

Guide document to draft new Parking and Vehicular Access General Code / incorporate into Access and Movement Code

**1. Introduction**

- This is a long section that needs to be simplified and improve its readability

Code Element	Changes	Comment / Intent	Reason
1.1 Name of the Code	Addition	<ul style="list-style-type: none"> <li>• Follow the new Code's template</li> </ul>	Adapting with new code template
1.2 Application of the Code (parking rates)	extraction from 'using the code' from current PVAGC	<ul style="list-style-type: none"> <li>• Shorten this section by a) use of the rates calculation b) describe where rate is not met, the application of acceptable solution</li> <li>• Remove the particular agency reference with 'ACT Government Directorate responsible for parking'</li> </ul>	<p>Simplify and for better readability</p> <p>Incorporate a section in the new Code that describes a framework for dispensation. This will give clear directions for proponents to base a case for dispensation or parking discounts, aligned with sustainable transport and broader Government policy objectives.</p>
1.3 Structure of the Code	Modify	<ul style="list-style-type: none"> <li>• Aligned with the new code's template</li> <li>• Description of the structure (3 sections of the code)</li> <li>• Extraction from current PVAGC</li> <li>• contain a concise statement clarifying its role and relationship with other parts of the Territory Plan and the National Capital Plan (AECOM)</li> </ul>	Adapting with new code template
1.4 National Capital plan	Addition	<ul style="list-style-type: none"> <li>• Follow the new Code's template</li> </ul>	Adapting with new code template

1.5 Purpose	Retained and edited from current 'purpose of the code'	<ul style="list-style-type: none"> <li>Remove the particular agency reference with 'ACT Government Directorate responsible for parking'.</li> <li>Will need to be broadened given it's being changed to an 'access and movement' Code</li> </ul>	Updating with correct references
1.6 Code types	Addition	<ul style="list-style-type: none"> <li>Follow the new Code's template</li> </ul>	Adapting with new code template
1.7 Using the code	Delete	<ul style="list-style-type: none"> <li>The content to be merged with 1.2 application of the code</li> </ul>	Simplify and for better readability
1.8 Code hierarchy	Addition	<ul style="list-style-type: none"> <li>Follow the new Code's template</li> </ul>	Adapting with new code template
1.9 Calculation of the parking provision requirement	(retained, simplify)	<ul style="list-style-type: none"> <li>Calculation method simplified</li> <li>Parking rate discount guideline / acceptable solution</li> </ul>	Simplify and for better readability
1.10 Definitions	Modified	<ul style="list-style-type: none"> <li>Include terms that need to be clarified.</li> <li><b>Long stay parking</b> means parking provision for generally longer than 4 (four) hours duration. <b>Short stay parking</b> means parking provision for generally up to 4 (four) hours duration.</li> <li>Some other developments may require to be defined, such as Tertiary, Secondary and Primary educational establishment. Refer the summary and table 1, 2,3.</li> <li>Service bay (suggested explanation: that mechanical servicing and repairing</li> </ul>	Updating and eliminating inconsistencies

Commented [HL1]: Potential to align land uses with land uses in the new code

Commented [BR2]: Confirm if 4 hours is still correct – should it be 2 hours for short stay? I can't remember how we categorised parking survey data...

		areas of a vehicle, that may or may not include a car lift)	

## 2. General design and vehicle access (*and manoeuvring*)

This section needs to be simplified by

1. Deleting extraction of design standards and replace with the relevant references
2. Introduce some regularly sought information that is currently absent

Code Element	Proposed changes	Comment	Reason
2.1 Parking location	Modify	<ul style="list-style-type: none"> <li>• Parking for the proposed development should be provided within the site.</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Emphasis to provide parking within the site.</li> <li>• Public parking should be used based on suitability and availability, and without impacting the traffic movement and parking opportunity for the primary users from whom the public parking has been established.</li> </ul>

Commented [HL3]: Something which has been suggested is 'tightened' up in the new code.

