	NSR		space per 100m ² GFA, except for areas used for ancillary offices, where the on-site parking provision rate is 2.5 spaces/100m ² GFA.		

Notes:

- Boundaries of commercial centres are defined in suburb precinct maps.
- Boundary of Northbourne Avenue precinct is defined in the Northbourne Avenue precinct code
- Spaces' refer to 'car parking spaces' unless otherwise stated.

Some other changes explained:

- Single rate used for the same centres instead of different rates to the centres based on different zones
- Some developments are introduced replacing the broader umbrella term. Community use is replaced by developments under this broader category
- Some uses are regrouped for the similarity of the use and definition in the TP. 'Non Retail Commercial use' includes business agencies, financial establishment and public agency.
- All listed developments in the table for subject to individual assessment is deleted. Any unlisted use should be subject to individual assessment by default.
- Development terms:

- Educational establishment – separated into primary, secondary and tertiary based on variation in their parking demand
- Car park is deleted – car parking spaces are not staffed anymore
- Business agency – grouped under Non-Retail Commercial Use with other similar use.
- Childcare centre – Childcare and preschool
- Commercial accommodation unit – Not in current PVAGC, will be subject to individual assessment due to the variation of its function and scale. Not listed
- Communication facility – deleted from the list. Not staffed usually
- Food and Drink Premises New development term in the table, includes Club, Drink establishment and Restaurant
- Hotel, Motel and Guest Houses grouped together
- Non Retail Commercial Use (excluding office): Business Agency, Financial establishment, Public agency

¹³ Depends on the new definitions. Some of these should be based on if it is a community sporting facility or elite level – number of players is the same but the spectator numbers will change.

¹⁴ Grouped together to simply the table and avoid repetition

¹⁵ Secondary school and college are grouped together and may need to be defined in the glossary

¹⁶ Can be deleted in this table

¹⁷ Can be deleted in this table

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-
- Outdoor recreation facility – Enclosed Oval, Football field Netball / basketball court, Sportsground (includes bowling green because bowling green is not defined separately) , and tennis court, stadium
 - Personal services – deleted as falls under shops
 - Place of worship deleted for be categorised subject to individual assessment. Different places of worship generate a wider range of demands.

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Grouped with non-commercial uses (except office)

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GTA report recommends removal as standalone rate

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May need a simpler way of calculating the rate e.g. just X spaces per Y children

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Added on recommendation to split 'educational establishment' into separate sub-categories

Resolved limitation of 90 places by substituting 'every 30 places thereafter'

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Aecom report recommended that this should not be subject to individual assessment – will correct inconsistencies in PVAGC

Not even permitted in CZ??

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Subject to individual assessment removed

Schedule 2 – Parking provision rates for commercial zones

TABLE 23 parking rate for Industrial zone residential IZ1 and IZ2, Restricted recreational zone (PRZ2), Service Zone TSZ 2 and others zones

• Uses not listed or no applicable rate (NSR) are subject to individual assessment

• No applicable rate (NSR) may require the development application lodge under impact track. Refer the relevant zone development table

• Other zones includes:

- Urban open space
- Broadacre
- Rural Hills, ridges and buffer areas
- River corridor Mountains and bushland
- Transport

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Development	residential zones – out of the centres IZ1 and IZ2	CZ4, CZ2, CZ3 zones outside centres hierarchy PR2 CZ2 zones outside centres and Northbourne Avenue precinct	TSZ2 CZ5 out of centre Service - Zone	CZ6 out of centre other zones
Educational establishment ¹	N/A 4 spaces / 10 students based on maximum students anytime ²		NSR N/A	N/A NSR
Adult Education College of Advanced Education Tertiary Education University		NSR TBC N/A		
Animal care facility	1 space/facility plus 2 spaces per 15 animals for employee parking Plus visitor parking as follows: 2 spaces: less than 30 animals per facility and 1 spaces per 30 animals thereafter ³	NSR	NSR	NSR
Bulky goods retailing	N/A 3 spaces / 100m ² GFA	NSR N/A 2.5 spaces/100m ² GFA	NSR N/A	NSR N/A
Business agency				
Car park				
Caravan park / camping ground	NSR	NAR	NAR	2.5 spaces /100m ² of office 2.5 spaces/100m ² GFA of office space plus 0.25 spaces per visitor /site or unit plus 1 space/site or unit plus 0.25 visitor spaces/site or unit
Child care centre and preschool	1 space/centre plus 2 spaces per 15 child care places for employee parking plus visitor parking as follows: 2 spaces: <30 child care places 1 space per every 30 additional child care places thereafter plus 1 pick-up/set-down bay per 10 child care places		1 space per every 30 additional child care places thereafter	plus
Civic administration	NSR	3 spaces/100m ² GFA NSR N/A	NSR N/A	NSR NAR
Commercial accommodation unit	NSR	TBC same as residential use NSR	NSR same as residential use	NSR same as residential use

¹ Educational establishment is listed in the current PVAGC for Industrial zones, although not listed in the IZ1 and IZ2 zones development table, therefore development proposals for educational establishment is subject to impact track application.

Primary and secondary schools are deleted from the development use column as these developments are not compatible in an industrial zone (subject to discussion). 'University' is deleted for same reason.

² Modified by adding 'maximum students anytime'. Victoria planning scheme use similar rate

³ Modification to allow the rate to address for more than 90 animals

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Communications facility	NSR	1 space peak shift employee		
Community activity centre	4 spaces/100m2 GFA	4 spaces/100m2 GFA 4 spaces/100m2 GFA/N/A	NSR 4 spaces/100m2 GFA	4 spaces/100m2 GFA NAR
Community theatre	NSR	4 spaces/12 seats NSR/N/A	NSR 4 spaces/12 seats	NSR, NAR
COMMUNITY USE		As per community facility zone schedule		
Corrections facility		N/A		
Craft workshop	NSR	3 spaces/100m2 GFA/N/NSR	NSR 3 spaces/100m2 GFA	NSR 3 spaces/100m2 GFA
Cultural facility	NSR	2 spaces/100m2 GFA/NSR	NSR 2 spaces/100m2 GFA	NSR, NAR
Defence installation		Subject to individual assessment		

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Development	IZ1 and IZ2 residential zones out of the centres	PRZ2 CZ4, CZ2, CZ3 zones outside centres hierarchy CZ2-zones outside centres and Northbourne Avenue precinct	TSZ2 Service Zone CZ5-out of centre	other zones CZ6-out-of-centre
<u>Drink establishment</u>		15 spaces/100m ² -GFA		
<u>Educational establishment</u>		N/A		
Emergency services facility	NAR1 space/ peak shift employee	NSR1 space/peak-shift employee	1 space/ peak shift employee 1-space/peak shift-employee	1 space/ peak shift employee
<u>Financial establishment</u>				
<u>Food and Drink Premises (includes Club, Drink establishment and Restaurant)</u>	15 spaces/100m ² GFANAR	15 spaces/100m ² GFA for club only only	NSR10-spaces/100m ² -GFA	NSR15-spaces/100m ² -GFA
<u>Freight transport facility</u>		N/A		
Funeral parlour	2 spaces/100m ² GFA excluding chapel area plus 1 space/4 chapel seatsNAR	NSR2-spaces/100m ² -GFA excluding chapel area plus 1-space/20-chapel seatsN/A	NSR/N/A	NSRNAR
<u>Guest house</u>		N/A		
Health facility	3 spaces/ practitioner 4 spaces/practitioner	NSR N/A/TBC	NSR	4 spaces/ practitioner NAR
Hospital	NSR	NSR 0.8 spaces/peak-shift employee plus 0.5 spaces per bed N/A	NSR N/A	NSRNAR
<u>General Industry</u>	2 Spaces/ 100m ² GFA	NSR	NSR	NSR
<u>Hazardous Industry</u>	1 space/ peak shift employee	NSR	NSR	NSR
<u>Hazardous waste facility</u>	1 space/ peak shift employee	NSR	1 space/ peak shift employee	NSR
<u>Incineration facility</u>	1 space per peak shift employee	NSR	1 space per peak shift employee	NSR

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Development	IZ1 and IZ2 Residential zone out-of-centres	PRZ2 CZ1, CZ2 CZ3-out-of-centres	TSZ2 Service Zone CZ5-out-of-centres	Other zones CZ6-out-of-centres
Hotel Motel Guest House	(rate applicable for quest house only) 0.5 spaces/employee plus 1 space/questroom NSR	Hotel and Motel: 1 space/2 employees plus 1 spaces/quest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/quest room or unit for establishments of more than 36 units plus 10 spaces/100m² GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m² of retail space Guest house: 0.5 spaces / employee plus 1 space / quest room	NSR1 space/employee plus 1 space/quest room or unit for establishments of up to 36 units OR 25 spaces OR 25 spaces plus 0.3 spaces/quest room or unit for establishments of more than 36 units plus 10 spaces/100m² GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m² of retail space 3 spaces/100m² of retail space	NSR1 space/employee plus 1 space/quest room or unit for establishments of up to 36 units OR 25 spaces plus 0.3 spaces/quest room or unit for establishments of more than 36 units plus 10 spaces/100m² GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m² of retail space
INDOOR ENTERTAINMENT FACILITY Cinema Commercial theatre	NSRNAR	NSR1 space/12 seats	NSR 1 space/3 seats	NSR1 space/3 seats
INDOOR ENTERTAINMENT FACILITY Amusement arcade, night club, music hall, discothèque	NSR	NSR 10 spaces/100m² GFA	NSR 10 spaces/100m² GFA	NSR20 spaces/100m² GFA

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Development	IZ1 and IZ2 Res-out-of-centres	PRZ2 CZ1, CZ2-CZ3-out-of-centres	TSZ2 Service Zone CZ5-out-of-centres	other zones CZ6-out-of-centre
INDOOR RECREATION FACILITY	NAR	NSR	NSR Basketball, netball 20 spaces/court	NSR 25 spaces/court 20 spaces/100m ² of actual pool or rink area
(a) Basketball, netball	A. 20 spaces/court	20.5 spaces/court	Skating rink 15 spaces/100m ² of rink area	
(a) Skating rink, swimming pool	B. 10 spaces/100m ² of actual pool or rink area	520 spaces/100m ² of actual pool or rink area	Swimming pool 15 spaces per 100m ² of rink area	2 spaces/court
(b) Squash courts	C. 2 spaces/court	3.5 spaces/100m ² GFA	Squash court 2 spaces per court	
(c) (4) Fitness centre, gymnasium	D. 3.5 spaces/100m ² GFA		Fitness centre, gymnasium 3.5 spaces/100m ² GFA	3.5 spaces/100m ² GFA
(d) Other				
Industrial trades	NAR 2 spaces / 100m ² GFA	NSR	NSR N/A	NSR
Light industry	2 spaces / 100m ² GFA NAR	NSR	NSR 2.5 spaces/100m ² GFA	NSR
Light fuel depot	1 space/ peak shift employee		NSR	NSR
Motel				
Municipal depot	1 space/ peak shift employee NAR	NSR	1 space/peak shift employee	1 space/ peak shift employee
NON-RETAIL COMMERCIAL USE (excluding Office) i.e. Business agency, financial establishment, public agency	Public agency: 4/100m ² GFA Others: 6 spaces / 100m ² GFA	Public agency for Totalisator Agency Board (TAB) ⁴ 6 spaces / 100m ² GFA		6 spaces/100m ² GFA
Offensive industry	1 space / peak shift employee	NSR	NSR	NSR
Office	NAR 2.5 Spaces/ 100m ² GFA	3 spaces/100m ² GFA	2.5 spaces/100m ² GFA	
OUTDOOR RECREATION FACILITY	NSR	NSR	NSR	NSR
a. Enclosed Oval		d. 20 spaces/ 100m ² of actual pool or rink area		d. 20 spaces/ 100m ² of actual pool or rink area
b. Football field		g. 2 spaces/ court		g. 5 spaces/ court
c. Netball / Basketball courts		e. 30 spaces for first green plus 15 spaces for additional green		h. 30 spaces for first green plus 15 spaces for additional green
d. Skating rink, swimming pool, Sportsground (includes bowling green) Bowling green		Others: NSR		Others : NSR TBC
e. Stadium				
f. Tennis court				
g. Other				
Overnight camping	NSR	NSR	NSR	1 space plus 1 space per camping ⁵ site
Parkland				
Pedestrian plaza				

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⁴ A generic development term needs to be used.
⁵ Word ' camping' added to address multiple camping sites within a property

Development	IZ1 and IZ2 Res-out-of-centres	PRZ2 CZ1- CZ2 CZ3-out of-centres	TSZ2 Service Zone CZ5-out of-centres	other zones CZ6-out-of-centre
Personal services				
Place of assembly ⁶ Place of worship	NSR	NSR1 space/4 seats	NSR1 space/4 seats	NSR1 space/4 seats
Plant and equipment hire establishments	2 spaces/ 100m²GFA	NSR	NSR	NSR
Place of worship				
Plant and equipment hire establishment				
Primary School ⁷	NSR ⁸	NSR0.8 spaces/10 students plus 0.4 set-down/pick-up spaces/10 students	NSR ⁹	NSR
Produce market	15 spaces/ 100m²GFANAR	NSR		
Public agency				
Public transport facility				
Recyclable materials collection				
Religious associated use				
RESIDENTIAL USE Includes Multi-unit housings: Apartment Attached house Detached house	NSR One (1) parking space per single bedroom dwelling; and A minimum average provision of 1.5 spaces per two bedroom dwelling, provided that each two bedroom dwelling is allocated a minimum of one (1) parking space and each two (2) bedroom dwelling is allocated no more than two (2) parking spaces; or Two (2) parking spaces per two bedroom dwelling; and Two (2) parking spaces for each dwelling with three or more bedrooms; plus One (1) visitor space per four (4) dwellings or part thereof where a complex comprises four (4) or more dwellings			NSR
RESIDENTIAL USE Caretaker's residence	Same as residential use under residential zones (out of centre) ⁹ As in Residential Zones and Single Dwelling Housing Development Code		NSR	NSR
Residential care accommodation	NSR—0.25 spaces/bed or accommodation unit for visitor parking plus 1 space/staff residential unit plus 1 space/non-resident peak shift employee	NSR	NSR	0.25 spaces/bed or accommodation unit Plus 1 space / staff residential unit 1 space/ non- resident peak shift employee
Recyclable material collection	1 space ⁹	NSR	1 space	NSR
Recycling facility	1 space / peak shift employee	NSR	1 space / peak shift employee	NSR

⁶ Primary school should be deleted a may not be a compatible use in the industrial zones. This does not preclude opportunity to be developed under an impact track application and rates subject to individual assessment. Currently Educational establishments are included in the rates table for industrial zones

⁸ Rates for caretaker's residence is not given in the current PVGC, although it's an assessable development. Alternative rate: 1 space/care taker's residential unit

⁹ Is 1 space adequate for this development? does this be subject to individual assessment >

Parking and Vehicular Access General Code
Part 3

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Retirement village	NSR 1 space/self care unit plus 0.5 spaces/hostel or nursing home unit or bed plus 1 space/staff residential unit plus 0.5 spaces/non-resident peak shift employee Note: above rates for retirement village include visitor car parking requirements	NSR	NSR	NSR
Secondary College High School ¹⁰		NSR NAR	NSR N/A	NSR N/A
Restaurant				
Retail plant nursery				
Scientific research establishment				
Service station	6 spaces/service bay plus 4 spaces/100m ² shop	NSR 4 spaces/service bay plus 6 spaces/100m ² of shop	NSR 4 spaces/service bay plus 5 spaces/100m ² shop area	NSR
Serviced apartment	NSR	NSR	NSR TBC	NSR
Shop SHOP (excluding bulky goods)	4 spaces/ 100m ² GFANAR	NSR 6 spaces/100m ² GFA	NSR 5 spaces /100m ²	NSR 6 spaces/100m ² GFA
Special Dwelling	1 space per resident employee plus 1 space per peak shift non-resident employee plus 1 space per operational vehicle plus 1 visitor space NSR	NSR NAR	NSR NAR	NSR
Supportive housing		NSR Same as residential use		NSR
Development				
Store	2 spaces/100m ² GFANAR	NSR 2 spaces/100m ² GFA	2 spaces/100m ² GFA	NSR
Tourist facility				
Transport depot				
Tourist resort	NSR	NSR	NSR	NSR
Vehicle sales	NAR 6 spaces / service bay plus 6 spaces / sales area	NSR	NSR N/A	NSR
Veterinary hospital	NAR 3 spaces / 100m ² GFA	NSR	NSR N/A	3.5 spaces / 100m ² GFA

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¹⁰ Same as footnote 7.

Warehouse	NSR 1 space/100m ² GFA plus 2.5 spaces /100m ² GFA of office	NSR	NSR space per 100m² GFA, except for areas used for ancillary offices, where the on-site parking provision rate is 2.5 spaces/100m² GFA.	NSR
Waste transfer station	1 space / peak shift employee	NSR	1 space / peak shift employee	NSR

Notes:

1. Boundaries of commercial centres are defined in suburb precinct maps.
2. Boundary of Northbourne Avenue precinct is defined in the Northbourne Avenue precinct code
3. Spaces' refer to 'car parking spaces' unless otherwise stated.

Some other changes explained

1. All listed developments in the table for subject to individual assessment is deleted. Any unlisted use should be subject to individual assessment by default.
2. Development terms:

- Educational establishment – separated into primary, secondary and tertiary based on variation in their parking demand
- Car park is deleted – car parking spaces are not staffed anymore
- Business agency – grouped under Non-Retail Commercial Use with other similar use.
- Childcare centre – Childcare and preschool
- Commercial accommodation unit – Not in current PVAGC. will be subject to individual assessment due to the variation of its function and scale. Not listed
- Communication facility – deleted from the list. Not staffed usually
- Food and Drink Premises New development term in the table, includes Club, Drink establishment and Restaurant
- Hotel, Motel and Guest Houses grouped together
- Non Retail Commercial Use (excluding office): Business Agency, Financial establishment, Public agency
- Outdoor recreation facility – Enclosed Oval, Football field Netball / basketball court, Sportsground (includes bowling green because bowling green is not defined separately), and tennis court, stadium
- Personal services – deleted as falls under shops
- Place of worship deleted for be categorised subject to individual assessment. Different places of worship generate a wider range of demands.