		<ul style="list-style-type: none"> <li>• Consideration to be given on time and days of peak utilisation and conflicts with proposed landuse.</li> <li>• The distance should be measured by radially (as the crows fly)   </li> </ul>	<ul style="list-style-type: none"> <li>• On street and public parking are public assets. There is a cost to provide these assets and should not be used of private developments.</li> </ul>
2.2 Parking for people with disabilities	Modify	<ul style="list-style-type: none"> <li>• Reference to relevant standards (AS/NZS 2890.6:2009 Parking Facilities – Part 6: Off-street parking for people with disabilities)</li> <li>• Simplify by removing the additional commentaries</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify and for better readability</li> </ul>
2.2.1 Dimensions of parking spaces for people with disabilities	Delete	<ul style="list-style-type: none"> <li>• Reference to AS/NZS 2890.6:2009 in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
2.2.2 Headroom	Delete	<ul style="list-style-type: none"> <li>• Reference to AS/NZS 2890.6:2009 in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
2.2.3 Kerb ramps	Delete	<ul style="list-style-type: none"> <li>• Reference to AS/NZS 2890.6:2009 in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
2.2.4 Location of disabled visitor parking	Add	<ul style="list-style-type: none"> <li>• Disable visitor parking should be easily accessible and easy to find. These parking spaces should not be located behind a secured gate or barrier.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Improve access to disable visitors parking</li> </ul>
2.2.5 Visitor parking	Add	<ul style="list-style-type: none"> <li>• Accessing visitor parking where there is a boom gate / roller door – 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 residential development</li> </ul>	<ul style="list-style-type: none"> <li>• Improve efficiently in parking solution</li> </ul>

Commented [AS4]: Does this mean proposed use may rely on the public parking when it's in use by another development ?

Commented [AS5]: Walking distance is rational for this purpose.

Commented [AS6R5]: Radius

Commented [AS7]: Should this also apply for commercial parking for patrons?

Commented [AS8R7]: Short stay parking out of boom gate

		<ul style="list-style-type: none"> <li>For commercial use short stay parking should be provided unobstructed and easily accessible. Any parking behind the barrier for use of the commercial patrons needs to be facilitated for easy access.</li> </ul>	
2.3 Percentages of parking spaces for people with disabilities – minimum parking provision rate (excluding residential developments)	Retain	<ul style="list-style-type: none"> <li>Use the commentary from current code.</li> <li>This provision will not be flexible.</li> <li>Note the Parking Code Provision proportion is higher than Australian Standards requirement</li> <li>Clarification whether this provision does not apply to commercial developments and visitors of parking for residential developments (refer below).</li> <li>In developments with significantly reduced parking provision, a higher proportion of disability parking spaces may be needed as a criterion e.g. CIT Woden</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen application of the provision</li> </ul>
2.4 Percentages of parking spaces for visitors with disabilities – minimum parking provision rate  Residential development	Add	<ul style="list-style-type: none"> <li>3% pf the total visitor parking will be provided as accessible parking</li> <li>This provision will be flexible for small scale residential units with and trigger when the rate will trigger the parking rate triggers 10 visitor parking space</li> <li>A practice note can be prepared to clarify this</li> </ul>	<ul style="list-style-type: none"> <li>Clarification of rate calculation method</li> </ul>
2.5 Physical requirements	Retain	<ul style="list-style-type: none"> <li>Modify the sub elements</li> </ul>	

**Commented [AS9]:**  
10 residential unit is taken as this is threshold to trigger adaptable units in a residential development.