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New category added on recommendation to split 'educational establishment' into separate sub-categories. Rates TBD.

Copy these rates and apply in other zones eg CFZ.

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Needs a definition on types of educational establishments

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GTA report recommends removal as standalone rate

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May need a simpler way of calculating the rate e.g. just X spaces per Y children

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Added on recommendation to split 'educational establishment' into separate sub-categories

Resolved limitation of 90 places by substituting 'every 30 places thereafter'

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Depends on the new definitions. Some of these should be based on if it is a community sporting facility or elite level – number of players is the same but the spectator numbers will change.

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Depends on the new definitions. Some of these should be based on if it is a community sporting facility or elite level – number of players is the same but the spectator numbers will change.

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Unsure if this is supposed to be the umbrella term which includes supermarket, department store etc? Some categories (e.g. bulky goods, retail plant nursery) listed individually

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From: [Hendriks, Lauren](#)
To: [Ali, Syed](#)
Cc: [Senarath, Nethmei](#); [Wyatt, Tim](#); [Balberona, Justinieta](#); [Gianakis, Steven](#)
Subject: TCCS Parking Code Review Comments
Date: Wednesday, 4 May 2022 9:41:37 AM
Attachments: [20220503 - Summary parking code review recommendations.docx](#)
[20220503 Guide document to draft PVAGC TCCS Review.docx](#)

OFFICIAL

Hi Syed,

Thank you for the opportunity to comment on the Parking Code Review. It's great to see this work progressing.

Please see our comments in the documents attached.

The other comment we have is that it would be helpful to have a simple single table in document that covers to explain to industry, what a rate was before, how it has changed & why (i.e. that shows how the existing rates compare to the proposed rates). Kind of like a reference index.

Territory Plan team may have their own process for doing something similar at the next stage. Parking is a particularly sensitive & will draw scrutiny so it will be important to have a clear way to communicate the changes with industry. Something along the below lines would be useful.

Proposed parking rate changes

Location/Use	Existing Rate	Proposed Rate	How the rate has changed	Reason for the change/Evidence

Kind regards

Lauren

Lauren Hendriks | Assistant Director | Parking Coordination

Phone: 02 6205 0637 | Email: lauren.hendriks@act.gov.au

Development Coordination | Transport Canberra & City Services | ACT Government

480 Northbourne Avenue Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 |

www.cityservices.act.gov.au

From: [Wyatt, Tim](#)
To: [Ratwatte, Gayan](#); [Maher, Colin](#); [Dawes, Rachael](#)
Cc: [Burton, Anthony](#); [Kumarage, Poorna](#); [Davidson, Geoffrey](#); [Chowdhury, Abu Sayem](#)
Subject: 101. TCCS policy review - analysis table V2 (A33358734)
Date: Wednesday, 6 April 2022 11:08:07 AM

OFFICIAL

Hi all,

as you would be aware EPSDD are currently progressing work to prepare the new Territory Plan. To aid this process TCCS has compiled a spreadsheet (attached) which examines where TCCS policies / strategy intent intersects with the planning system; including the policy objectives that should be reviewed and reflected in the planning system/ new Territory Plan.

Please review the attached policy review spreadsheet and confirm or update where relevant for strategic policy objectives / desired outcomes to be considered within EPSDD's review of the Territory Plan.

- ACT Waste Strategy (Gayan)
- Urban Forest Strategy (Rachel)
- Active Travel Strategy and Transport Strategy (Colin)

Please return your updates of the TCCS policy review - analysis spreadsheet directly to Poorna on or before Thursday 14th April. Anthony Burton is available to walk any of you through and explain how the information will be further drawn upon by EPSDD should you require. This should not be a hugely time consuming exercise as Poorna has already pre-populated where possible.

Thanks for your assistance

Tim

Tim Wyatt | Senior Director Development Planning

Development Coordination Branch

Phone: 02 6205 4200 | Email: tim.wyatt@act.gov.au

Transport Canberra and City Services | ACT Government

480 Northbourne Avenue Dickson | GPO Box 158 Canberra ACT 2601 | www.transport.act.gov.au

From: [Bamford, Rebecca](#)
To: [Burton, Anthony](#)
Subject: FW: Update
Date: Friday, 20 December 2019 12:20:33 PM

UNCLASSIFIED

Hi Anthony,

Update to our earlier conversation, which might change your min corro response.

Kind regards,

Rebecca Bamford

Phone: 02 6207 8749 | Email: rebecca.bamford@act.gov.au

Strategic Planning & Policy | Planning, Land & Building Policy | Environment, Planning and Sustainable Development Directorate | ACT Government

Dame Pattie Menzies House, 16 Challis Street, Dickson | GPO Box 158 Canberra ACT 2601 |

www.planning.act.gov.au

From: Smith, MichaelH <MichaelH.Smith@act.gov.au>
Sent: Friday, 20 December 2019 12:19 PM
To: Bamford, Rebecca <Rebecca.Bamford@act.gov.au>; Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Subject: Update

Greetings,

We had a good chat with Alix yesterday.

We are going to send the next version of the ZEV Action Plan Action #3 package to her, as this is now simply a Territory Plan variation, and Alix will review & improve our draft variation language, Once we have a version of this variations cleared with Alix, then sometime after mid-January, we will come back to you to check the parking related language is ok,

Thanks again for all your help,

Happy Xmas and New Year,

Kind regards,

Mike Smith

From: [Radice, David](#)
To: [Burton, Anthony](#)
Subject: RE: Parking Working Group (November) - Agenda
Date: Wednesday, 3 November 2021 3:21:42 PM

Thanks Anthony – will put the parking code review down in other business with a view of a more in-depth discussion at the next PWG.

Regards,

David Radice | a/g Assistant Director | Parking Coordination
Phone: 02 6205 4070 | Email: david.radice@act.gov.au
Development Coordination | **Transport Canberra & City Services** | **ACT Government**
480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | <https://www.cityservices.act.gov.au>

From: Burton, Anthony <Anthony.Burton@act.gov.au>
Sent: Wednesday, 3 November 2021 3:19 PM
To: Radice, David <David.Radice@act.gov.au>
Subject: RE: Parking Working Group (November) - Agenda

OFFICIAL

Hi David

Thanks for touching base - Yep happy to do that.

Re the review of the parking code I think there is going to be discussions at a higher level but I don't expect it to be resolved before the meeting. It might, however, be worth having it on there for information at this point if for no other reason than to keep it on everyone's mind as something that must/will happen.

Cheers

AB

From: Radice, David <David.Radice@act.gov.au>
Sent: Wednesday, 3 November 2021 3:09 PM
To: Burton, Anthony <Anthony.Burton@act.gov.au>
Subject: Parking Working Group (November) - Agenda

Hi Anthony,

As a follow over from the rescheduled October PWG I have you down to speak on the EV Ready Developments for 10 minutes.

Tim brought me up to speed on the cross-directorate impasse related to the Parking Code Review. Would there be anything to discuss on the Parking Code next week or best to save it for a future PWG (probably early next year)?

Let m know if you want any changes to the agenda.

Regards,

David Radice | a/g Assistant Director | Parking Coordination

Phone: 02 6205 4070 | Email: david.radice@act.gov.au

Development Coordination | Transport Canberra & City Services | ACT Government

480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | <https://www.cityservices.act.gov.au>

PARKING WORKING GROUP (PWG) AGENDA

Wednesday 13 October 2021 – 2:30pm to 4:00pm

MS Teams

Chair: Tim Wyatt

Item	Topic	Time
1	Out of Scope	
X		
X	EV Ready Developments - Update (Anthony Burton – 10 mins)	Y:YYpm to Z:ZZpm
X	Out of Scope	
X		
X		
X		
X		
X		
X	Meeting Close	4:00pm

From: [Burton, Anthony](#)
To: [Kaucz, Alix](#)
Subject: FW: AECOM PaVAGC review
Date: Tuesday, 20 July 2021 4:07:00 PM
Attachments: [Upcoming Parking Coordination Group - Meeting Papers .msg](#)
[3. Agenda - Parking Coordination Group - July 2021.docx](#)
[3a. Meeting Paper - Parking Coordination Group July 2021.doc](#)

OFFICIAL

Have a glance at meeting paper 3a

From: Radice, David <David.Radice@act.gov.au>
Sent: Tuesday, 20 July 2021 2:28 PM
To: Burton, Anthony <Anthony.Burton@act.gov.au>
Cc: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>; Wyatt, Tim <Tim.Wyatt@act.gov.au>
Subject: RE: AECOM PaVAGC review

Thanks Anthony,

PCG is 1pm to 2:30pm tomorrow. I have not been advised of the EPSDD rep but presume for this meeting it should be Lauren(?)

The meeting papers were circulated to interested parties (see attached email). Minimal comments were received and the current agenda and meeting papers are attached.

These papers have been written to allow Parking Working Group delegates to brief their PCG representative on the matters contained within and to give room for discussion.

Tim will correct me if I am wrong, but my understanding is that broadly speaking since parking policy has moved to TCCS no attempt has been made to completely review the PaVAGC. However TCCS acknowledges that it forms a key part of parking policy for ACT Government and should be reviewed, the key questions are how and when. The importance of this work is shown by its inclusion in the discussion on 2021 work plan priorities set to be discussed at tomorrow's PCG.

In addition to the PaVAGC, TCCS also regard other projects as high priority including strategic policy such as the refresh of the Parking Action Plan and ZEV Charging Master plan and operational policies relating to EV charging in public and car share operators in public car parks.

Regards,

David Radice | a/g Assistant Director | Parking Coordination
Phone: 02 6205 4070 | Email: david.radice@act.gov.au
Development Coordination | **Transport Canberra & City Services** | **ACT Government**
480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | <https://www.cityservices.act.gov.au>

From: Burton, Anthony <Anthony.Burton@act.gov.au>
Sent: Tuesday, 20 July 2021 1:29 PM
To: Wyatt, Tim <Tim.Wyatt@act.gov.au>; Radice, David <David.Radice@act.gov.au>

Cc: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>

Subject: RE: AECOM PaVAGC review

OFFICIAL

Thanks Both

Unfortunately I can't get access to that objective link and the associated AECOM report (Lauren do we have a copy saved within the EPSDD Objective files?). Re the Parking PCG – what time is that? If I remember correctly it's in the morning and I have a stakeholder engagement so I won't be able to make it. I would be interested in the associated papers re the review of the parking code – is there a brief and or statement of requirement re the review into the code? Is the work being done internally or externally? Has the work that I am thinking of (below) already been done – or in the process of being done?

Essentially what I think I will be after from this consultancy is:

- recommended parking numbers for developments now and into the future (i.e. based on changes to vehicle ownership, government policy etc) – this is really what I want to know
- Mechanisms to help to achieve government policy – this would be a nice to have and would inform the review
- Recommended regulatory change that may be required (i.e. decoupling of unit and parking space for example) – this would potentially inform other legislative change (e.g. around the unit titles act)
- Provide other advice that the consultant believes is necessary for the successful implementation of the project

Now is definitely the time to be pushing forward with changes to this code. As we move towards an outcomes focused system that looks at using the planning system as a tool to implement agreed strategic policy the need for this code to be rewritten will only become greater.

Any advice you can provide would be much appreciated

AB

From: Wyatt, Tim <Tim.Wyatt@act.gov.au>

Sent: Tuesday, 20 July 2021 12:44 PM

To: Radice, David <David.Radice@act.gov.au>; Burton, Anthony <Anthony.Burton@act.gov.au>

Subject: RE: AECOM PaVAGC review

OFFICIAL

Thanks David, agree it's worth revisiting with Lauren too.

Anthony, it's welcome to include this in your work, but do take it on with caution..

“The review found that ACT has the most complicated parking code of any jurisdiction examined”.

I think the real issue is not identifying what is wrong with the parking code, but how you properly engage industry on the changes.

Tim

From: Radice, David <David.Radice@act.gov.au>
Sent: Tuesday, 20 July 2021 12:37 PM
To: Burton, Anthony <Anthony.Burton@act.gov.au>
Cc: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Subject: AECOM PaVAGC review

Hi Anthony,

As discussed, I believe this is the review of the code.

Unfortunately the file is too big to send a copy but Lauren Hendriks may have some more background on what were the outcomes of this consultancy.

Happy to discuss.

David Radice | a/g Assistant Director | Parking Coordination
Phone: 02 6205 4070 | Email: david.radice@act.gov.au
Development Coordination | **Transport Canberra & City Services** | **ACT Government**
480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | <https://www.cityservices.act.gov.au>

**PARKING COORDINATION GROUP (PCG)
AGENDA**

**Wednesday 21 July 1:00pm to 2:30pm
480 Northbourne Avenue – 00.024**

Chair: Jim Corrigan

Item	Topic	Time
1	Out of scope	
2		
3	Determination of Parking Policy work plan and priorities for 2021 <i>a) Parking Action Plan refresh</i> <i>b) Parking and Vehicle Access General Code Review</i> <i>c) ACT ZEV Public Charging Master Plan, Electric Vehicle Operational Policy & the Evie proposal (Dickson)</i> <i>d) Parking Surveys</i> <i>e) update to Parking Maps</i> <i>(Jim Corrigan/All – 50 mins)</i>	1:25pm to 2:15pm
4	Out of scope	
5		

Parking Coordination Group (July) meeting paper

Meeting agenda item #	3 Determination of Parking Policy work plan and priorities for 2021
For meeting number and date	Wednesday 21 July 2021
Date submitted	15/07/2021
From	Tim Wyatt, Senior Director, Development Coordination, TCCS
Subject	Meeting paper for July Parking Coordination Group
Related papers	N/A

Purpose of this paper

This paper is to provide participants of the July Parking Coordination Group (PCG) with background information on matters to be discussed in the meeting agenda (provided separately), particularly the Parking Policy work plan and priorities for the remainder of 2021.

Background

The PCG is a cross-directorate group who collaboratively make decisions, sets work priorities and resolves inter-directorate conflicts relating to parking matters.

The PCG has operated under the Environment, Planning and Sustainable Development Directorate (EPSDD) since 2018. After the 2020 ACT general election, responsibility for parking policy has transferred to Transport Canberra and City Services (TCCS) with the understanding it is still a cross-directorate issue. The last PCG was in August 2020 and this meeting will be first PCG under TCCS administration.

Issues

TCCS intend to use the July meeting to reaffirm the Terms of Reference and Membership of the PCG and determine a Parking Policy work plan and priorities for the remainder of 2021.

TCCS has identified several matters in which should be considered when determining the Parking Policy work plan for the remainder of 2021. The following will be discussed at the July PCG.

Parking Action Plan refresh

The Building an Integrated Transport Network – Parking (Parking Action Plan) document was completed in 2015 and sets strategic level policies for parking in the ACT and provides an implementation table which outlines tasks or projects to be completed up to 2025.

The Parking Action Plan supports other government policies, including Transport for Canberra and the ACT Planning Strategy. The ACT Planning Strategy and the ACT Transport Strategy were updated in 2018 and 2020 respectively. Other policies, such as the ACT Climate Change Strategy have also been updated since the Parking Action Plan was released.

Many of the actions from the Parking Action Plan are either completed or are no longer relevant. The Parking Action Plan also does not contain guidance on many emerging issues related to parking, including charging of electric vehicles, provision for car subscriptions/sharing services and private use of public land for contactless pickup services.

A refresh of the Parking Action Plan will allow all future Parking Policy matters to be made on a robust, consistent, and contemporary foundation.

Parking and Vehicle Access General Code Review

The Parking and Vehicle Access Code (PaVAGC) is a code of the Territory Plan which contains vehicular parking requirements for new developments administered by EPSDD as part of the assessment of development applications.

While minor changes have been made over time, from a policy perspective the PaVAGC has remained largely untouched since the adoption of the new Territory Plan in March 2008. While the nature of development has changed, including changes to the public transport network, population and community expectations, the policy and provision rates of the PaVAGC has not. The PaVAGC also has a different structure to most other codes of the Territory Plan which creates some ambiguities and anomalies.

Various efforts by EPSDD to review the PaVAGC in part or completely have not yet eventuated due to the complexity of the code and various strategic policy having to take precedence. Therefore, the changes which have been made to the PaVAGC have generally occurred on a precinct or development basis. For instance, EPSDD are undertaking work to implement the City Plan which may include a review of parking provisions for the City.

While a review of the PaVAGC will need to be undertaken at some point, now may not be the ideal time. To amend the PaVAGC a draft variation is required which take 12-18 months to complete, which does not include any work that is needed to support it. By this time a draft variation is prepared the Planning System Review and Reform Project (PSRRP) which will look at the Territory Plan and the legislation which governs it will be well underway. That means any review of the PaVAGC will not know the intended format of the new planning system which it is intended to be integrated with.

EPSDD may support a review of the PaVAGC to inform other changes and policy to be included in the PSRRP.

A full review of the PaVAGC will require a significant time investment for whichever area chooses to lead the project.

A review which is policy neutral could be undertaken as part of a Technical Amendment if obvious issues were to arise with the wording of the PaVAGC.

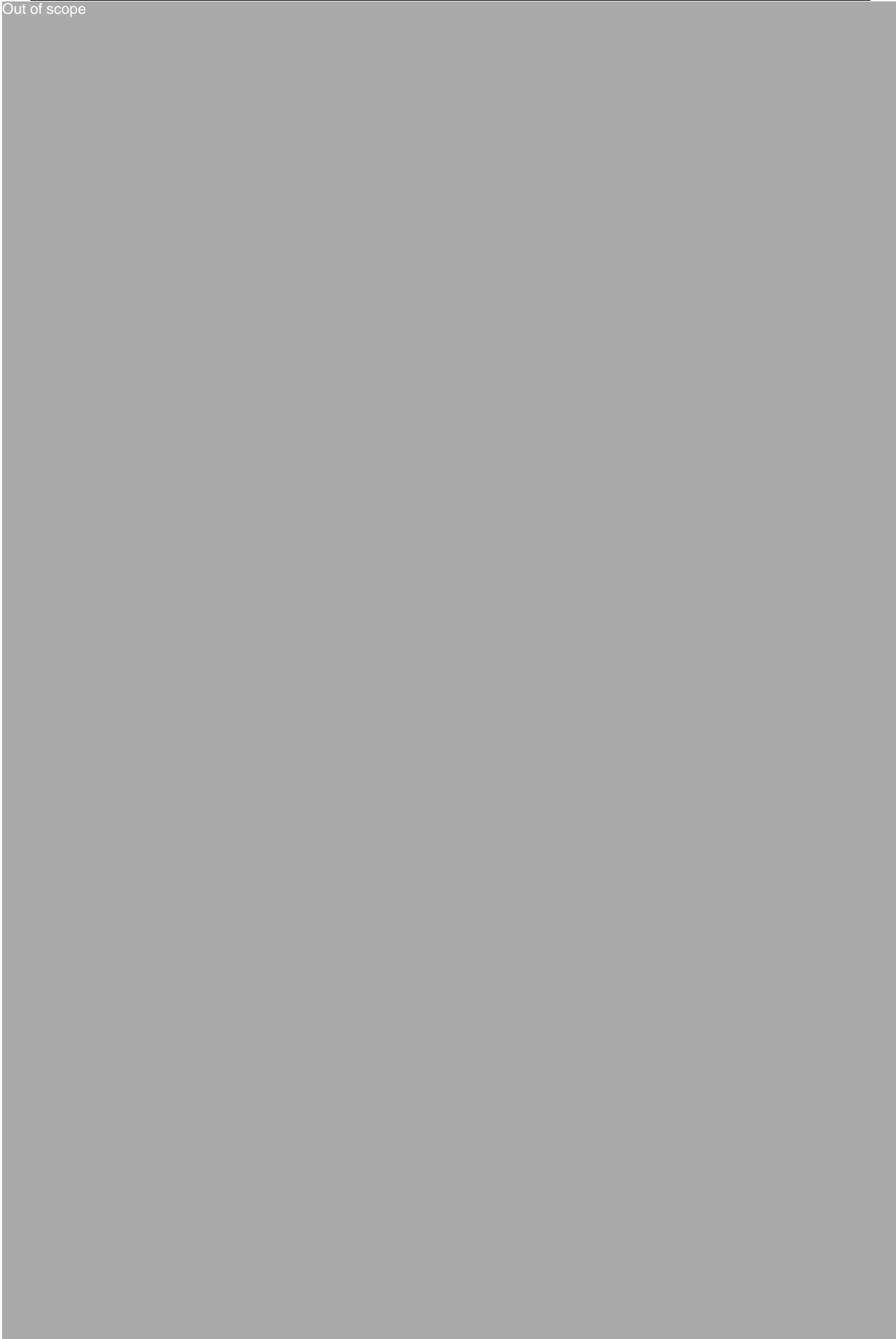


Out of scope





Out of scope





Out of scope



From: [Radice, David](#)
To: [Hendriks, Lauren](#); [Hobbs, Benjamin](#); [Aziz, Marguerite](#); [Ortiz, Gilbert](#); [Pincombe, Neil](#); [Maher, Colin](#); [Trevithick, Angela](#); [Dyer, Bryony](#); [Gerrard, Darren](#); [Pillig, Carl](#); [Balberona, Justinieta](#); [Gordon, TomWJ](#); [Pooley, John](#); [Liu, Angela](#); [Egan, Sean](#); [Cootes, Nicky](#); [Evans, JacintaN](#); [Meek, Bronwyn](#); [Nicolls, Georgia](#); [Finlay, Jennifer](#); [Neilsen, Andrew](#); [Knight, Cameron](#); [Lawrence, Ian](#); [Warylo, Michael \(Health\)](#); [Jordan, Ally \(Health\)](#); [Alcon, Earl](#); [Marsden, Tim](#); [Heffernan, Timothy](#); [Perich, Anthony](#); [Wong, Nicole](#); [Burton, Anthony Wyatt, Tim](#)
Cc: [Wyatt, Tim](#)
Subject: Upcoming Parking Coordination Group - Meeting Papers
Date: Wednesday, 7 July 2021 3:02:00 PM
Attachments: [3. Agenda - Parking Coordination Group - July 2021.docx](#)
[3a. Meeting Paper - Parking Coordination Group July 2021.doc](#)
[Parking Coordination Group Membership - Updated May 2021.docx](#)

Dear Parking Working Group (PWG) delegates,

The next Parking Coordination Group (PCG) is set to occur on 21 July 2021. The upcoming PCG will be the first under the administration of TCCS and will look to reaffirm the terms of reference, membership and set a work list and priorities for broader parking policy for the remainder of 2021.

Please see attached the meeting papers which contain a brief background on the work list and priorities for parking policy. This document is to allow PWG delegates to brief and inform their relevant PCG delegates of issues which are to be discussed. The meeting paper's primary focus should be providing PCG delegates with background in order for the matter to be discussed and determined at PCG.

The meeting paper will be circulated to PCG delegates before the next meeting.

Therefore could you **please review the meeting paper and let me know if you have any comments by COB Friday 9 July 2021** to enable clearance by executive and circulation to delegates prior to the PCG.

Regards,

David Radice | a/g Assistant Director | Parking Coordination

Phone: 02 6205 4070 | Email: david.radice@act.gov.au

Development Coordination | **Transport Canberra & City Services** | **ACT Government**


480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | <https://www.cityservices.act.gov.au>

From: [Wyatt, Tim](#)
To: [Henriquez, Jose](#); [Li, Xunyong](#); [Montes, Sergio](#); [Moniruzzaman, Asm](#); [Wsol, Stan](#); [Mahadeva, Naveen](#); [Balberona, Justinieta](#); [Radice, David](#); [Senarath, Nethmei](#); [Elsargany, Ahmed](#); [Paluri, Rama](#); [Yu, Frank](#); [Uddin, Kamal](#); [Chandramohan, Chandra](#); [Catbagan, Jerome](#)
Cc: [Oost, John](#); [Finnigan, Rebecca](#); [Yadav, Anju](#); [Burton, Anthony](#)
Subject: Development Planning Team Meeting

Updated Agenda

1. Anthony Burton to join and provide update on TP review and Planning System

Out of scope



Microsoft Teams meeting

Join on your computer or mobile app

Click here to join the meeting <https://teams.microsoft.com/l/meetup-join/19%3ameeting_N2JIMTNkZWmtY2UzMC00OTNkLWEyMzctMjJjZDEyYWQ3ODYy%40thread.v2/0?context=%7b%22Tid%22%3a%22b46c1908-0334-4236-b978-585ee88e4199%22%2c%22Oid%22%3a%22c4a9e5bf-fa80-4957-814f-61ccd08b8885%22%7d>

<https://www.act.gov.au/_data/assets/image/0004/492997/actgovlogoprint.png>

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From: [Wyatt, Tim](#)
To: [Burton, Anthony](#)
Cc: [Radice, David](#); [Bennett, JamesP](#); [Hendriks, Lauren](#)
Subject: RE: MEETING BRIEF REQUEST: CRA / Minister Steel - Monday, 16 August 2021 2:00 PM-2:30 PM - Steel Office (to MO by 12 August please)
Date: Monday, 9 August 2021 8:13:02 PM

OFFICIAL

Thanks Anthony, glad that I checked in.

From: Burton, Anthony <Anthony.Burton@act.gov.au>
Sent: Monday, 9 August 2021 6:43 PM
To: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Cc: Radice, David <David.Radice@act.gov.au>; Bennett, JamesP <JamesP.Bennett@act.gov.au>; Hendriks, Lauren <Lauren.Hendriks@act.gov.au>
Subject: RE: MEETING BRIEF REQUEST: CRA / Minister Steel - Monday, 16 August 2021 2:00 PM-2:30 PM - Steel Office (to MO by 12 August please)
Importance: High

OFFICIAL

Hi Tim

I've read through the brief and, from a PSRRP perspective it not quite accurate. My comments in [red in this email](#) :

3.2 Policy position

Rather than conduct another standalone review of the PaVAGC:

- EPSDD are reviewing the ACT Planning System and Territory Plan through the currently ongoing ACT Planning System Review and Reform Project (the Review (PSRRP)).
- EPSDD are currently implementing the City Plan and developing a City Centre Urban Design Framework which may include changes to parking requirements in the city. (Any policy changes that come about from that project will need to be given effect by the Territory Plan. Given the timing there is unlikely to be a standalone variation and this work will be picked up in the PSRRP)
- TCCS does not want to pre-empt the outcomes of the Review but has encouraged the review to generate appropriate recommendations to facilitate the move from parking demand satisfaction to demand management, and how parking provision rates could be applied or adjusted within this context.
 - To achieve the aims of the PSRRP the policy positions that underpin the planning system need to be reviewed and confirmed. TCCS have administrative responsibility for the Territory's parking policy. We are conscious that work to review the underpinning policy may not have been identified as part of this year's workplan, however it is the expectation of the Government and the community that the new Territory Plan reflects up-to-date and effective planning policy positions. We would

not recommend waiting for the review, rather we would recommend that TCCS use the outcomes of the ACT Parking and Vehicular Access General Code Review (2017) and the ACT City Centre Parking Code Review (2021) to identify the desired policy and that EPSDD will take that policy and draft the provisions for the Territory Plan.

- EPSDD will support TCCS to review and rewrite planning aspects of the parking policy informed by the recommendations from those 2017 and 2021 parking reports. EPSDD would be happy to work with TCCS together identify the desired policy outcomes arising from the review. EPSDD will develop an agreed policy approach for drafting a new “Movement Code” to replace the PAVAGC. The drafting of the new code and Territory Plan will be completed by EPSDD staff but with input from TCCS.

In the meantime, the current requirements of the PaVAGC and the Territory Plan are sufficient to assess new development. There is no current date for the finalisation of the Review. (mid to late 2022)

Happy to discuss further

AB

From: Wyatt, Tim <Tim.Wyatt@act.gov.au>

Sent: Monday, 9 August 2021 5:06 PM

To: Hendriks, Lauren <Lauren.Hendriks@act.gov.au>; Burton, Anthony <Anthony.Burton@act.gov.au>

Cc: Radice, David <David.Radice@act.gov.au>

Subject: FW: MEETING BRIEF REQUEST: CRA / Minister Steel - Monday, 16 August 2021 2:00 PM-2:30 PM - Steel Office (to MO by 12 August please)

Importance: High

OFFICIAL

Hi Anthony/ Lauren,

We have been asked to provide input into a meeting brief for a meeting between Minister Steel and the CRA (Malcom Snow) on Mon 16 August at 2pm

I have attached a copy of the proposed input for **Parking review – discussion of options for parking provision in and around city centre – DC.**

Can you please both do a quick review / fact check and see if you have any concerns. Not enough time to feed back through formal channels.

thanks

Tim

From: Urban, Samantha <Samantha.Urban@act.gov.au>

Sent: Tuesday, 3 August 2021 3:08 PM

To: Neal, Colleen <Colleen.Neal@act.gov.au>; Althorp, Vanessa <Vanessa.Althorp@act.gov.au>

Cc: Anderson-Clift, Chloe <Chloe.Anderson-Clift@act.gov.au>

Subject: MEETING BRIEF REQUEST: CRA / Minister Steel - Monday, 16 August 2021 2:00 PM-2:30 PM - Steel Office (to MO by 12 August please)

OFFICIAL

Hi Coll / Vanessa,

TCCS has been asked for a meeting brief for a meeting between Minister Steel and the CRA (Malcom Snow) on Mon 16 August at 2pm.

TCCS has been asked to provide an update on the following:

Out of scope

- Parking review – discussion of options for parking provision in and around city centre - DC

The MO has requested the meeting brief by COB Thursday 12 August, so can MSU please have this back, **cleared by Jim by 12:00pm Wednesday 11 August.**

I've not put this one through a proper workflow as I thought it might need to go across a few different branches – but noting Development Coordination will be the lead.

Thanks

Sam

Samantha Urban | Assembly Liaison Officer | Monday – Thursday

Phone 02 6207 1938 | Email: samantha.urban@act.gov.au

Governance and Ministerial Services | Transport Canberra and City Services Directorate | ACT Government

480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

From: [Wyatt, Tim](#)
To: [Bennett, JamesP](#)
Cc: [Davidson, Geoffrey](#); [Burton, Anthony](#)
Subject: RE: Follow up - review of Parking Code action
Date: Monday, 11 October 2021 1:52:54 PM

OFFICIAL

Hi James,

David is working on it as we speak. I took him a while to untangle which aspects of previous EPSDD approach that we were still bound to.

I could share something with you hopefully end of this week.

Tim

From: Bennett, JamesP <JamesP.Bennett@act.gov.au>
Sent: Monday, 11 October 2021 1:43 PM
To: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Cc: Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>; Burton, Anthony <Anthony.Burton@act.gov.au>
Subject: RE: Follow up - review of Parking Code action

OFFICIAL

Hi Tim

Do you have an update on your scope of work for the review of the Parking Code?

We are keen to understand what is required and kick this work off as soon as we can.

Thanks
James

From: Bennett, JamesP
Sent: Thursday, 9 September 2021 9:58 PM
To: Wyatt, Tim <Tim.Wyatt@act.gov.au>; Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>; Burton, Anthony <Anthony.Burton@act.gov.au>
Subject: RE: Follow up - review of Parking Code action

OFFICIAL

Hi Tim

We would like to have our reviews of the current codes substantially complete this year and then commence drafting new Codes January 2022. Appreciating that some will be more complex and

timely than others.

Hope that helps.

Thanks
James

From: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Sent: Sunday, 5 September 2021 3:17 PM
To: Bennett, JamesP <JamesP.Bennett@act.gov.au>; Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>; Burton, Anthony <Anthony.Burton@act.gov.au>
Subject: FW: Follow up - review of Parking Code action

OFFICIAL

Hi James,

Apologies, in my haste to clear other tasks last week I neglected to finish this email chain. Can I just check on your overall program timing for the scope of work for review of the Parking Code. I understood that it was important to provide you with a reaffirmed policy direction from TCCS towards parking provision rates and the approach towards determining supply.

I meant to mention that we have also been asked by Min Steel's Office request last week from our MO about all of previous analysis by EPSDD on public/private parking supply and utilisation, plus the suite of various work being progressed which is relevant to the city and parking – including the TP review.

I'll mention the work you are commissioning for EV Ready Developments tenderer (Urbis), however as we develop the SOR for the Parking Code, is there a drop dead date for commissioning and completing the Code review?

Tim

From: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Sent: Thursday, September 2, 2021 6:28:20 PM
To: Bennett, JamesP <JamesP.Bennett@act.gov.au>; Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>
Cc: Burton, Anthony <Anthony.Burton@act.gov.au>
Subject: RE: Follow up - review of Parking Code action

OFFICIAL

Hi James, I was clear what was needed.

unfortunately I have lost two senior staff members since we last spoke and the submissions have not stopped.

I have even been dealing with complaints about construction parking with the construction industry paused.

Tim

From: Bennett, JamesP <JamesP.Bennett@act.gov.au>

Sent: Thursday, 2 September 2021 6:05 PM

To: Wyatt, Tim <Tim.Wyatt@act.gov.au>; Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>

Cc: Burton, Anthony <Anthony.Burton@act.gov.au>

Subject: Follow up - review of Parking Code action

OFFICIAL

Hi Geoff and Tim

Hope you are surviving lockdown well.

Following up from our last meeting, there was an action for you to come back to us with a scope of work for the review of the Parking Code.

Please let us know how you're going with that and whether we need a further discussion or we can assist.

Many thanks
James

From: [Wyatt, Tim](#)
To: [Bennett, JamesP](#)
Cc: [Burton, Anthony](#)
Subject: FW: Correspondence from DG EPSDD - Parking Code review
Date: Friday, 15 October 2021 2:28:08 PM
Attachments: [20210803 - DG Letter to TCCS re Parking Code review.pdf](#)

OFFICIAL

Hi James, I assume it was just coincidence that I received the letter today, or was there something else that you were expecting other than in-kind support from my team in project managing the review (noting the draft SOR is now with you for consideration) ?

I took it from our earlier conversation that you have some available funding for consultancies of this nature ?

Tim

From: Sampson, Lisa <Lisa.Sampson@act.gov.au>
Sent: Friday, 15 October 2021 1:20 PM
To: Playford, Alison <Alison.Playford@act.gov.au>
Cc: Selmes, Jenny <Jenny.Selmes@act.gov.au>; Bennett, JamesP <JamesP.Bennett@act.gov.au>
Subject: Correspondence from DG EPSDD - Parking Code review

OFFICIAL

Good afternoon DG Playford

Please see attached correspondence from DG Ponton regarding Review of ACT Parking Policy and the ACT Parking and Vehicular Access Code.

Thank you

Lisa Sampson | Senior Director, Office of the Director-General and ACT Chief Planner
Environment, Planning and Sustainable Development Directorate | ACT Government
Contact: lisa.sampson@act.gov.au | MS Teams | 02 6207 1667 | Schedule 2, 2.2(a)(ii)
Level 4 (Snow Gum) 480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601
www.environment.act.gov.au | www.planning.act.gov.au

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From: [Wyatt, Tim](#)
To: [Bennett, JamesP](#)
Cc: [Davidson, Geoffrey](#); [Burton, Anthony](#); [Radice, David](#)
Subject: RE: Follow up - review of Parking Code action
Date: Friday, 15 October 2021 9:09:39 AM
Attachments: [Statement of Requirements - Review of Parking and Vehicle Access General Code - 2021 TCCS \(A30581192\).docx](#)

OFFICIAL

Hi James, apologies for the delay on this.