<p>2.5.1 Physical characteristics</p> <ul style="list-style-type: none"> <li>a) Parking layout</li> <li>b) Traffic control</li> <li>c) Hydraulics</li> <li>d) Landscaping</li> <li>e) Surface treatment</li> <li>f) Other requirements</li> </ul>	<p>Retain with modification</p>	<ul style="list-style-type: none"> <li>• The layout of the car park should meet the requirements of <i>AS 2890.1:2004</i>, the Australian Standard for Parking Facilities, Part 1: Off-street Car Parking.</li> <li>• b and e: Traffic control measures employed in the car park or in the access to the development and its parking areas should meet current ACT traffic policy, prepared by the "ACT Government Directorate responsible for parking policy"</li> <li>• c: update the document reference and agency name (e.g. ACT Government Directorate responsible for water sewerage network)</li> <li>• f: update with name of new TIA guidelines</li> </ul>	<ul style="list-style-type: none"> <li>• update with the relevant references and agency names</li> </ul>
<p>2.6 Dimension for garage associated with adaptable housing</p>	<p>Add</p>	<ul style="list-style-type: none"> <li>• where adaptable units are proposed, double garages associated with those units should be wide enough to accommodate an accessible car parking space and a standard width space, in accordance with the relevant Australian Standard. The ceiling height of the garage should also comply with the requirement for an accessible space.</li> <li>• Alternatively, proponent needs to demonstrate that garages with above size is achievable minimal demolition</li> </ul>	<ul style="list-style-type: none"> <li>• Clarification with specific information</li> </ul>

Commented [AS10]: Practice note suggested to clarify

		<p>work and without compromising the quality of the spaces.</p> <ul style="list-style-type: none"> <li>This can be a practice note alternatively</li> </ul>	
2.7 Stack parking solution	Add	<ul style="list-style-type: none"> <li>Refer practice note for stack parking solution outcome.</li> <li>PO: have two standard size vehicles to be stacked.</li> </ul>	<ul style="list-style-type: none"> <li>Update with new technical solutions</li> </ul>
2.8 Vehicle manoeuvring dimensions	Modify	<ul style="list-style-type: none"> <li>Reference to the relevant standards car template – B99, and limited flexibility for a design focused reasons (i.e. narrow width block)</li> <li>Notwithstanding 2.2.2, Head room clearance should be 2.2m for bigger cars including service cars.</li> </ul>	<ul style="list-style-type: none"> <li>Clarification with specific information</li> </ul>
2.9 Vehicle Access	Retain		
2.9.1 Engineering and other design guidelines 2.9.2 Access point 2.9.3 Sight distance 2.9.4 Driveway location 2.9.5 Emergency vehicles access 2.9.6 Loading facilities 2.9.7 Service stations	Modify	<ul style="list-style-type: none"> <li>Include under new Acceptable Measures (AM)/performance Outcome (PO) format</li> <li>Remove references to specific agencies, replace with “ACT Government Directorate responsible for waste” or similar.</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> <li>Reformat for better usability</li> </ul>

2.9.8 Restaurants with drive through facilities			
2.10 Access to other facilities near parking spaces	Add	<ul style="list-style-type: none"> <li>• Access to storage and utility services access points should not conflict with the safety of the vehicles.</li> <li>• Vehicles should not need to be moved to allow the access to these areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Clarification</li> </ul>
2.11 Small car parking	Modified	<ul style="list-style-type: none"> <li>• 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. (Aecom recommendation)</li> </ul>	
2.12 Dimension for parking vehicles needs higher clearance		<ul style="list-style-type: none"> <li>• 10% of the parking facility (all types) will have a minimum 2.2m clearance in parking and pathway to the spaces to accommodate high cars and cars fitted with roof rack, roof cargo box, tools and tradesperson's equipment</li> <li>• PO to allow standalone solution that include adequate surface car parking.</li> </ul>	Provision to allow proper parking solution to specific requirements

Commented [AS11]: Is this size adequate ? also if 10% small cars represent the correct proportion ? Cars are also getting larger as top 3 / 5 cars are ute (2021). A matter for next review ?