Please see attached a draft SOR to undertake the review.

Also note that this is the first time Geoff has seen also so I'm quite open to refinement.

Once you and Anthony have digested then let's discuss.

Re-reading the Aecom recommendations for the first time in a couple of years reminded me that we should not underestimate the task ahead in undertaking internal and external stakeholder engagement to work through the ramifications of the proposed changes.

I'm also reminded that EPSDD has not yet succeeded in implementing parking adjustments in the Northbourne Avenue precinct which commenced several years ago.

Tim

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To: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Cc: Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>; Burton, Anthony <Anthony.Burton@act.gov.au>
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Cc: Burton, Anthony <Anthony.Burton@act.gov.au>
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ACT
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**ON BEHALF OF
TRANSPORT CANBERRA AND CITY SERVICES**

STATEMENT OF REQUIREMENTS

STATEMENT OF REQUIREMENTS

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DRAFT

1. INTRODUCTION

■ Objective

- 1.1.1. The objective of this project is to reaffirm policy directions and recommendations for how the Parking and Vehicular Access General Code (Parking Code) should be updated or rewritten to create a modern, streamlined, flexible and responsive code that provides greater transparency for proponents and sets clear community expectations.

The outcome of this consultancy and its subsequent recommendations is to enable an agreed approach towards drafting a new Parking Code to replace the existing Parking Code. The drafting of the new Parking Code will be completed by Environment, Planning and Sustainable Development Directorate (EPSDD) in conjunction with redrafting of a new Territory Plan.

Particular matters for confirmation as part of this project include reaffirming specific policy intentions and recommendations such that:

- carparking is provided in accordance with the ACT Planning, Transport and Climate Change Strategies;
- carparking provision has regard to the demand likely to be generated, the activities on the land, and the nature of the locality;
- parking supply is responsive to demand management and promotes the efficient use of parking assets;
- methods for determining parking provision rates for all types of development include criteria for how provisions rates might be varied and threshold criteria for individual assessments;
- parking provision addresses contemporary strategic policy and emerging trends for the ACT context; and
- redrafting achieves improved structure, useability and clarity of the code.

■ Background

1.2.1. Introduction

The *Planning and Development Act 2007* states that a review of the Territory Plan must be considered by the planning and land authority every five years. The (EPSDD) is currently undertaking the ACT Planning System Review and Reform project to review, among other things, the Territory Plan.

The Parking Code is part of the Territory Plan and contains the parking requirements which are applied to all new development in the ACT.

While the Parking Code has been updated in part throughout its time in operation, (particularly as part of specific precinct level developments and masterplans), there has been no substantive updates since at least 2008. The Parking Code also contains many requirements which have existed before 2008.

While still operable, the structure of the code, changes in Government policy and community expectations over time (such as factors that determine a user's choice of parking location and parking facility) have meant that a review of the Parking Code is now required.

1.2.2. Previous reviews

In 2017, EPSDD had engaged AECOM to undertake a full review of the Parking Code to determine how the Parking Code could be reviewed to meet similar objectives specified in section 1.1 of this document.

AECOM concluded that the Parking Code was one of the most complex of any jurisdiction reviewed and recommended a complete rewriting with multiple detailed recommendations and options to create a contemporary and clear code.

The AECOM report recommendations and options include:

- rewriting to bring structure of Parking Code more in line with other codes of the Territory Plan;
- removal of rates by individual zone to improve clarity;
- consideration of shared use of parking areas for mixed-use/multi unit areas;
- inclusion of areas not adequately covered, like motorcycle parking;
- introduction of 'standard rates' for land uses and geographical areas which may then be varied by certain 'criteria' to allow a proponent to demonstrate compliance through other means;
- cross-referencing of other relevant codes, such as the Bicycle Parking General Code; and
- fixing known and operational issues.

The options and recommendations put forth by the AECOM report will be used as a basis of this review and work done on the Parking Code.

1.2.3. *Strategic Environment*

Since the review ACT Transport Strategy 2020, ACT Planning Strategy 2018 and the ACT Climate Change Strategy 2019-2025 have all been updated and should be considered and form the basis for any departures from current policy.

These documents provide high level guidance and state that the ACT will broadly transition from a car dominated city to encouragement and investment in more sustainable and active modes of transport.

The 2015 Parking Action Plan also provides some basis for a review of the Parking Code as it outlines the strategic approach to management of parking that is being increasingly applied in urban areas where sustainability is a major objective as distinct from demand satisfaction.

2. **SCOPE**

The scope of work is to provide documentation, mentioned in Section 3 – Deliverables. The scope requires work to be separated into three parts, and to be delivered concurrently as one report. The three parts of work are as follows:

Part 1 – Review of current best practice and previous Parking Code reviews

- a) review and evaluate the currency of findings and analysis of the 2017 AECOM report, particularly items mentioned in Appendix 1;
- b) review other contemporary best practice approaches and manage parking supply, including:
 - i) identification of specific planning, design or demand management measures applied by other jurisdictions to guide and manage parking requirements, supply and outcomes
 - ii) identification of any key emerging mobility trends not conceived by the current Parking Code to evaluate the effectiveness and appropriateness of these measures for adoptions and/or adaption into the ACT planning system, excluding quantity, configuration and design of electric vehicle charging infrastructure in existing and new developments – (subject of a separate EPSDD -EV Ready consultancy).
- c) review, analyse and evaluate current relevant strategic policy such as the ACT Transport Strategy, the ACT Planning Strategy and the ACT Climate Change Strategy.
- d) consult with the Transport Canberra and City Services Development Coordination Branch and the Environment, Planning and Sustainable Development Directorate to identify know issues with the Parking Code

■ *Part 2 – Inform how the Parking Code could be amended to meet the objectives of this consultancy*

The Report must provide advice and recommendations on requirements that could be included in the ACT's planning system. The advice and recommendations must consolidate findings from Part 1 and:

- a) Include the following topics which build off the findings and recommendations of the 2017 AECOM report:
 - establish justifiable and reasonable 'standard' parking provision rates that account for:
 - (i) each development type defined in the Territory Plan
 - (ii) different geographic areas based on their role within the City (including position in the retail hierarchy), services and building typology
 - (iii) current and future car usage and parking supply
 - iv) establish justifiable and reasonable criteria of when the 'standard' parking provision rates can be varied and by how much
 - v) establish threshold criteria or application process for when special arrangements or outcomes may be negotiated to improve transparency
 - vi) review the parking space design requirements for residents, visitors and service vehicles in addition to current standards
- b) include the following topics which are known issues or emerging issues:
 - i) parking provision rates and departure criteria for mixed use developments to account for temporal parking
 - ii) parking provision rates for motorcycle parking for non-residential development and residential visitor parking
 - iii) clarifying the relationship between the bicycle parking general code and the parking and vehicle access general code
 - iv) parking provision rates and criteria for car share arrangements
 - v) allow parking to be 'unbundled' from individual residential units
 - vi) solution to resolve 'double counting' of on-street and nearby parking whilst avoiding 'first in best dressed' approach and resorting to a permit system
- c) improves the codes content and structure by:
 - i) removal of detail and requirements which are covered by other Territory Plan codes and standards
 - ii) clear cross-referencing between the Parking Code and other of the Territory Plan codes and relevant standards where applicable
 - iii) improving consistency between the Parking Code and the rest of the Territory Plan in relation to terms used and structure

- d) recommend and provide appropriate information which can easily be implemented into requirements for the Territory Plan to make sure the objectives of the project are met including:
 - i) applicable safety and building standards and are practically feasible
 - ii) determination of how development proponents would demonstrate compliance with proposed requirements during a development application and post construction
 - iii) determination of appropriate provisions to be written as planning requirements within the relevant codes of the Territory Plan
 - iv) consistency with strategic policy relevant to the subject and the ACT, primarily those mentioned in Section 1.2 Background
- e) provides sound and implementable recommendations, based on consultation with internal ACT Government areas and supported by previous reviews and national and international best practice and data.

Part 3 Development Analysis and Scenarios

- a) deliver a series of case studies, using local developments and conditions that demonstrate the impact of changes proposed in Part 2 that:
 - i) demonstrate practical feasibility for proponents to comply with requirements
 - ii) demonstrate economic viability and benefits
 - iii) demonstrate impact on surrounding on-street parking, public parking areas and road networks
 - iv) include comparisons between current and proposed requirements

Further information on what types of things should be considered in the report can be found at Appendix 1.

3. DELIVERABLES

The following are documents are deliverables for this project:

Project inception meeting

- a) meeting to be undertaken with relevant TCCS and EPSDD staff for an understanding of the project background, objectives deliverables and agreement to the proposed methodology.
- b) the contractor must prepare a project schedule, including an agreed timeline for each stage mentioned in Section 2 – Scope of works, prior to the inception meeting for consideration and endorsement at the inception meeting.

A written report that must document:

- a) Stage 1 – clearly providing analysis and findings from the review of key strategic documents, previous reviews of the Parking Code and national and international best practice;
- b) Stage 2 – clearly providing specific instructions on how the Parking code could be amended;
- c) Stage 3 – clearly providing findings from applying the changes in Stage 2 to the local context, including a comparison to current requirements; and
- d) Final Report – finalise the report, including stages 1 -3. The final report is to include an executive summary outlining the agreed positions, to feed into the redrafting of the new Territory Plan.

Provision should be made to submit the stages of the report for review independently for comment by TCCS at various stages set out in Section 5. The contractor must incorporate comments and changes required by TCCS before submitting the next stage and final report and other deliverables.

Final presentation

Powerpoint presentation summarising the above matters and key findings of the final report to be delivered to key ACT Government stakeholders (nominated by the project manager).

All documents required under this project should be provided in MS Word and PDF format and include all relevant drawings and illustrations in high resolution formats unless stated otherwise. A version of each report at each stage must also be submitted showing tracked changes in response to comments received. All documents provided should conform with ACT Government accessibility guidelines where possible (see <https://www.act.gov.au/accessibility> for more details).

4. STAKEHOLDERS/USERS

- The Contractor will be required to engage with TCCS project manager throughout the consultancy. The consultant will be expected to follow all reasonable instructions issued by the project manager, provide regular progress updates and advise the project manager of any related matters with the potential to impact on the project budget or agreed timeframe
- The Contractor must provide the following to the ACT Government during the course of the consultancy:
 - a) meeting agenda and minutes
 - b) weekly updates by email
 - c) verbal updates on an as needed basis
 - d) participation in fortnightly project meetings
 - e) presentation for, and participation in, meetings and workshops
- The consultant will be responsible for arranging and coordinating of meetings with non-ACT Government stakeholders.
- The Contractor will be required to undertake consultation with various internal ACT Government directorates and areas to identify existing problems as well as propose implementable recommendations

5. REPORTS

- The following reports are required from the Contractor as detailed in Section 4 – Deliverables:

Report	Format
Draft Report Stage 1	Docx and PDF
Draft Report Stage 2	Docx and PDF
Draft Report Stage 3	Docx and PDF
Final Report (Stage 1, 2 and 3)	Docx and PDF
Final Presentation	PowerPoint

The due date for the abovementioned deliverables should be determined by the contractor to achieve a 12-week completion from the date of award.

- The TCCS project manager is:

David Radice, Assistant Director – Parking Coordinator, Development Coordination Branch, Transport Canberra and City Services >

Address: 480 Northbourne Avenue, Dickson, 2602

Phone: 02 6205 4070

Email: david.radice@act.gov.au

6. MEETINGS

- Either party may request additional meetings throughout the Term of the Agreement to aid communication or resolution of issues, and overall contract management, at no additional costs to the Territory.
- The Territory Contract Manager will coordinate and facilitate performance monitoring meetings with the purpose of analysing achievement against the KPIs, identifying gaps and agreeing improvement actions to ensure the Territory's overall objectives are met
- At a minimum, provision must be made by the consultant for the following meetings:
 - an inception meeting, mentioned under Section 4 Deliverables
 - a meeting to present the final report to ACT Government agencies

7. MILESTONES

■ The following are the anticipated milestones and will align to the Pricing Schedule:

Milestone
Attend project inception meeting to discuss objectives, scope, methodology and timing
Attend meeting to present the draft structure of the report
Submit the preliminary draft report for Stage 1 to TCCS for circulation and comment. Allow one week for TCCS to provide comment for discussion and incorporation
Submit the preliminary draft report for Stage 2 to TCCS for circulation and comment. Submission of amended Stage 1 is also required as a result of TCCS comments. Allow one week for TCCS to provide comment for discussion and incorporation
Submit the preliminary draft report for Stage 3 to TCCS for circulation and comment. Submission of amended Stage 1 and 2 is also required as a result of TCCS comments. Allow one week for TCCS to provide comment for discussion and incorporation
Submit final report, including corrected Stage 1, 2 and 3. Allow one week for TCCS to provide comment for discussion and incorporation
Final submission of corrected documents and presentation of final report and materials to the satisfaction of TCCS and contract complete

For more information on what is required, see Section 4 – Deliverables.

The due date for the abovementioned deliverables should be determined by the contractor to achieve a 12-week completion from the date of award.

8. CONTRACT MANAGEMENT AND GOVERNANCE

- The Territory requires regular discussion with the Contractor to ensure that services being undertaken are to the satisfaction of the Territory.
- The Agreement will be managed in accordance with the Territory Contract Management Plan and any variations to the Agreement will not be accepted without prior Territory written approval.
- The Contractor will nominate a Contract Manager as the authorised representative under the Agreement and the key contact for notices under the Agreement. The Contract Manager will have delegation to represent the Contractor in all respects, including ensuring Contractor alignment with the Territory's strategic priorities.
- A Territory Contract Manager with appropriate delegations will engage and work with the Contractor's Contract Manager.
- The Contractor's Key Personnel must be available for the term of the Agreement. If for any reason they are not available to deliver the Services, the Contractor must obtain approval from the Territory Contract Manager to appoint any new Key Personnel.

9. KEY PERFORMANCE INDICATORS

- The performance of the Contractor will be monitored against agreed Key Performance Indicators (KPIs) which will form part of the Agreement. Additional costs incurred by the Contractor in correcting unsatisfactory achievement of targets will be borne entirely by the Contractor.
- Where a deficiency in the Contractor's performance is identified (i.e. the Contractor fails to meet a KPI within the review period), the Territory and the Contractor will work together to develop a means of remedying the deficiency. Where an identified deficiency is unable to be remedied or non-performance continues despite a remedy being implemented, the Territory may seek to terminate the Agreement for default.
- Evaluation of activities will be made by a combination of the inputs (the resources expended), the outputs (the numbers attending, value of local services etc.); and the outcomes, which are measurable through a variety of methods including questionnaire, interview or focus group. Advice on the appropriate methods for measuring the outcomes will be agreed upon in discussion with the Authority according to the activities proposed. These take qualitative elements into measurable quantities for systematic review.
- The KPIs below will be mutually agreed upon.

KPI	Minimum Standard	Target	Calculation		Source Data	Determined By
			Frequency	Formula		
Submission of specified documentation by the required schedule	95%	100%	As per contract schedule	Acknowledgement of and acceptance by the Contract Manager	Contract	Contract Manager
Attendance at Meetings	95%	100%	As per contract schedule	# of meetings attended against the # of meetings scheduled	Contract	
Invoicing forwarded correctly, on time, as specified and agreed.	95%	100%	As per payment schedule	Acknowledgement of and acceptance by the Authority	Contract	Contract Manager
Meeting deadlines for program content as per the agreed timeline.	95%	100%	As per contract schedule	Acknowledgement of and acceptance by the Authority	Contract	

APPENDIX 1 – Summary of Actions and Recommendations

Exec summary

The review found that ACT has the most complicated parking code of any jurisdiction examined. It also revealed that the ACT's parking rates are broadly comparable with other similar jurisdictions in Australia, but rates for office and residential in City and town centres is lower than similar jurisdictions. It also found that changes to the Code are needed to ensure that it aligns with the Government's broader strategic planning, transport and sustainability policy objectives.

To address the above fundamental changes needed to the Code, the review found that the existing parking code has to be updated. This is the best way to resolve current complexities and inconsistencies, and to ensure that the Code can achieve the objectives of the ACT Government. In re-writing the code, this review recommends to:

1. Remove different rates by zone and locational requirements from the Code to create a simpler and more user-friendly framework.
2. Introduce a maximum rate for different land uses and geographical areas, to be referred to as the standard rate. Applicants will be able to request a reduction to the standard rate using adjustment factors or a higher rate in special circumstances (e.g. business need to provide additional parking).
3. Applicants will be able to use the adjustment factors to request a reduction to the standard rate when preparing applications. This is intended to support greater mode shift away from the private car mode and a more flexible approach for balancing parking supply and demand. The review recommends allowing a 30% reduction from standard rates as a reasonable starting point. Applicants will be able to apply adjustment factors in preparing applications and these can then be assessed by the ACT Government.

Options for a new ACT Parking Code framework

This review recommends that the Code be re-written to simplify it, make it more user friendly and to support changes to government policy. The review found that there are several options available to consider for a new simplified code framework. Three possible new frameworks were explored in this review:

1. Adding broader policy considerations, high frequency (rapid) public transport corridors and new adjustment factors to the existing framework.
2. A new simplified framework with one table of standard parking rates by land-use and a comprehensive set of adjustment factors. Different parking rates by zoning for the same land use would be removed.
3. A new simplified framework with the standard parking rates by general geographic areas, including the city centre, town centres, group centres and the Northbourne Avenue corridor. Different parking rates by zoning for the same land use would be removed as above.

Framework 3 was selected for further progression as it was seen to present the best option for creating a simpler, more user-friendly code and supporting the Government's mode shift targets, whilst being considered an implementable reform that is likely to be broadly acceptable to a range of stakeholders. It offers a clearer structure for defining parking rates

for different centres, and enables further incremental change to be implemented over time. It also provides more flexibility than the current approach. It is structured around:

- The use of maximum rates rather than minimum rates, with the maximum rates generally reflecting current minimum rates. Maximum rates will be referred to as standard rates in the Code.
- Adjustment factors to enable reductions to standard rates of up to 30%, reflecting ACT policies designed to achieve less reliance on private vehicles, reduced traffic congestion in centres and greater opportunities for future redevelopment of centres.
- More transparency for rate reductions and greater flexibility for applicants.

A table of suggested standard parking rates for various uses and types of centres is included in the report. The setting of these rates was based on the following general considerations:

- Setting the maximum or standard rate for a land-use at its current maximum, unless considered pertinent to change it.
- Lowering rates for City or town centre locations, where considered reasonable to do so. This was done for most uses.
- Reducing the rate for numerous uses in the Northbourne Avenue precinct, to better align with rates in City and town centres.

...

Adjustment factors are recommended as percentage reductions from the standard parking rate set for each land use and corresponding geographic area, up to a maximum of 30% of the standard rates for each land use. A table of adjustment factors is included in the report, for the following elements:

- Within 400 m walking distance of a high frequency public transport route.
- Within 800 m walking distance of an existing or future light rail route.
- Car sharing.
- Unbundled parking.
- A parking management plan which establishes either how parking within a proposed development will be controlled and managed to encourage efficient use of parking through technology, or incorporates other parking demand reduction measures.
- Other travel demand measures, provision of public transport facilities, provision of additional end of trip facilities or amenity improvements to nearby public places and/or streets.

The Code should also allow flexibility for parking provision in special circumstances (e.g. amenity / historical considerations, such as development on City Walk with limited vehicle access).

Additional recommendations

Other recommendations proposed as part of the review for the new code framework include:

- Revise the Introduction to the Code, to contain a concise statement clarifying its role and relationship with other parts of the Territory Plan and the National Capital Plan, comparable to that used in other Precinct and Development Codes.

- Include more specific step-by-step details on how to use the new Code, including when special arrangements may be negotiated to improve transparency.
- Remove details of physical and community safety aspects of the Code, but instead refer to other relevant guidelines and design standards.
- Include parking space design requirements not consistent with AS/NZS 2890, but instead refer to other relevant guidelines and design standards.
- Inclusion of requirements for motorcycle parking and add that the provision for motorcycle parking is to only be applied to non-residential development, except in relation to visitor parking.
- Cross reference relevant sections of the Bicycle Parking General Code to the Code, especially offsets which may be allowable in lieu of a greater provision of bicycle parking spaces and end-of-trip facilities.
- Accommodate parking objectives for different zonings in the relevant zonings Development Codes, as these will not be required in the new parking code. A general overview of objectives could also be included in the new parking code.
- Incorporate an appropriate methodology for determining parking requirements for mixed use developments, to enable consideration of an adjustment to parking provision requirements to account for multi-use of nearby public car parking, at different times of day and week.
- Create consistency between the terms for uses in the Code and the uses defined in the Territory Plan.
- Develop fact sheets and practice notes to supplement the Code, to assist applicants with understanding terms (e.g. unbundled parking) and use of the Code.
- Incorporate live links from the revised parking code to other Territory Plan documents to make the Code more user friendly.

Next steps for Government

Suggested further work for the ACT Government to support the revision of the code includes:

- Undertake internal and external stakeholder engagement to work through the ramifications of the proposed changes. This engagement should include:
 - Discussion and review of the standard rates proposed to capture any corporate knowledge existing within the ACT Government that may provide further guidance.
 - Discussion and review of the proposed adjustment factors and how they should be applied, including the scale of the maximum reduction in standard rates (30% has been adopted in this report).
 - Review of additional development case study examples to provide confidence that the new rates and adjustment factors will provide reasonable and expected outcomes.
- Analysis of City, town centre and group centre case studies to estimate how the changes in the Code would impact vehicle parking and Centre master planning.

Other additional work that would be desirable for the ACT Government to undertake includes:

- Changes to the Code to avoid inconsistencies with the existing Multi Unit Housing and Commercial Zone Development Codes.
- Research and investigation of different rates for primary schools and high schools, as well as specific rates for college and tertiary education institutions, which currently do not exist.
- Surveys and analyses of alternative rate calculations for the vehicle sales use.
- Surveys of child care centres of different sizes to inform any changes to rates, to ensure that the rates reflect changed operating conditions and larger centres being developed in recent years.
- Further investigations into possible means for managing lease variations that could result in high parking requirements. This is needed to help address difficulties arising where it is proposed to increase the GFA in a lease that facilitates a broad range of uses, or where additional uses are proposed either with or without a GFA limitation.
- Investigate the inclusion in the new Code of provision for car parks for electric vehicle charging in commercial and multi-unit residential developments, together with a discount for other car parking, at a rate to be determined.
- Surveys to create a database of parking demand by time of day and day of week for common uses that form part of mixed use developments, for a range of geographic locations and sizes of development. This will enable more consistent calculations of adjustments to parking provision requirements to account for multi-use of nearby public car parking, at different times of day and week.
- Revise standard controls in Precinct Codes that address development on nominated carparks, to clarify the intent of the control, and clarify the term 'makes substantial contribution to the long term parking supply for the town centre as endorsed by the Territory'.
- Investigate new legislation to enable payment in lieu for the provision of car parking in the ACT. This would be dependent on establishing and managing appropriate governance structures and demonstrating a clear link between payments in lieu and the delivery of parking / transport related outcomes.

Chapter 2 – Parking Code Review

2.1.1 Purpose and role of the Parking and Vehicular Access General Code, and its users

Recommendation 1

Revise the Introduction to the Code, to contain a concise statement clarifying its role and relationship with other parts of the Territory Plan and the National Capital Plan, comparable to that used in other Precinct and Development Codes. It would be appropriate to cross reference broader policy which has informed the preparation of the Code.

2.1.2 The application of the code for development application assessment purposes

Recommendation 2

a. Incorporate an appropriate methodology for determining parking requirements for mixed use developments, to enable consideration of an adjustment to parking provision requirements to account for multi-use of nearby public car parking, at different times of day and week.

b. Surveys to create a database of parking demand by time of day and day of week for common uses that form part of mixed use developments, for a range of geographic

locations and sizes of development. This will enable more consistent calculations of adjustments to parking provision requirements to account for multi-use of nearby public car parking, at different times of day and week.

Lease Variations

Recommendation 3

Instigate further investigations into possible means for managing lease variations that could result in high parking requirements. This is needed to help address difficulties arising where it is proposed to increase the GFA in a lease that facilitates a broad range of uses, or where additional uses are proposed either with or without a GFA limitation. It will allow more flexible long-term use on such sites, without undue constraints.

2.3.3 Interface with Territory Plan definitions

Recommendation 4

Create consistency between the terms for uses in the Code and the uses defined in the Territory Plan.

2.3.4 Interface with other Territory Plan codes

Recommendation 5

As other Codes are revised, the appropriate mechanism for calling up the Parking Code (and all other general codes) should be reviewed for consistency between Codes and guidelines in the Territory Plan.

Recommendation 6

Introduce site specific parking requirements, or assessment criteria, in Precinct Codes, including the use of temporal triggers. The use of Precinct Codes for this additional level of detail ensures that the content of the Code reflects its General Code status, while working within existing Territory Plan architecture. This would be a gradual process that could be integrated with future centre master plans.

2.3.5 Treatment of car parking within commercial areas and for commercial developments

Recommendation 7

Revise standard controls in Precinct Codes that address development on nominated carparks, to clarify the intent of the control, and clarify the term 'makes substantial contribution to the long term parking supply for the town centre as endorsed by the Territory'. 'Substantial contribution' is not quantified, and there may be a disconnect between the existing role of the nominated carpark in meeting parking demand and the requirement to make a 'substantial' contribution.

2.3.6 Treatment of car parking in residential developments

Recommendation 8

Changes to the Code are considered within the context of existing Multi Unit Housing and Commercial Zone Development Codes, and changes made to avoid inconsistencies between Codes and guidelines in the Territory Plan.

2.3.7 Treatment of car parking in other zones

Recommendation 9

- a. Vary the introductions to the Parks and Recreation Zones and Transport and Services Zone Development Codes to clarify that the specified General Codes are relevant to development in these zones, and not just in residential zones.
- b. Vary the Parks and Recreation Zones and Transport and Services Zone Development Codes to remove controls directly calling up the Code, OR to adjust intent to reflect the transition from demand satisfaction to demand management.

2.4 Current Parking Rates

Recommendation 10

- a. Remove the breakdown of parking rates by zonings and create a single rate table differentiated by major geographic locations (e.g. City, town centre, group centre, Northbourne Avenue corridor, other suburban). Proposed changes to area/geographic definitions used in the Code should be workshopped with key stakeholders. This will significantly simplify the Code making it easier to follow and apply.
- b. Accommodate parking objectives for different zonings in the relevant zonings Development Codes, as these will not be required in the new parking code. A general overview of objectives could also be included in the new parking code. This change is needed to enable proposed changes to the structure of the Code that will include removal of rates by zonings.

Recommendation 11

- a. Review validity of assigning rates to some of the uses subject to individual assessment, so as to provide more certainty and consistency for the assessment of these uses.
- b. Correction facility, educational establishment (pre-school, primary or high school) and public transport facility should not be subject to individual assessment. This change will correct inconsistencies in rates used for these uses in the Code.
- c. Instigate research and investigation of different rates for primary schools and high schools, as well as specific rates for college and tertiary education. Different rates should apply for primary and secondary schools. The establishment of a rate for colleges, in particular, will assist planning of future schools and colleges.

Chapter 5 – Parking Data Analysis

5.9.1 Overall Comparison of Rates

Recommendation 12

Any changes to rates in the Code should be validated by comprehensive ACT surveys and then workshopped with Government stakeholders. This provides a basis and justification for any change in rates.

Chapter 6 – Review of Key Elements of the Code

6.2.1 Code Section 1.1 – Purpose

Recommendation 13

The purpose of the Code to be broadened to acknowledge it is also to support the achievement of mode share targets for public transport and active travel, consistent with policy documents and encourages achievement of Canberra's transport objectives.

6.2.2 Code Section 1.2 – Structure of the Code

Recommendation 14

Physical design guidance material should be removed from the Code and provided as a separate document.

Recommendation 15

A simplified structure for the specification of rates in the Code, including a reduction in the number of references to alternative parking rates for different zonings and areas. This should also include consideration of a reduction in the number of uses referred to in the Code. Proposed changes should be workshopped with key stakeholders to ensure adequate thought in relation to consistency with policy and the application of the changes. This will simplify the structure of the Code making it easier to follow and apply.

6.2.3 Code Section 1.3 – Using the Code

Recommendation 16

Include more specific step-by-step details on how to use the new Code, including when special arrangements may be negotiated to improve transparency (e.g. in cases where the physical constraints of a site make on-site provision impracticable). Improve understanding of how to use the Code for all users and identification of special circumstances where the Territory is willing to be flexible with parking requirements.

6.2.6 Code Section 2.2 – Parking for people with disabilities

Recommendation 17

Remove details of physical and community safety aspects of the Code, but instead refer to other relevant guidelines and design standards. Where available, provide connecting links in the Code to navigate to other relevant guidelines and standards in the Territory Plan or elsewhere. This will enable better use and understanding of the Code by users, with the ability to click and go straight to other referenced documents.

6.2.8 Code Section 2.4 – Parking for motorcycles and motor scooters

Recommendation 18

Inclusion of requirements for motorcycle parking and add that the provision for motorcycle parking is to only be applied to non-residential development, except in relation to visitor parking. The current Code does not clearly specify if the criteria relating to motorcycle parking relates to non-residential development only, as is the intention.

6.3 Potential New Additions to the Code

6.3.1 Parking provision rates – maximums

Recommendation 19

Set maximum provision rates to supplement the minimum parking provision requirements in City, town centres, group centres and public transport corridors. Proposed changes should be workshopped with key stakeholders. The adoption of maximum rates will assist achievement of sustainable transport and urban design objectives.

6.3.3 Mix of short-stay and operational parking

Recommendation 20

Remove reference to short-stay, long-stay and operational parking in the Code, except where necessary in relation to specific uses (e.g. child care). It can reasonably be expected that organisations will provide for their operational parking on-site wherever possible in centres.

6.3.5 Intended use of parking facilities

Recommendation 21

Incorporate a reduction in parking requirements for parking management plans for larger scale developments (size to be agreed), with an associated discount for parking provision of up to 5% depending upon features incorporated in the plan. The requirements for such a plan could be linked to the introduction of car sharing schemes, such as in the City of Vincent in Western Australia. This will encourage better management and utilisation of car parking.

6.3.6 Bicycle parking

Recommendation 22

Cross reference relevant sections of the Bicycle Parking General Code to the Code, especially offsets which may be allowable in lieu of a greater provision of bicycle parking spaces and end-of-trip facilities. This will better integrate important transport elements of the Territory Plan.

6.3.7 Unbundling of parking in multi-unit dwellings

Recommendation 23

Enable provision for unbundling of parking spaces in multi-unit dwellings in the new Code. This will enable greater flexibility for development in future.

6.3.8 Parking for electric vehicle charging

Recommendation 24

Investigate the inclusion in the new Code of provision for car parks for electric vehicle charging in commercial and multi-unit residential developments, together with a discount for other car parking, at a rate to be determined. This will provide an incentive to construct car parks with electric vehicle charging in new developments, to meet a growing demand for electric vehicles and in line with Government sustainable transport policy.

6.3.10 Framework for dispensation

Recommendation 25

Incorporate a section in the new Code that describes a framework for dispensation, following simplification of the structure of rates in the Code. This is a fundamental change and brings together in one place clear directions for proponents to base a case for dispensation or parking discounts, aligned with sustainable transport and broader Government policy objectives.

Recommendation 26

Following a revision to the structure of the rates in the Code (referred to in Recommendations 10, 15 and 19), enable a basis for discounts for the following items:

- a. the extent to which the development is serviced by public transport, by defining high public transport accessibility areas; for all uses in City, town centres, group centres and public transport corridors
- b. Shared use of car parking for mixed use developments or developments in City or centres
- c. Amenity and active travel facility provision, especially for trunk infrastructure, in City, town centres, group centres and high frequency public transport corridors
- d. Unbundled parking for residential uses in multi-unit developments

- e. Car sharing, in City, town centres, group centres and public transport corridors
- f. Parking efficiency, especially when linked with the development of a parking management plan for large mixed use developments

Recommendation 27

Formulate preferred discount items and percentage reductions to rates through current research and stakeholder consultation, with a view of the introduction of parking discounts noted in Recommendation 26.

Recommendation 28

Investigate new legislation to enable payment in lieu for the provision of car parking in the ACT. This would be dependent on establishing and managing appropriate governance structures and demonstrating a clear link between payments in lieu and the delivery of parking / transport related outcomes. This will provide more flexibility in relation to where new parking is located and managed, as well as opportunities for shifting funds to other amenity and transport improvements consistent with Government policies.

6.4 Changes to Parking Provision Rates in the Code

6.4.1 Retail and commercial

Recommendation 29

Undertake an analysis and review of minimum retail and non-office commercial parking rates in City and town centres, with a view to potentially reducing these rates. This will bring the rates more in line with current expected demand.

6.4.2 Offices

Recommendation 30

Reduce the minimum office parking rate to one space per 100m² GFA in City CZ2 and the Northbourne Avenue Precinct. This will bring the rates more in line with current expected demand.

6.4.5 Adaptable and supportive housing

Recommendation 31

a. For adaptable and supportive housing, change parking space requirement to wider spaces rather than the same marking as spaces for people with disabilities, where the parking is for on-site residential use. Where garages are to be provided for adaptable units supplied with two parking spaces, these should have a minimum entry width of 6.2 m, allowing for one wide space (3.8 m) and one of standard width (2.4 m). This will enable more efficient use of space consistent with actual needs.

b. The Code should allow applicants for supportive housing and special dwellings to propose more parking where they deem necessary / appropriate. It currently assumes that residents will not have vehicles, which is not always correct.

6.4.6 Independent retirement living

Recommendation 32

Set minimum and maximum rates for independent retirement living in retirement villages. The current provision in the Code is for one (1) space per unit/dwelling, yet a fair proportion of retirees seeking this type of living arrangement want more than one car parking space.

This change will allow developers to allocate a proportion with two parking spaces and some with none.

6.4.7 Restaurant

Recommendation 33

Consider reductions in parking provision rates for restaurants, where justified. This is best implemented by introducing a range in allowable rates. This will bring the rates more in line with current expected demand.

6.4.8 Vehicle Sales

Recommendation 34

Local surveys and analyses need to be undertaken to determine the suitability of the rate for vehicle sales or alternative rates for the ACT. This is needed to eliminate confusion in the Code as to whether the vehicle sales area is the building sales area where the transactions occur as measured by the gross floor area (GFA) or, if the sales area includes where vehicles are displayed outside of the showroom.

6.4.9 Child care centres

Recommendation 35

Surveys of child care centres of different sizes to inform any changes to rates, to ensure that the rates reflect changed operating conditions and larger centres being developed in recent years. This will provide justification for new rates, reflecting recent changes in operating conditions and size of centres.

6.5 Minor Corrections to the Existing Code

6.5.1 Editorial changes

Recommendation 36

- a. Implement minor corrections to the Code, which mainly involve minor wording changes, as well as changes in formatting, referred to in Appendix H.
- b. Where appropriate, incorporate live links from the revised parking code to other Territory Plan documents, to simplify the Code and better integrate it with other related Territory Plan documents.

6.5.2 Car park use

Recommendation 37

Some finite rules/criteria should be introduced into the new Code to ensure that the car park use is managed as short-stay, long stay, public, private, or operational car parking as part of an approval for this use. This is to ensure the use car park is used for what it is intended for.