2.13	Motorcycle parking	Clarify	<ul style="list-style-type: none"> <li>• 3% motorcycle parking for uses.</li> <li>• TP to clarify if this applies to no commercial development as well, interpreting the current code.</li> <li>• Applies for parking facilities 30 car spaces and over.</li> </ul>	<ul style="list-style-type: none"> <li>• Clarification needed</li> </ul>
2.14	Tandem parking	Modify	<ul style="list-style-type: none"> <li>• tandem parking should not be applicable for visitors and commercial parking provisions</li> </ul>	<ul style="list-style-type: none"> <li>• Usable parking facilities</li> </ul>
2.15	EV Vehicle points	Add	<ul style="list-style-type: none"> <li>• One parking space per multi-unit dwelling to be 'EV ready'.</li> </ul>	Update with technical innovations and support governments climate change target to zero emission
2.16	car park and community safety	Modify	<ul style="list-style-type: none"> <li>• Simplify the provision with AM/PO format</li> <li>• Make the provision shorter if possible</li> <li>• Remove car park size under this section as the small car park may outcome with inefficient design.</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify and increase readability</li> </ul>
2.17	Transport Impact Assessment	Add	<ul style="list-style-type: none"> <li>• A transport Impact assessment will need to be undertaken in accordance to the guideline published by TCCS</li> <li>• TIA guideline specifies the developments types where the assessment is required.</li> </ul>	

**Commented [HL12]:** Anthony Burton's consultancy report has more details on this

**Commented [AS13]:** Anthony Burton to provide comment.

## 2 Parking and vehicular access

Parking rate for city centres and Northbourne Avenue Corridor, Group centres, town centres and local centres are based on location rather than zone-based rate.

To avoid repetition and concise this section, the zones can be grouped together, such as

1. Centres including Northbourne avenue (to all zones in these areas)
2. Residential, commercial and community facility put of the centre
3. Industrial, PRZ2, TZSZ2 and all others

Code's element	Changes	Comment / intent / desired outcome	Reason
3.1 Residential Zone	Modify rate (partially)	<ul style="list-style-type: none"> <li>• New parking rate tables (Table 1 and 2)</li> <li>• Residential rates in the city centre to be equal or less than Northbourne Avenue Corridor (Table 1)</li> <li>• Out of centre rates are specified in Table 2</li> <li>• Rates for residential use in centres and Northbourne Avenue Corridor are based on locations and not zones</li> </ul>	<ul style="list-style-type: none"> <li>• Update rates for city centre reflecting new rates for Northbourne avenue corridor in the recommended variation 368.</li> </ul>
3.1.1 Objective for the residential zones	Delete		<ul style="list-style-type: none"> <li>• Simplify</li> <li>• Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li>•</li> </ul>

Commented [HL14]: Alternative is to monitor the effectiveness of the Northbourne Avenue corridor changes first as a case study, and save changes in the City for the next review.

Commented [AS15R14]: We need to make a decision where to change or keep new rates. DV3668 City gateway is approved by the Minister

Commented [AS16]: Do we need additional objectives when zone objectives are in the TP. Developments as a whole needs to be consistent with the zone objectives?

If this is repetition, may need to be deleted.

Commented [AS17R16]: Delete

3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>• Can be deleted as calculation of rates are explained in Section 1.</li> <li>• Alternatively, delete 'Calculation of the parking provision requirement'</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
3.1.3 Location requirement	Modify Add AM/PO based provision with the reference to the table	<ul style="list-style-type: none"> <li>• AM: location of parking facilities within the site.</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Off site parking should not allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for residential zones	Modified tables	<ul style="list-style-type: none"> <li>• AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
3.2.2 Supportive housing <sup>1</sup>	Add	<ul style="list-style-type: none"> <li>• Rates will follow the MUHC / SDHC rates. Any variation to the parking rate needs to be supported by evidence. Such evidence may compromise followings:</li> </ul>	<ul style="list-style-type: none"> <li>• Clarify the provision for supportive housing</li> </ul>

<sup>1</sup> Supportive housing is categorised under Residential Use, and an assessable use in the residential Zones