6.5.3 Locational requirements

Recommendation 38

Remove reference to locational requirements in the new Code and allow dispensation for use of available public parking where it can be demonstrated to not have significant impact on adjoining uses.

6.6 Guidance Material for the Code

Recommendation 39

Develop fact sheets and practice notes to supplement the Code, to assist applicants with understanding terms (e.g. unbundled parking) and use of the Code, similar to the example in Appendix F. This will provide supporting user-friendly guidance material for the Code, independent of the Territory Plan.

6.7 Future Data Needs

Recommendation 40

a. In order to provide a reasonable comparison or analysis of the parking data survey sets in Canberra's centres, consistency in the data collected in terms of location and methodology is required in future. This will provide a more reliable and consistent comparison of changes in parking supply and demand in centres.

b. Additional parking surveys for select land uses to determine appropriate changes – could limit to rates which have a high level of uncertainty or likelihood for potential scrutiny. This will help justify changes to parking rates.

Chapter 7 – Recommendations

7.2.3.1 New Parking Rates

Table 14 presents a table of suggested standard parking rates for various uses and types of centres.

As noted previously, a reduction from the minimum rate can be justified using the adjustment factors given in Section 7.2.3.2.

The setting of the rates in Table 14 was based on the following general considerations:

- Setting the maximum or standard rate for a land-use at its current maximum, unless considered pertinent to change it.
- Lowering rates for City or town centre locations, where considered reasonable to do so. This was done for most uses.
- Reducing the rate for numerous uses in the Northbourne Avenue precinct, to better align with rates in City and town centres.
- Suggested reductions in rates noted below should be reviewed via surveys.

...

In addition, there were specific changes or corrections for different uses, as follows:

- Simplifying of child care centre rates, to enable provision for centres bigger than 90 child care places and cater for changed operating requirements, such as the need for parents to sign children in and out of centres.
- Removing differentiation of rates for different sized clubs in City and town centre, effectively decreasing the rates for larger clubs in CZ1/2 zones, but increasing rates for smaller clubs in CZ3 zones. The latter change could optionally reflect current rates using adjustment factors.
- Adjusting the standard rates for club and drinking establishments in CZ3 City. For CZ3 in City the rate is currently 10 spaces per 100 sqm GFA, higher than the requirement for CZ3 in town centres (5 – 10 spaces per 100 sqm GFA). This rate was reduced to 6 for City and 8 for town centres.
- Adjusting the standard rate for commercial theatre in City. For City the rate is currently 4 spaces per 12 seats, higher than the requirement for other centres (3 spaces per 12 seats).

This rate was reduced to 2 for City and 2.5 for town centre. The rates for commercial theatre are still significantly higher than community theatre (1 space per 12 seats in centres), so lower rates are justified.

- Increasing the standard rate for community theatre in group centres to bring it closer into alignment with commercial centres. This rate was increased from 1 space per 12 seats to 2 spaces per 12 seats; still lower than the commercial theatre rate in group centres (3 spaces per 12 seats).
- Adjusting the standard rate for community theatre in local centres (suburban), which is currently higher than the rate for commercial theatres. This rate was increased from 4 spaces per 12 seats to 3 spaces per 12 seats, to align with the rate for commercial theatre in suburban areas (local centres).
- Removing differentiation of rates for different sized drinking establishments in CZ3 zones of town centres, effectively decreasing the rates for larger clubs, but increasing rates for smaller clubs in CZ3 zones. The latter change could optionally be adjusted to reflect current rates using adjustment factors.
- Adjusting the standard rate for educational establishment in suburban locations; this is currently much higher than the rate for group centres. This rate was decreased from 4 spaces per 10 students to 2.5 spaces per 10 students, to better align with the rate for group centres (1.5 per 10 students).
- Modifying the standard rates for funeral parlour in suburban and group centre locations; the rate for suburban is currently much higher than the rate for group centres. This rate was decreased from 5 spaces per 20 chapel seats to 3 spaces per 20 chapel seats for suburban and increased from 1 spaces per 20 chapel seats to 2 spaces per 20 chapel seats for group centres, to better align rates by location.
- Different rate measures are used for health facility in the current code – 3.5 spaces per 100 sqm GFA for City and town centres, whilst 4 spaces per practitioner for Group and local centres. The latter measure has now been adopted across all centres (ie., per practitioner).
- Removing differentiation of rates for different sized bars in hotels and motels in City and town centres, effectively decreasing the rates for larger clubs, but increasing rates for smaller clubs in CZ3 zones. The latter change could optionally be adjusted to reflect current rates using adjustment factors.
- Reducing the standard rate for basketball and netball courts for suburban locations to 20 spaces per court; currently varying from 20 to 25 spaces per court by different zonings in suburban locations.
- Reducing the standard rate for swimming pools and skating rinks for suburban locations to 15 spaces per 100 sqm; currently varying from 15 to 20 spaces per 100 sqm by different zonings in suburban locations.
- Increasing the standard rate for industrial trades and light industry in industrial zoning in suburban locations from 2 spaces per 100 sqm GFA to 2.5 spaces per 100 sqm GFA, so as to align with the rate for group centres, local centres and other suburban locations.
- Changing the standard rates for office and civic administration to align the rates for all town centres. This includes reducing the rate for City CZ2 zones to align to rates for Belconnen and Woden town centres. It also includes reducing the rates for Gungahlin and Tuggeranong town centres to align them with other town centres.

- Changing the standard rate for outdoor tennis courts for suburban locations to 4 spaces per court; currently varying from 2 to 5 spaces per court by different zonings in suburban locations. However, this rate is currently 5 spaces per court in City and town centres, but is reduced to 2 spaces per court.
- Increasing the standard rate for personal services in industrial zoning in suburban locations from 4 spaces per 100 sqm GFA to 5 spaces per 100 sqm GFA, so as to align with the rate for group centres.
- Changing the standard rate for public agency in suburban locations to 5 spaces per 100 sqm GFA; currently varying from 4 to 6 spaces per 100 sqm by different zonings in suburban locations. This brings it in line with group centres.
- Reducing the standard rate for residential uses in group centres, to bring them more in line with CZ3 zones in town centres.
- Changing the standard rate for restaurant in suburban locations to 12 spaces per 100 sqm GFA; currently varying from 10 to 15 spaces per 100 sqm GFA by different zonings in suburban locations.
- Increasing the standard rate for veterinary hospital in suburban locations to 3.5 spaces per 100 sqm GFA to bring it in line with the rate for Centres; currently varying from 3 to 3.5 spaces per 100 sqm GFA by different zonings in suburban locations.

7.2.4 Additional Recommendations

Other recommendations proposed as part of the review for the new code framework include:

- Revise the Introduction to the Code, to contain a concise statement clarifying its role and relationship with other parts of the Territory Plan and the National Capital Plan, comparable to that used in other Precinct and Development Codes.
- Include more specific step-by-step details on how to use the new Code, including when special arrangements may be negotiated to improve transparency.
- Remove details of physical and community safety aspects of the Code, but instead refer to other relevant guidelines and design standards.
- Include parking space design requirements not consistent with AS/NZS 2890, but instead refer to other relevant guidelines and design standards.
- Inclusion of requirements for motorcycle parking and add that the provision for motorcycle parking is to only be applied to non-residential development, except in relation to visitor parking.
- Cross reference relevant sections of the Bicycle Parking General Code to the Code, especially offsets which may be allowable in lieu of a greater provision of bicycle parking spaces and end-oftrip facilities.
- Accommodate parking objectives for different zonings in the relevant zonings Development Codes, as these will not be required in the new parking code. A general overview of objectives could also be included in the new parking code.
- Incorporate an appropriate methodology for determining parking requirements for mixed use developments, to enable consideration of an adjustment to parking provision requirements to account for multi-use of nearby public car parking, at different times of day and week.

- Create consistency between the terms for uses in the Code and the uses defined in the Territory Plan.
- Develop fact sheets and practice notes to supplement the Code, to assist applicants with understanding terms (e.g. unbundled parking) and use of the Code.
- Incorporate live links from the revised parking code to other Territory Plan documents to make the Code more user friendly.

7.2.5 Next Steps for Government

Suggested further work for the ACT Government to support the revision of the code includes:

- Undertake internal and external stakeholder engagement to work through the ramifications of the proposed changes. This engagement should include:
 - Discussion and review of the standard rates proposed to capture any corporate knowledge existing within the ACT Government that may provide further guidance.
 - Discussion and review of the proposed adjustment factors and how they should be applied, including the scale of the maximum reduction in standard rates (30% has been adopted in this report).
 - Review of additional development case study examples to provide confidence that the new rates and adjustment factors will provide reasonable and expected outcomes.
- Analysis of City, town centre and group centre case studies to estimate how the changes in the Code would impact vehicle parking and Centre master planning.

Other additional work that would be desirable for the ACT Government to undertake includes:

- Changes to the Code to avoid inconsistencies with the existing Multi Unit Housing and Commercial Zone Development Codes.
- Research and investigation of different rates for primary schools and high schools, as well as specific rates for college and tertiary education institutions, which currently do not exist.
- Surveys and analyses of alternative rate calculations for the vehicle sales use.
- Surveys of child care centres of different sizes to inform any changes to rates, to ensure that the rates reflect changed operating conditions and larger centres being developed in recent years.
- Further investigations into possible means for managing lease variations that could result in high parking requirements. This is needed to help address difficulties arising where it is proposed to increase the GFA in a lease that facilitates a broad range of uses, or where additional uses are proposed either with or without a GFA limitation.
- Investigate the inclusion in the new Code of provision for car parks for electric vehicle charging in commercial and multi-unit residential developments, together with a discount for other car parking, at a rate to be determined.
- Surveys to create a database of parking demand by time of day and day of week for common uses that form part of mixed use developments, for a range of geographic locations and sizes of development. This will enable more consistent calculations of adjustments to parking provision requirements to account for multi-use of nearby public car parking, at different times of day and week.

- Revise standard controls in Precinct Codes that address development on nominated carparks, to clarify the intent of the control, and clarify the term ‘makes substantial contribution to the long term parking supply for the town centre as endorsed by the Territory’.
- Investigate new legislation to enable payment in lieu for the provision of car parking in the ACT. This would be dependent on establishing and managing appropriate governance structures and demonstrating a clear link between payments in lieu and the delivery of parking / transport related outcomes.

Appendix A – issues with current code

Potential Matters for Parking Code Amendments

Location requirements for each zone

35. The existing parking provision rates implicitly allow for a mix of shorter and longer parking periods for different users at different destinations within a particular location and/or zone.

A suitable level of short-stay parking

36. See the notes on the previous heading. There is insufficient data presently available on the proportion of short-stay versus long-stay parking for any particular land uses. This may be gleaned from data collected from the new ticket machines.

37. The term ‘operational parking’ and the column in the table in Section 3.2.4 of the Code could be deleted. It can reasonably be expected that organisations will provide for their operational parking onsite wherever possible in centres.

38. In relation to the distances within which a proponent may lay claim to a proportion of spare capacity in publicly provided on-street and/or off-street parking, the distances specified in the table in Section 3.2.4 of the Code are intended as direct or straight-line distances. The practice over many years has been to take the distance from the nearest point on the boundary of a block to the nearest boundary of a location at which parking spaces are available.

39. Obviously, there will be situations which arise from time to time where spare capacity exists in parts of car parks which may be immediately adjacent to, or within 10-50 metres of a polygon developed using the specified distance applied to various points around a block boundary. There should be some discretion retained to allow utilisation of such capacity in public provided parking in approval of a particular development, subject to any claims from other developments nearby. An example where this was applied some years ago was for the development of 46/50 Macquarie (in the Jamison Centre).

Motorcycle parking

40. The Code does not clearly specify that the criteria relating to motorcycle parking relate to nonresidential development only. The provision for motorcycle parking in residential development is left to the discretion of individual owners, except in relation to visitor parking. This needs to be clarified.

41. Motorcycles require a much smaller area for parking than a car. The existing 3% provision in the Code was based on TAMSD registration data collected approximately 5 years ago. Because motorcycles are not charged for parking at present, their use may increase if greater areas of parking are provided. It is worth checking with major employers to assess whether existing end of trip provision is adequate.

Parking for people with disabilities

42. The existing 3% provision is higher than the standard provision rates in the BCA for most uses. It is considered adequate for all but medical facilities. The rates may need to be revised from time to time if, due to other changes, demographic or otherwise.

43. The existing provisions for aged care facilities are generally for employees and visitors, although it is accepted that a very limited number of spaces may be used by residents. The existing provision is considered to be adequate.

44. With supportive housing, this type of accommodation meets the needs of a number of categories of residents who are not necessarily mobility-impaired. Standard parking spaces would suffice in most cases. An option would be to include space dimensions for spaces which are required for people with a disability but without the markings specified for such spaces.

Small parking spaces

45. It is agreed that amendments to the text in Section 2.7 would be preferable. A draft change is suggested as follows:

“Up to 10% of car parking spaces may be provided for small cars in any development. Minimum dimensions for small car spaces are 2.3m wide by 5.0m long. For residential apartment development up to 10% of parking spaces may be for small cars, provided that at least one (1) space per apartment meets the minimum dimensions for User Class 1A set out in Figure 2.2 of AS2890.1:2004.”

46. The proportion of parking set aside for small car spaces will require review from time to time as the composition of the ACT vehicle fleet changes. In recent years, there appear to be more smaller cars on the road, but it is also clear that the sizes of some ‘small’ cars (some Toyota Corolla models, for example) are trending towards medium size. The proportion set in the Code were derived using 2007 ACT vehicle registration data and analysis of the lengths of small vehicles and the width required to allow access with car doors open to the first door stop.

Parking provision rates for residential zones

47. The categories “supportive housing” and “special dwelling” are clearly different under the Territory Plan definitions. They are outlined below.

Supportive housing means the use of land for residential accommodation for persons in need of support, which is managed by a Territory approved organisation that provides a range of support services such as counselling, domestic assistance and personal care for residents as required.

Although such services must be able to be delivered on site, management and preparation may be carried out on site or elsewhere. Housing may be provided in the form of self-contained dwellings. The term does not include a retirement village or student accommodation.

Special dwelling means a dwelling used or to be used by a government agency or community organisation receiving government funding or housing assistance, to provide shelter and support for persons with special accommodation needs.

48. Adaptable housing is not defined in the Territory Plan at present, but this category of dwelling is clearly intended to provide for people who may become disabled or who have a disability to acquire a dwelling which removes mobility constraints within and accessing the

dwelling, whether attached, detached or part of a multi-unit complex. The main issues with adaptable housing parking spaces are:

- a. The requirement for a minimum of one wide space (3.8m) and
- b. The marking of those spaces.

49. The approach to date with adaptable housing parking provision in multi-unit developments has been to require the adaptable spaces to be presented with much the same marking as spaces for people with disabilities. However, it may be preferable to simply require wider spaces where the parking is for on-site residential use. Where garages are to be provided for adaptable units supplied with two parking spaces, whether at-grade or in residential apartment building basements, these should have a minimum entry width of 6.2m, allowing for one wide space (3.8m) and one of standard width (2.4m).

50. For supportive housing, the parking provision requirements in the Code currently assume that residents will not have vehicles. Where they are able to drive and have vehicles, some allowance will need to be made. The Code should allow applicants for supportive housing and special dwellings to propose more parking where they deem necessary / appropriate.

51. In relation to visitor parking provision for residential developments in the City and town centres, this issue is discussed in the following section on commercial land uses.

52. Another residential land use category which may warrant further consideration of parking provision rates is that of retirement villages or independent retirement living. The current provision in the Code is for one (1) space per unit/dwelling. This rate is common across many jurisdictions throughout Australia where it has been assumed that retirees are unlikely to have more than one car per dwelling and some will have none.

53. Experience with retirement living developments in Isabella Plains and Ngunnawal suggests that, for the ACT at least, a fair proportion of retirees seeking this type of living arrangement want more than one car parking space. One response to this may be to consider setting maximum rates along the lines of those for apartments, allowing the developers of these facilities to allocate a proportion with two parking spaces and some with none.

Parking provision rates for commercial zones (except CZ5 and CZ6)

54. Because no residential visitor parking space provision rate is specified in Schedule 2, there is an implied decision that there is no requirement for visitor parking provision in these zones. However, the suggestion in the table on the second page of Attachment A to the Statement of Work about inclusion of the words "Residential visitor parking – no minimum requirement" is a sensible clarification to remove any uncertainty.

55. There are two main reasons for not specifically requiring residential visitor parking in these zones. Firstly, there is generally publicly accessible pay parking areas where people may park. Secondly, experience has shown that where there are on-site visitor parking spaces in residential developments, these are often used by commuters and others unless they are pay parking areas. Some timed ofstreet parking spaces on residential development sites are patrolled by Parking Operations staff with agreement of the relevant ACT Government Directorate. Those that are not appropriately identified with signage and other means are considered 'fair game' by a proportion of commuters. It is a difficult issue for owners' corporations /body corporates to manage, and the use of these spaces becomes practically unenforceable.

56. Regarding disparities between land uses permitted in the CZ2 Zone areas outside centres (i.e. the City Centre, town centres and group centres), there clearly is clarification required in respect of the 6th column in Schedule 2 of the Code. That part of the Northbourne Corridor Precinct between Barry Drive / Cooyong Street and Masson Street / Girrahween Street is effectively covered by the City Precinct.

57. The provision rates for land uses need to be in accordance with the land uses generally permitted in CZ2 zones outside centres and the 6th column requires revision.

Restaurant

58. There is no minimum provision requirement in the City and town centre CZ1 zones and this

should continue. The bulk of demand for restaurant services during business hours comes from people working within or near those centres and there is sufficient spare capacity in private and public parking facilities to cater for increases in demand generated from areas outside these zones.