		<ul style="list-style-type: none"> <li>○ Description of the user groups and statistical presentation of their non reliance of private vehicles.</li> <li>○ Demonstrate that above conditions are permanent in nature</li> <li>○ Supportive housing will not be sold in the market as regular housing.</li> <li>● Short term parking provision for service vehicle to be provided / considered.</li> </ul>	
3.2.3 Childcare centre	Modify	<ul style="list-style-type: none"> <li>● Modify the rates for childcare centre more than 90 students (new table)</li> <li>● Refer in community facility zone too</li> </ul>	<ul style="list-style-type: none"> <li>● Updated</li> </ul>
<b>3.2 Commercial Zone (except CZ5 and CZ6)</b>	Modify rates	<ul style="list-style-type: none"> <li>● For centres and Northbourne Avenue Corridor, Table 1 applies</li> <li>● For other areas, table 2 applies</li> </ul>	<ul style="list-style-type: none"> <li>● Shift from zone-based parking rate to area-based rate in the centres.</li> </ul>
3.1.1 Objectives for parking and vehicular access in the commercial zones	Delete		<ul style="list-style-type: none"> <li>● Simplify</li> <li>● Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li>●</li> </ul>
3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>● Described in Section 1</li> </ul>	<ul style="list-style-type: none"> <li>● Simplify</li> </ul>
3.1.3 Locational requirements	Modify Add AO/PO base provision with the	<ul style="list-style-type: none"> <li>● AM: table of parking location</li> <li>● PO: If on-site parking is unable to be provided, the proponent needs to</li> </ul>	<ul style="list-style-type: none"> <li>● Strengthen that parking facility will be provided within site. Use of public assets should be limited and based on</li> </ul>

	reference to the table	demonstrate the suitability and availability of nearby vacant parking spaces as a substitute	evidence demonstrating suitability and availability of public parking/ on street parking. <ul style="list-style-type: none"> <li>Off site parking should not allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for commercial zones	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>Shift from zone-based parking rate to area based rate in the centres.</li> <li>Land use are aligned with the description of the TP</li> <li>Umbrella terms are replaced with specific development where possible</li> </ul>
<b>3.3 Commercial CZ5 mixed use zone</b>	Updated table		
Objectives for parking and vehicular access in the commercial CZ5 zones	Retain with some modification	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	To give effect of the objectives
Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: Parking facility to be provided within the site</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not allow overdevelopment of the site</li> </ul>
Schedules of parking provision rates for Mixed Use CZ5 zone	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>Any variation of the rate needs to be supported by study, data, evidence</li> </ul>

			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.
Objectives for parking and vehicular access in the CZ5 Zone	Delete		<ul style="list-style-type: none"> <li>• Simplify</li> <li>• Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li>•</li> </ul>
Calculation of parking provision rates	delete		<ul style="list-style-type: none"> <li>• Avoid repetition</li> </ul>
<b>3.4 Commercial CZ6 mixed use zone</b>			
Objectives for parking and vehicular access in the commercial CZ6 zones	Delete		<ul style="list-style-type: none"> <li>• Simplify</li> <li>• Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li>•</li> </ul>
Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>• Described in Section 1</li> </ul>	
Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>• AM: table of parking location</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>

			<ul style="list-style-type: none"> <li>Off site parking should not allow overdevelopment of the site</li> </ul>
Schedules of parking provision rates for commercial zones	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>3.5 Industrial Zones</b>	Retain		
3.1.1 Objectives for parking and vehicular access in the Industrial zones	Delete		<ul style="list-style-type: none"> <li>Simplify</li> <li>Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> </ul>
3.1.2 Calculation of parking provision rates	Retain with some modification	<ul style="list-style-type: none"> <li>Table 3</li> </ul>	<ul style="list-style-type: none"> <li>Simplify and better readability</li> </ul>
3.1.2 Calculation of parking provision rates	Delete	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"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>

			<ul style="list-style-type: none"> <li>Off site parking should not allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for Industrial Zones	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>3.6 Community Facility Zone</b>	Retain		
3.1.1 Objectives for parking and vehicular access in the Industrial zones	Delete		<ul style="list-style-type: none"> <li>Simplify</li> <li>Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li></li> </ul>
3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
3.1.3 Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Offsite parking should not allow overdevelopment of the site</li> </ul>

3.1.4 Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>• AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
3.2.2 Supportive housing	Add	<ul style="list-style-type: none"> <li>• 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"> <li>○ Description of the user groups and statistical presentation of their non reliance of private vehicles.</li> <li>○ Demonstrate that above conditions are permanent in nature</li> <li>○ Supportive housing will not be sold in the market as regular housing.</li> </ul> </li> <li>• Short term parking provision for service vehicle to be provided / considered.</li> </ul>	<ul style="list-style-type: none"> <li>• Provision for supportive housing introduced</li> </ul>
3.2.3 Childcare centre	Modify	<ul style="list-style-type: none"> <li>• Modify the rates for childcare centre more than 90 students (new table)</li> </ul>	<ul style="list-style-type: none"> <li>• Correcting the rate for 90+ student</li> </ul>

		<ul style="list-style-type: none"> <li>Refer in community facility zone</li> </ul>	
<b>3.7 Restricted recreational zone (PRZ2)</b>			
3.1.1 Objectives for parking and vehicular access in the PRZ2 Zone	Delete		<ul style="list-style-type: none"> <li>Simplify</li> <li>Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li></li> </ul>
3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	
3.1.3 Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Offsite parking should not be allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>3.8 TSZ2 Service Zone</b>			

Objectives for parking and vehicular access in the Service Zone	Delete		<ul style="list-style-type: none"> <li>• Simplify</li> <li>• Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li>•</li> </ul>
Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>• Described in Section 1</li> </ul>	
Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>• AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> </ul>
<b>3.9 Other Zones</b>			
Objectives for parking and vehicular access in other Zones	Delete		<ul style="list-style-type: none"> <li>• Simplify</li> <li>• Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li>•</li> </ul>
Calculation of parking provision rates	Delete	Described in Section 1	
Locational requirements	Modify	<ul style="list-style-type: none"> <li>• AM: table of parking location</li> </ul>	<ul style="list-style-type: none"> <li>• Strengthen that parking facility will be provided within site. Use of public</li> </ul>

	Add AO/PO base provision with the reference to the table	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	assets should be limited and based on evidences demonstrating suitability and availability of public parking/ on street parking.  <ul style="list-style-type: none"> <li>Off site parking should not be allow overdevelopments of the site</li> </ul>
Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>

**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

Comments on parking code review document

TCCS Comment	Parking review Team's response	Action
<p>Consider including a requirement for 2.2metre height clearance for accessible parking and 10% of non-residential spaces, and a pathway to those spaces. This is to accommodate high vehicles and tradesperson vehicles which store equipment on the roof, especially as surface parking becomes less readily available.</p>	<p>2.2 m height clearance is specified in AS2890 in relation to accessible parking. See below:</p> <ul style="list-style-type: none"> <li>• <i>The height clearance from the car park entrance to all accessible parking spaces is to be a minimum 2200 mm (AS2890.6, Clause 2.4);</i></li> <li>• <i>The headroom above each accessible parking space and adjacent shared area is to be a minimum of 2500mm (this may be reduced above bonnet areas to allow for structural bulk-heads, pipe work etc) (AS2890.6, Clause 2.4, Figure 2.7);</i></li> </ul> <p>Additional height allowance for high and tradesperson's vehicle can be address as a standalone provision notwithstanding the provision for accessible parking.</p> <p>Based on sale numbers of extra large SUV, large SUV and Utility Vehicles. Some of this vehicles are fitted with roof racks . roof cargo box, tools and equipment for tradespersons etc.</p>	<p>A standalone provision to be included and will apply to 10% of the car parking provision (refer 2.7 Dimension for parking vehicles needs higher clearance )</p>