59. With CZ2 and CZ3 zones in the City and town centres, the provision rates were included to ensure that new restaurants had sufficient parking to support their operation. On reflection, it appears that, as with CZ1 zones, the bulk of demand is likely to come from areas within or near CZ2 and CZ3 zones, and consideration could be given to reducing the on-site parking provision rates. In the case of restaurants establishing in the Braddon Commercial Area, the on-site parking provision rate reduces to three (3) spaces per 100m² GFA where the restaurant use is one of two or more land uses set out in Section 3.2.2 of the Code. Much of the Braddon Commercial Area lies within 400m of parking on 1/96 City and associated parking structures in the Canberra Centre. There is also opportunity for utilisation of long-stay leased spaces on the Northbourne Oval site. In both cases, there is commonly spare capacity available. Reduction in the on-site parking provision could be considered in CZ2 and CZ3 zones in the City area.

60. The concept of providing an estimated 'average' parking provision rate was accepted by the ACT Civil and Administrative and Tribunal in the Amurso decision [2012] ACAT 9, where an average parking provision rate of five (5) spaces per 100m² GFA was accepted for a larger area of mixed, but unidentified, commercial uses at the former Jamison Hotel site in the Jamison Group Centre in Macquarie.

61. The requirements for CZ5 and CZ6 zones has in the past been based on the types of uses permitted in those zones and the different parking demands likely in each. The mixed use zone (CZ5) includes more employment generating uses and there should be scope for reduction of the parking provision rate for restaurant uses, given the likely peak demand times for restaurant and other uses in these zones are unlikely to be concurrent. A reduction to five (5) spaces per 100m² GFA is worth consideration.

62. With CZ6 zones, there is likely again to be non-concurrence between the peak demands for restaurants and for other uses, with demand from visitors staying in accommodation on sites within CZ6 zones reducing the total demand for car parking during evenings when restaurants are generally busiest. Again, a reduction to five (5) spaces per 100m² GFA is worth consideration.

Large residential dwellings

63. Large residential dwellings with five or more bedrooms, each with attached ensuite bathrooms, in locations close to tertiary education establishments, suggest that the intended use is similar to that of a boarding house or guest house. If it appears likely that

the use may be for student accommodation, the parking provision rates could be adjusted to reflect this.

64. Provision for parking for university students living on-campus is 'subject to individual assessment'. A check of the assessments undertaken in relation to the new accommodation buildings on the ANU campus near Clunies Ross Street and Dixon Drive and for the student residential accommodation in the Karmel Building near Barry Drive/Marcus Clarke Street should indicate the rate set for this type of use. From memory, it was in the order of one (1) parking space per five (5) or perhaps ten (10) student bedrooms.

65. Perhaps a criterion could be that there be 0.5 spaces per bedroom in excess of five (5) bedrooms. This would allow accommodation of larger family homes while providing for some additional on-site parking to accommodate future residents' vehicles. This requirement would probably need to be absolute, i.e. not allowing claims to be made against on-street parking which would most likely be required to meet any visitor parking. It would need modifications to the definitions in the Territory Plan, to the Residential Zones Development Code and possibly to the other residential development codes.

Various commercial developments in one development

66. The description 'commercial tenancy' covers a multitude of possible uses and the difficulty in determining exactly what those uses will be at the DA stage presents problems. The uses likely to generate higher requirements for parking outside of the major centres are 'restaurant' and 'shop'.

67. For group centres and local centres, the 'shop' requirement is presently five (5) spaces per 100m² GFA. For local centres, this requirement rises to six (6) spaces.

68. In past years, an approach similar to the provisions in Section 3.2.2 of the Code has been applied to the areas identified for commercial tenancies in developments at the various centres along Flemington Road in Harrison and Franklin to deal with this problem. This could be made clearer within the Code, and it could be applied to all commercial areas outside those identified in existing Schedule 2 in the Code. In such commercial areas (currently included in CZ4 zones), provisions for 'shop' uses require six (6) spaces per 100m² GFA and restaurants require 10 spaces per 100m² GFA. Non-retail commercial uses also require six (6) spaces per 100m² GFA, while for offices the provision rate is 2.5 spaces per 100m² GFA.

69. It will always be a matter of judgement as to the most appropriate 'average' parking provision rate for areas identified as being for commercial uses'. An analysis of the parking demand at some of these existing developments along Flemington Road could be undertaken to establish the existing parking demand given the current uses. The differences in patterns of demand among uses also require consideration. An aggregate provision rate of around five (5) spaces per 100m² GFA may be a reasonable alternative.

Adaptable Housing

70. One issue with the current approach to provision of parking for adaptable housing in multi-unit developments is to require parking spaces identified as being for adaptable housing to be marked as parking spaces for people with disabilities. In many cases, the individuals requiring adaptable housing may have mobility issues restricting their ability to enter and leave a vehicle in a normal parking space or limiting the distance they can walk, but they may not need to use mobility devices such as wheel chairs. They often need access to a wider parking space. It may be preferable to simply provide parking spaces which are 3.8m wide but without the painted markings used for parking spaces for people with a

disability (and without the painted common area between pairs of spaces for people with disabilities).

71. Wherever possible, such spaces should be provided as close as practicable to entry/exit points in carparks (in the case of basement carparks) or to building entry/exit points in the case of surface carparks.

Intended use of parking facilities

72. The Statement of Work referred to the possibility of preparation of a parking management plan for any office development or redevelopment attracting a requirement to provide 10 or more parking spaces to prepare a parking management plan. In the City and town centres, this would apply to developments of 1000m² GFA and above in CZ1 And CZ2 zones, but would apply to developments of 400m² GFA to 500m² GFA in other commercial zones. These appear to be very low limits and it is suggested that the figure of 30 parking spaces identified for non-office uses be applied more generally.

73. Parking management plan requirements have been outlined in the studies undertaken for Environment and Planning Directorate by Luxmoore, the parking arm of ARRB, in 2012. These could be incorporated into the Code, although this will increase the complexity of the document.

How distance is measured in applying locational requirements

74. Practice in past years has been to apply the distance criteria specified in various sections of the Code relating to specific land use zonings as being measured from any point on a block or blocks which are the subject of a development application. They have not been applied using the geographic centre of a block or blocks, nor a nominal main entry. In some circumstances, this leads to actual route access distance exceeding the criterion values specified in the Code. In centres, this is, in most cases, not an unreasonable outcome.

75. Critics of the use of straight line distances from any point on a block boundary in a centre argue

that the distance should be measured from the block's centroid, or from a main entry to existing or proposed premises. They argue these reflect the way in which people consider walking distance from parking their car to get to a particular destination.

76. The definition of walking distance is elusive. There is no clear legal definition. From a practical perspective, the approach taken to date in the Territory offers a more flexible basis for ensuring the best use of parking resources serving a centre, irrespective of its scale.

77. The Code should be modified to include a statement on how the distances from parking areas to land uses on blocks are applied. This could form a new Section 2.11. ACAT decisions (including Mainore [2010 ACAT 18], Amarso [2012] ACAT 9 and Ibbotson [2015] ACAT 57) relating to this issue might be a useful guide.

Bicycle Parking

78. A new section in the Code (possibly Section 2.10) identifying the need to consider the requirements of the Bicycle Parking General Code (BPGC) is needed, particularly in relation to any offsets under that Code which may be allowable in lieu of the provision of bicycle parking spaces and end-of-trip facilities in excess of the minimum requirements so specified in the BPGC.

Vehicle Sales

79. For 'Vehicle Sales', where located in an Industrial Area, the Parking and Vehicular Access General Code requires 6 spaces/service bay plus 6 spaces / 100m² of sales area. There has been confusion as to whether the vehicle sales area is the building sales area where the transactions occur as measured by the gross floor area (GFA) or, if the sales area includes where vehicles are displayed outside of the showroom.

80. It is understood that 30m² per parking space would typically be required to provide for parking and vehicle movement. Even only accounting 18m² for the car parking space (3m x 6m), therefore no access aisle for the moving of cars, you could only accommodate 5 vehicles in 100m². If the sales area was to also apply to the area where vehicles are displayed you would require more than 1 parking space for every vehicle displayed for sale in addition to the parking required by the building for the vehicle sales and the service bays.

Appendix H – Minor corrections to existing code

There are numerous minor corrections needed to update the Code text, to reflect, inter alia, changes in the names and responsibilities of ACT Government agencies mentioned in the Code, to correct minor typographical errors and to add new clarifying sections to the Code. These are identified below.

Page 1 – Section 1.1: In addition to the existing purpose of the Code, this section is the most appropriate place for statements on the ACT Government's objectives in relation to sustainability, health and climate change strategies to set the broad policy parameters against which parking provision is considered. An alternative is to have separate statements of objectives included in each of the statements of objectives for each of the land use zones set out in Section 3 of the Code.

Page 1 – Section 1.3 – Para 3: Reference to Department of Territory and Municipal Services needs to change to Environment and Planning Directorate.

Page 1 – Section 1.3 – Para 5: Replace 'other codes' with 'precinct codes'.

Page 2 – Section 1.4 – Para 2: In line 3, add after 'lessees' the following words:

" ... whose existing development in terms of GFA is less than permitted under their existing leases
... "

This change is suggested because while it is not possible to determine what future proposals individual lessees requiring Territory Plan or lease purpose changes may have at any point in time, it is possible to estimate potential impacts on off-site parking if lessees with additional existing development rights actually seek development to the full extent permitted under their leases.

Page 2 – Section 1.5 – Definitions: A definition of the distances included under the various land use zones in Section 3 of the Code could be included here. A suggested definition is:

"Distance within which spare capacity in parking on-street or in nearby off-street, publicly provided parking areas is to be measured as a straight line distance from the nearest boundary of a block which is the subject of proposed development to the nearest boundary of the block (or blocks) on which spare parking capacity may be available."

Page 4 – Section 2.2.4 – Para 1: This paragraph could be modified to include preferred provision rates for parking for people with disabilities for medical and other activities relevant to such people.

Page 5 – Section 2.3.1 – Table 2: Delete "Note 2" in the table and the associated footnote.

AS/NZS2890-6 has been in force for some years.

Page 8 – Sections 2.3.1 and 2.3.2: There are four references to the “Department of Territory and

Municipal Services” which need to be changed to the name of the agency presently assigned the responsibilities for these issues which were previously the responsibility of TAMS in various subparagraphs.

The reference to NAASRA guidelines may also need to be changed to Austroads guidelines.

Page 9 – Section 2.3.2 (f): This section deals with parking provision for loading areas for goods vehicles, although it is not presently mandatory in nature. Some interstate parking codes make specific provision for parking spaces for heavy vehicles loading and unloading goods, and this can be included in the Code.

Presently there is no cross reference to this section of the Code in any of the schedules for the various land use zones set out in Section 3 of the Code. This can be corrected by inclusion of a footnote at the bottom of each schedule referring to Section 2.3.2 (f).

Page 10 – Section 2.3.2 (i): As with the comments on Section 2.3.2 (f), there needs to be a cross reference in relation to restaurants with drive through facilities in the various schedules to this section.

A footnote for each of the schedules in Section 3 provides a means to alert users of the Code to the specific issues in Section 2.3.2 (i).

Page 10 – Section 2.4: The parking provision rate adopted in the Code is derived from an analysis of 2007 vehicle registration data by the then Department of Territory and Municipal Services. Motor cycles and motor scooters then comprised between two and three percent of the ACT vehicle fleet. Three (3) percent was chosen as a suitable provision rate for these (mostly) two-wheeled vehicles. It would be appropriate to review the parking provision in light of potential changes in the proportions of motor cycles and motor scooters in the current vehicle fleet. Some NSW Council codes include a requirement for five (5) percent of spaces to be set aside for motor cycles and motor scooters.

It should be noted, however, that the provision rate under Section 2.3.2 (i) is in addition to the provision for car parking.

Page 10 – Section 2.5 – Lighting: In sub-section (a) under the heading ‘Lighting’, the reference to the relevant Australian Standard needs to be corrected. It is AS1158.1, not AS158.1

Page 14 – Section 2.7: To clarify the dimensions of small car spaces, insert the following sentence after the existing first sentence:

“Minimum dimensions for small car spaces are 2.3m wide and 5.0m long.”

In the last sentence in this paragraph, delete the words

“ ... set out in Section 2.3.1 of this code.” and insert the following:

“ ... for User Class 1A set out in Figure 2.2 of AS2890.1:2004. (See graphic replicated in Section 2.3.1 in this Code.)”

Page 14 – Section 2.8 – Para 2: Replace “Transport Planning and Strategy Section in the Environment and Sustainable Development Directorate” with “Major Projects & Transport Section, Strategic Planning Branch, ACT Environment & Planning Directorate”.

Page 14 – Section 2.9 – Paras 1 and 2: Replace “Department of Territory and Municipal Services” with “Major Projects & Transport Section, Strategic Planning Branch, ACT Environment & Planning Directorate”.

Page 14: New Section 2.10 – Bicycle Parking: Suggest adding the following text:

“Bicycle parking

Bicycle parking provision rates and requirements for design and location of bicycle parking facilities are set out in the Bicycle Parking General Code (BPGC). For reductions in provision of car parking spaces where bicycle parking spaces in excess of the minimum set out in the BPGC are provided, see Section 3.5 in the BPGC. “

Page 14 – New Section 2.11 - Distance criteria for location of car parking: The distance criteria set out for each land use zone specified in Section 3 of this Code are treated as straight-line distances from the nearest boundary of a block or blocks on which development is located or proposed to the nearest boundary of a block or blocks on which there exists spare capacity in publicly owned and provided parking.

Spare capacity in any such publicly owned and provided carpark must be established to the satisfaction of the Territory by completion of parking surveys covering normal busy periods during the times that parking demand is generated by the existing or proposed development, as well as for the area generally. Acceptance of the use of any spare capacity identified in such surveys is at the absolute discretion of the Territory, as is the amount of any spare capacity which may be attributed to any particular developer or development.

Page 16 – Section 3.1.4: An explanatory footnote to the table in this section would clarify the intent of the distance criteria. A suggested text is as follows:

“Distances specified are generally to be treated as the direct distance from any point on the boundary of the block on which development exists or is proposed to the nearest boundary of publicly owned and provided on-street or off-street parking areas where there is spare capacity available. This may result in actual walking distances exceeding the specified distance criterion. In cases where spare capacity is available a short distance further than the criteria values, this may, at the absolute discretion of the Authority, be taken into account in meeting a proponent’s obligations for the provision of parking.

This footnote should be added to the tables on locational requirements in Sections 3.2.4, 3.3.4, 3.4.4, 3.5.4, 3.6.4, 3.7.4, 3.8.4 and 3.9.4.

Page 17 – Section 3.1.5 – Schedule 1: The title for Schedule 1 could usefully be improved by adding the words “ ... outside commercial centres included in Schedule 2 of the Code.”

The text for ‘apartments’ and ‘attached house’ should be clarified by changing the wording in the second criterion for each of these uses to read:

“An average provision of 1.5 spaces per two-bedroom dwelling, provided that each two-bedroom dwelling is allocated one (1) parking space and no two-bedroom dwelling is allocated more than two (2) parking spaces.”

The provision rates for child care centres may need review by introducing different rates for staff parking for children aged less than three years and those three years or older. The Children and Young People (Child Care Services) Standards 2009 (DI2009-11) make different provisions for the two groups. In addition to a facility director, there must be one (1) staff member per five (5) children less than three years of age, while for children three years of

age or older, the rate is one (1) staff member per 11 children (not taking into account additional requirements associated with excursions. Given that most centres will have a mixture of children in the two age groups, the average provision rates are likely to fall within the existing provision rates specified in the Code.

These comments notwithstanding, the current schedules need to incorporate visitor parking provisions for centre numbers greater than currently shown. The visitor parking rates should be amended as follows:

2 spaces : < 30 child care places

3 spaces : 30-59 child care places

4 spaces : 60-89 child care places

5 spaces : 90-119 child care places

6 spaces : 120-149 child care places

7 spaces : 150-179 child car spaces

Page 18 – The provision for ‘detached house’ should be changed to reflect the provision applying to ‘attached house’ on page 17. A minimum of one (1) space per two bedroom dwelling and two spaces per dwelling of three or more bedrooms should be required in RZ1 zones.

From: [Wyatt, Tim](#)
To: [Bennett, JamesP](#); [Burton, Anthony](#)
Cc: [Davidson, Geoffrey](#); [Radice, David](#)
Subject: Parking Code
Date: Friday, 3 December 2021 10:35:39 AM
Attachments: [3. Agenda - Parking Coordination Group - December 2021.docx](#)
[3b. Meeting Paper \(Agenda Item 3 4\) - Parking Coordination Group \(December 2021\).doc](#)

OFFICIAL

Hi James/ Anthony,

Just letting you know that we have placed a discussion about the Parking Code on Monday's Parking Coordination Group meeting.

Basically the attached paper notes that officials in EPSDD and TCCS have drafted and agreed to a statement of requirements to review the PaVAGC, however this has not progressed due to funding constraints.

Assume it is still the case that if review of the PaVAGC is undertaken soon it can be incorporated into the PSRRP otherwise you will just have to draft a new Parking Code anyway ?

Carolyn O'Neill has been invited to the meeting and I was not sure whether she was over this matter yet ?

Jim indicated that he felt Carolyn should be well placed to respond ?

Tim

**PARKING COORDINATION GROUP (PCG)
AGENDA**

**Monday 6 December 2021 - 11:00am to 12:00pm
MS Teams**

Chair: Jim Corrigan

Item	Topic	Time
1	Out of scope	
2		
3		
4	Parking and Vehicular Access General Code Review - Discussion <i>(Jim Corrigan/All – 15 mins)</i>	11:40am to 11:55am
5	Out of scope	
6		



Parking Coordination Group (December) meeting paper 2021

Meeting agenda item #	Item 3 and 4- Parking Action Plan Review & Parking and Vehicular Access General Code Review
For meeting number and date	Monday 6 December 2021
Date submitted	XX/XX/2021
From	Tim Wyatt, Senior Director, Development Coordination, TCCS
Subject	Meeting paper for Item 3 and 4 of the December Parking Coordination Group
Related papers	Brief to the Minister – Parking in the City (Attachment C) Parking Action Plan (Attachment D) Statement of Requirements (Attachment E)

Purpose of this paper

This paper is to provide participants of December Parking Coordination Group (PCG) with background information ^{Out of scope} and Item 4 Parking and Vehicular Access General Code Review.