<p>Suggest a definition to accompany 'service bays.'</p>	<p>Agreed.</p> <p>Service bay is used in parking rates table in relation to service station and vehicle sales.</p> <p>It refers the area for servicing vehicle for mechanical maintenance and repairing works.</p>	<p>TP will seek legal advice for a definition to be included in the glossary</p>
<p>Suggest categories be combined to simplify, if there are opportunities where the rates are the same and the categories are similar.</p>	<p>Some of the developments are combined already in the proposed rates tables, e.g. Non Commercial Use.</p>	<p>N/A</p>
<p>Need to also be mindful that the update of the PVAGC may not align with the current the Bicycle Parking General Code.</p> <p>e.g. Section 3.5 of the current Bicycle Parking General Code outlines allowance for reduction in parking for certain types of developments. This should also be reviewed as part of the PVAGC update to ensure statements in the documents are not conflicting.</p>	<p>Noted</p>	<p>TP for to note and address this matter in the Access and Mobility Code</p>
<p>The PVACG update should also include a section stating that a Transport Impact Assessment (TIA) needs to be undertaken for all developments as per the ACT TIA Guidelines. Currently, a TIA is only</p>	<p>Agreed</p> <p>In future if TIA is required for Merit track application, there should be a triggering criterion to include larger scale developments</p>	<p>New provision added 2.17</p>

<p>triggered as part of the Impact Track process.</p>		
<p>Update wording to “non-residential parking provisions” instead of “commercial”. This covers all land uses that are non-residential and is more explicit</p>	<p>Agreed</p>	<p>To be updated where applicable</p>
<p>Need to clarify whether or not motorcycle parking requirement applies to residential parking or not.</p>	<p>Agreed</p>	<p>Add notes to clarify in the Code. Need TP input</p>
<p>Clearly define group centres/town centres/local centres and provide references to maps</p>	<p>Currently they are defined in the TP with maps however they are dispersed in various Precinct Codes</p> <p>District Strategy may include a map to define centres of different hierarchies.</p> <p>Access and Movement code may use reference to these maps identifying these centre.</p>	<p>TP to address</p>
<p>Need to be mindful of “flexible” rates. Different assessment officers may have different interpretations which lead to inconsistent assessments.</p> <p>In addition, there is currently no database of which developments are relying on off-site parking. This means that developments in the same area may be relying on the same parking spaces. Survey data only shows current/past information.</p>	<p>Agreed</p>	<p>A structured guideline is required to provide evidence-based analysis to allow the discounted rates.</p>

<p>This is particularly important for large town centres such as Phillip where there are multiple new and large-scale developments and developers are justifying the availability of parking based on the current situation.</p>		
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CMTEDD Comment	Parking review Team's response	Action
<ul style="list-style-type: none"> <li>The definition of long and short stay parking is accurate in 1.10 – Definitions.</li> </ul>	Noted	
<ul style="list-style-type: none"> <li>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.</li> </ul>	Noted	

<ul style="list-style-type: none"> <li>• 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.</li>   <li>• It is important to note that there are requirements to provide disability and visitor parking space allocations as part of a development <b>yet there are no requirements for the development to maintain their availability</b>. We often see Ministerials come to us on this matter.</li>   <li>• 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.</li> </ul>	<p>Noted and agreed</p> <p>Is there any scope if the TP to ensure accessible parking are retained and maintained?</p>	<p>TP to consider</p>

## Parking rate adjustments

~~There is a need for flexibility~~ is needed to adjust parking rates where individual circumstances warrant the consideration of parking reductions ~~(or increases in certain circumstances)~~. The adjustment factors give the mechanism for proponents of developments to put forward a case for varied parking. ~~A reduction from the standard rate can be justified using the adjustment factors given in following Table. In addition, a rate above the standard rate may be considered if justified by the proponent, to satisfy likely customer needs and business objectives.~~

A proponent seeks to vary the parking rate need to address one or more of the following factors ~~(not limited to)~~.