The purpose of both Item 3 and 4 is to gain agreement on if the projects will be undertaken and if they are:

- what should their focus be or include
- how should they be undertaken and with what resources
- their priority and next steps

Out of scope

Item 4 Parking and Vehicular Access General Code Review

The Parking and Vehicle Access Code (PaVAGC) is a code of the Territory Plan which contains vehicular parking requirements for new developments administered by EPSDD as part of the assessment of development applications.

While minor changes have been made over time, from a policy perspective the PaVAGC has remained largely untouched since the adoption of the new Territory Plan in March 2008.

Currently EPSDD and TCCS have an agreed and drafted a statement of requirements for the next steps to review the PaVAGC.



Issues

Current parking work being undertaken

TCCS, as well as various areas across ACT Government have and continued to undertake work related to parking throughout 2021. The projects that have been undertaken are highlighted in a recently prepared brief to Minister Steel ([Attachment C](#)).

The focus on parking since May 2021 for TCCS has been on changing of parking arrangements to support the community during the COVID-19 restrictions by removing paid parking fees, providing more areas for click and collect and working with business to implement contactless pick-up services, particularly for essential items such as groceries.

While current policy such as the Parking Action Plan and Parking and Vehicular Access General Code do need to be refreshed and reviewed respectively (see below), they are still operable in their current state. Therefore, TCCS has opted to concentrated on resolving emerging issues which have little to no regulation currently such as developing a document to assess the technical requirements for EV charging infrastructure proposals on public land and changes to legislation to permit enforcement of EV parking spaces.

Other parking and transport related work have or is currently being undertaken by other parts of ACT Government include:

- Planning System Review and Reform Project, including EV Ready Developments
- ZEV Charging Masterplan
- ZEV Action Plan
- City Plan Refresh and City Urban Design Framework

The above matters will still require work and coordination into 2022 if they are to be successful.

Out of scope





Item 4 Parking and Vehicular Access General Code Review

While the nature of development has changed, including changes to the public transport network, population and community expectations, the policy and provision rates of the PaVAGC has not largely changed since the adoption of the new Territory Plan in March 2008. The PaVAGC also has a different structure to most other codes of the Territory Plan which creates some ambiguities and anomalies. The Territory Plan, along with other parts of the ACT Planning System are proposed to be reviewed as part of the Planning System Review and Reform Project (PSRRP) undertaken by EPSDD.

Various efforts by EPSDD to review the PaVAGC have not yet eventuated due to the complexity of the code and other relevant strategic policy being prioritised, like the finalisation of the ACT Transport Strategy 2020. Therefore, the changes which have been made to the PaVAGC have generally occurred on a precinct or development basis.

A review of the PaVAGC would therefore take in the following:

- changes to parking provision rates to be more consistent with relevant strategic policy and reflective of the changes in Canberra
- changes to the structure of the code to simplify, provide more flexibility and clarity to both applicants and assessment officers
- incorporate emerging trends or matter currently not included such as motorcycle parking, EV parking provisions, equitable use of on-street parking and threshold provisions for when individual assessments can be undertaken to increase transparency

EPSDD and TCCS have drafted and agreed to a statement of requirements ([Attachment E](#)) to review the PaVAGC, however this has not progressed due to funding constraints.

If the review of the PaVAGC is undertaken soon it can be incorporated into the PSRRP.

Consultation

No consultation was undertaken in the preparation of this paper. This paper is provided for to enable participants to discuss the issues the December PCG.

EPSDD and TCCS have worked together to agree and draft Item 4 Parking and Vehicular Access General Code Review.

Financial impact

Items 3 and 4 will require some resourcing to manage and finalise. Whether this is inhouse resourcing or private and how much will depend on scope and priority of the work.

Estimates to undertake the agreed and drafted consultancy for Item 4 is around \$100 000 which would also require an existing inhouse resource to manage it.



Recommendation

It is recommended that you:

- note the information contained within this paper
- note the information contained within the Ministerial Brief (Attachment C)
- note the Parking Action Plan (Attachment D)
- note the Statement of Requirements for Item 4 (Attachment E)
- for Item 3 and 4 discuss and agree to:
 - what should their focus be or include
 - how should they be undertaken and with what resources
 - their priority and next steps

From: [Wyatt, Tim](#)
To: [Bennett, JamesP](#); [Burton, Anthony](#)
Cc: [Davidson, Geoffrey](#); [Radice, David](#); [Kamarul, Matthew](#)
Subject: RE: Parking Code
Date: Monday, 6 December 2021 2:56:53 PM

OFFICIAL

Thanks James,

Carolyn raised a concern with timing of the Parking Code Review at the meeting and suggested an offline discussion with Jim / our area to resolve.

I think this is a good idea, can you check with her please ?

Tim

From: Bennett, JamesP <JamesP.Bennett@act.gov.au>
Sent: Monday, 6 December 2021 2:44 PM
To: Wyatt, Tim <Tim.Wyatt@act.gov.au>; Burton, Anthony <Anthony.Burton@act.gov.au>
Cc: Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>; Radice, David <David.Radice@act.gov.au>; Kamarul, Matthew <Matthew.Kamarul@act.gov.au>
Subject: RE: Parking Code

OFFICIAL

Thanks Tim

Apologies for missing your call on Friday, I was on leave.

Thanks for this information, I will make sure Carolyn is briefed.

We have briefed our Executive on this matter and are waiting for further advice.

Thanks
James

From: Wyatt, Tim <Tim.Wyatt@act.gov.au>
Sent: Friday, 3 December 2021 10:36 AM
To: Bennett, JamesP <JamesP.Bennett@act.gov.au>; Burton, Anthony <Anthony.Burton@act.gov.au>
Cc: Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au>; Radice, David <David.Radice@act.gov.au>
Subject: Parking Code

OFFICIAL

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From: [Gianakis, Steven](#)
To: [Wyatt, Tim](#); [Burton, Anthony](#); [Bamford, Rebecca](#); [Hendriks, Lauren](#)
Subject: 20211224 - Plan of Action - Parking Code Review (A32472402)
Date: Friday, 14 January 2022 2:25:29 PM
Attachments: [20211224 - Plan of Action - Parking Code Review.doc](#)

OFFICIAL

Hi All

I will set up a time to discuss this draft approach to the parking code review. Ideally, I'm keen to get agreement to what we think can be reasonably done with internal resources within the timeframe nominated and what is left to another day.....

Cheers,
Steven

Steven Gianakis has sent you a copy of "20211224 - Plan of Action - Parking Code Review" (A32472402) v9.0 from Objective.



PARKING CODE REVIEW AND REFORM PROJECT

DRAFT PLAN OF ACTION

ENVIRONMENT, PLANNING AND
SUSTAINABLE DEVELOPMENT
DIRECTORATE

DECEMBER 2021

CONTENT

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1. INTRODUCTION

1.1 WHY UPDATE THE PARKING REQUIREMENTS IN THE TERRITORY PLAN?

The *Parking and Vehicular Access General Code* (the parking code) sets the on-site parking provision requirements for new developments in the ACT. EPSDD is reviewing and reforming the *Parking and Vehicular Access General Code* (the parking code) as part of the Planning Systems Review and Reform Project (PSRRP) and the creation of a new Territory Plan.

This project plan of action will guide the ACT Government review and reform of the parking code led by the Environment, Planning and Sustainable Development Directorate (EPSDD) between January 2022 and April 2022. It sets out the deliverables, timeframes, governance structure and resources required to deliver the project.

While the Parking Code has been updated in part throughout its time in operation, (particularly as part of specific precinct level developments and masterplans), there has been no substantive updates since at least 2008. The Parking Code also contains many requirements which have existed before 2008. Reviewing the Parking Code can consider how emerging vehicle types and parking technologies can be supported (e.g. electric vehicle charging; carshare parking; car stacking, smart parking technologies) and could address increasingly prevalent parking issues as Canberra densifies (e.g. construction parking management requirements; reducing illegal verge parking).

The PSRRP and the length of time since the code has been updated mean a review and reform of the Parking Code is now required. The parking code is being re-structured to align with the new territory plan, update parking provision rates for new developments to facilitate alignment with current policy and create a simpler and easier-to-use code. A revision of content is needed regardless of the final format, which may be subject to change as it is dependent on the ACT Planning System Review and Reform Project (PSRRP).

While the focus of this project is the parking code, all parking requirements in the Territory Plan will need to be reviewed in conjunction as they impact on parking provision rates and requirements. Some precinct codes specify nominated replacement public carpark sites or special parking provision rates. It may be useful to combine this in one place in the new Territory Plan.

1.2 BACKGROUND

ACT Planning System Review and Reform Project

The ACT Government has been reviewing the ACT planning system through the PSRRP since 2019, the aims to:

- simplify the planning system
- improve the balance between certainty and flexibility in the system
- incorporate character, context and design as key elements of the system.

The PSRRP has identified that outcomes-focused planning provisions are desirable in most instances to facilitate development outcomes consistent with ACT Government policy, such as the Zero Emissions Vehicles Action Plan. For parking, a number guidance of parking provision rates would still be useful to achieve parking outcomes, rather than solely relying on meeting criteria.

To achieve this the Territory Plan and its development controls will be written to include:

- Desired outcomes

- Performance Outcomes
- Performance Measures

Development controls will be supported with non-statutory guidance materials such as a practice notes and guidelines.

Previous reviews

In 2017, EPSDD engaged AECOM to undertake a full review of the Parking Code to determine how the Parking Code could be reviewed to meet objectives similar to those specified in section 1.1 of this document. In 2020 EPSDD engaged GTA to undertake a review of the City Centre parking requirements, to recommend a set of parking rates that could be applied to the City Centre and to be used as a starting point for broader considerations across other Town Centres and zones in the ACT¹. The options and recommendations put forth by these reviews will inform this review.

AECOM concluded that the Parking Code was one of the most complex of any jurisdiction reviewed and recommended a complete rewriting with multiple detailed recommendations and options to create a contemporary and clear code. The AECOM report recommendations and options include:

- rewriting to bring structure of Parking Code more in line with other codes of the Territory Plan;
- removal of rates by individual zone to improve clarity;
- consideration of shared use of parking areas for mixed-use/multi unit areas;
- inclusion of areas not adequately covered, like motorcycle parking;
- introduction of 'standard rates' for land uses and geographical areas which may then be varied by certain 'criteria' to allow a proponent to demonstrate compliance through other means;
- cross-referencing of other relevant codes, such as the Bicycle Parking General Code; and
- fixing known and operational issues.

The GTA report identified the need for a transport planning policy lens to be taken on the following recommendations in order determine appropriate parking requirements for the ACT City Centre. Their recommendations and options include:

- Adopt a single rate for each land use category across all zones of the City Centre area.
- Consideration be given to the removal and /or consolidation of a number of land use categories identified for the City Centre within the Parking and Vehicular Access general Code
- Refine the unit measure adopted for a number of Land Use types (Child care Centre, Club, Community Facilities / Emergency Services Facility Hotel, Restaurant and Guest House).
- Further investigate and explore the use of maximum parking rates or at least reduced minimum parking rates within the City Centre.
- Further investigate and explore the prescription of on-site loading and pick up and drop off facilities for new developments.

¹ This report noted that further data collection and modelling was required in order to formalise a set of parking rates that could be applied to the City Centre and across other Town Centres and zones in the ACT.

EV Ready Developments – Cost analysis of and recommendations for amendments to the planning system to deliver Electric Vehicle² (EV) ready³ developments

In 2021 the ACT Government engaged Urbis to advise it on how the Territory Plan, including the Parking and Vehicular Access General Code, could be amended to require all new multi-unit and commercial developments to install EV Ready infrastructure. To be clear, the results of this project was not to require the installation of charging equipment, rather that new multi-unit and commercial developments are pre-serviced to allow owners to readily install their own charging equipment.

2. PROJECT SCOPE

2.1. WITHIN SCOPE

The following items are considered within the scope of the review:

- Existing parking policy direction is to be applied as directed by TCCS. This includes high-level policies and strategies (e.g. planning and transport strategies) and operational policies developed and agreed through Ministerial or formal cross-government discussions e.g. Parking Coordination Group.
- All references to car parking within the Territory Plan, with the focus being on the Parking Code and quantities of parking required for new developments. This covers the structure of parking references in the Territory Plan, how it may be applied (performance vs prescriptive solutions), and the level of detail provided in the code.
- The tasks as itemised in the table in section 2.3
- Parking provision rates for cars and motorcycles on development sites
- Parking provision for certain ACT Government-issued permits on development sites (e.g. disabled parking permits, loading zones)

2.2. OUTSIDE OF SCOPE

The following items are considered out of scope for the review:

- EPSDD determining new parking policy directions. This review seeks to apply existing policies established at both a high-level (e.g. planning and transport strategy) or through Ministerial or cross-government agreement (e.g. through consideration at the Parking Coordination Group) as directed by the policy owner, TCCS.
- Parking provision where an application of the Territory Plan is not required or relevant e.g. where a DA is not required, or changes to an existing ACT Government carpark
- Where the Territory Plan reference is primarily about design and siting and not the quantity of parking required e.g. driveway location, garage setbacks, car park plantings
- Truck and other heavy vehicle parking that is not covered by the Territory Plan (other than loading zones)

² An Electric Vehicle is fuelled solely by electricity and does not use any conventional fuels (including but not limited to passenger vehicles, commercial vehicles, motor bikes and e-bikes). A plug-in hybrid electric vehicle

³ EV Ready is defined as all infrastructure required for the charging of an EV, including all electrical equipment (including a dedicated circuit and metering), cabling and associated raceways, and connections equipment permanently installed. It may also in some instances be described as charging 'enabled' or pre-serviced.

- Bicycle parking and active travel infrastructure
- Supportive infrastructure for electric vehicle charging/parking (e.g. electrical connections)
- Most items covered by Australian Standards, including size of parking spaces, turning bays, aisle widths, minimum clearance height etc, where the ACT’s policy position is consistent with these standards
- Road widths and materials for both public and private roads
- Provision of parking types not discernible by vehicle type or ACT Government-issued permit type (e.g. parents with prams, seniors’ parking)

2.3. PROJECT TASKS AND TIMEFRAMES

The following table outlines the tasks and timeframes for the project:

Step	Tasks	Timeframe
Review	<ul style="list-style-type: none"> • Consider current ACT Government planning, transport, climate change and parking policy directions and how changes in policy since 2008 (the existing parking code) can be incorporated into the new TP parking provisions. • Consider parking utilisation studies, recent development approvals, registration data by types of vehicles (e.g. motorbike, small car, regular car, EVs), ACAT cases • Consider previous reviews and the findings are readily implementable into the new code, including whether parking maximums are needed, or whether minimums will suffice, and what these are determined against (e.g. per floor space area, per facility, per employee etc). • Seek input on current and future parking code issues (observation and records) from the perspectives of DA assessment officers, unit titling and leasing, TCCS, Access Canberra and Parking Working Group - What’s working well with the current code? Identify data gaps and issues, and how they may be addressed. • Consider reducing the number of development types, as there are some uses which are missing or have inconsistencies with Territory Plan definitions. Align development types with new Territory Plan terminology and definitions. • Consider unbundling on-site parking provision from multi unit residential dwellings. • Consider design and siting requirements of parking to encourage good aesthetic outcomes. • Consider flexibly, e.g., where might a parking reduction be suitable and percent reduction. • Review on-site, off-site or other locational requirements, the differentiation between operational parking, staff/resident parking and visitor/customer parking and their locations, is this still needed? • Review whether general design and vehicular access requirements are still required. • Identify relevant Australian Standards that need to be referenced. • Consider electric vehicle charging, emerging technologies e.g., car stackers, smart parking. • Review the balance between regular car spaces and spaces for mobility parking, motorcycles, trucks, small cars, loading vehicles, tandem parking, EV etc. • Review construction parking, and whether this should be included as a rate in the parking code or as DA Notice of Decision conditions. 	January 2022

PLAN OF ACTION – PARKING CODE REVIEW AND REFORM PROJECT

Prepare initial draft	<ul style="list-style-type: none"> Name the new parking code. Draft new parking code as per the above review findings. Develop clear structure for the code, taking guidance from the new Territory Plan, and the previous parking code reviews. Determine specific parking rates and inclusions. Justify proposed departures from existing parking provision rates with supporting literature or data in a table or spreadsheet format. Consider whether guidance notes are needed to accompany the code. 	February 2022
Circulate and test draft	<ul style="list-style-type: none"> Seek feedback on the draft from TCCS, other areas of EPSDD, cross-government agencies and the NCA/ Seek NCA feedback. Test code against recent DAs, doing 'mock assessments'. 	March 2022
Revise draft	<ul style="list-style-type: none"> Summarise stakeholder comments and feedback Incorporate feedback into an updated draft code. 	April 2022

2.4. CRITICAL INPUTS

The following table outlines critical inputs required for this project to succeed:

Input	Reason	Timing	Source
Current parking policy	To ensure consistency with current ACT Government position	ASAP – cannot undertake this project without this input	TCCS
New Territory Plan land use definitions	Parking rates are based on land uses	ASAP – cannot undertake this project without this input	PSRRP / TP teams
New Territory Plan zoning	Required rates for parking may differ by zoning	ASAP – cannot undertake this project without this input	PSRRP / TP teams
Format of new Territory Plan	To determine how updated and reviewed parking content is drafted for inclusion in the new Territory Plan	January – some other review components may commence first	PSRRP / TP teams
Where ACT Government entities have different requirements to other set standards for carparking which need to be included in the Territory Plan	To enable deletion of superfluous content from Territory Plan e.g. duplication of Australian Standards	February – other review components may commence first	TCCS