Element considered for reduction	Element Reduction (%)
Within 400 <del>metres walking distance</del> of a high frequency public transport route (for group <u>and local</u> centres, and suburban <u>and industrial</u> areas only)	Subject to assessment
Within <del>4800 metres walking distance</del> of an existing or future light rail <u>stop route</u> (all locations)	
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 (such as a workplace or site-based travel demand management program, education and promotion of sustainable travel incentives, shared use, <u>active travel improvements</u> )	
<del>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</del>	
<u>Specific type of development that will generate more or less parking demand than the standard rates (for example supportive housing for people who are less likely to own a vehicle may warrant a reduction)</u> <u>Reduced parking demand by special type of use</u>	

~~Other considerations:~~

~~Specific type of the development that will generate less parking demand than usual (e.g., supportive housing for elderly people who are less likely to use own vehicle)~~

Proposed parking rate changes

Use	Location	Existing Rate	Proposed Rate	How the rate has changed	Reason for the change/Evidence
Boarding house	City and town centres	Not specified	0.4 spaces/ shift employee Plus 0.4 spaces/bedroom	New insertion of this rate. Currently there is no rate for the centres, however this is an assessable development and specified for out of centres areas	Proposed rate is based on Aecom recommendation.
	Group and local centre:	Not specified	0.5 spaces/employee Plus 0.5 spaces/bedroom		Existing Rates for suburban areas (out of centre) is: 0.5 spaces/employee Plus 0.5 spaces/bedroom
Child care centre and preschool	All zones where childcare centre is an assessable development :	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 plus 1 pick-up/set-down bay per 10 child care places	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 <sup>1</sup>	New rate has included option for more than 90 students  Childcare and preschool are grouped together as same category	Modification of the rate for better usability

Commented [BR1]: May need a simpler way of calculating the rate e.g. just X spaces per Y children

Commented [BR2]: Added on recommendation to split 'educational establishment' into separate sub-categories

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

<sup>1</sup> Updated rate for childcare to calculate for more than 90 students

Civic administration	<u>City and town centre</u>	As per Office	<u>City</u> 2 spaces/100m <sup>2</sup> GFA <u>Town Centre</u> 2 spaces/100m <sup>2</sup> GFA	Aligned with new office rate (see below how office rate is changed)	Development of 'Civic administration' is normal occurrence in the larger centres  Aecom's recommended rate  Aeocms report grouped Civic administration with office
	<u>Group and local centres</u>	NA	<u>Group centre</u> 2.5 spaces/100m <sup>2</sup> GFA  <u>Local centre:</u> <u>NSR</u>		
Club	City centre:	<u>CZ1 and CZ2 zones</u> 5 spaces/100m <sup>2</sup> GFA up to 5000 m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 5000m <sup>2</sup>  <u>CZ3 zone</u> 10 Spaces/100m <sup>2</sup> GFA  <u>CZ1 and CZ2 zones</u> 5 spaces/100m <sup>2</sup> GFA up to 5000 m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 5000m <sup>2</sup>  CZ3 zone 5 spaces/100m <sup>2</sup> GFA up to 500m <sup>2</sup> plus 10	5 spaces/100m <sup>2</sup> GFA up to 500m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 500m	Grouped under Food and Drink premises  One rate adopted for city and town centre applicable to all zones  Higher end of the current parking rates is applied.	<b>Removal of rates by individual zone to improve clarity</b> (Aecom recommendation)  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).  This will significantly simplify the Code

		spaces/100m <sup>2</sup> GFA over 500m			making it easier to follow and apply.
	Town centre	<u>CZ1 and CZ2 zones</u> 5 spaces/100m <sup>2</sup> GFA up to 5000 m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 5000m <sup>2</sup>			
	Group centre	10 spaces/100m <sup>2</sup> GFA	10 spaces/100m <sup>2</sup> GFA		
Communications facility	Where assessable development	1 space peak shift employee	Deleted from the list	This will be a subject to individual assessment	Update the requirement as most communication facilities (e.g. mobile towers) are unattended/
Defence installation	All centres:	NA	Deleted	Will be subject to individual assessment	To simply and shorten the parking rates table.  AECOM recommendation(no 10)
Drink establishment	<u>City</u>	CZ1 and CZ2 Zones 5 spaces/100m <sup>2</sup> CZ3 Zone 10 spaces/100m <sup>2</sup> GFA	5 spaces/100m <sup>2</sup> GFA up to 500 m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 500m <sup>2</sup>	Grouped together under Food and Drink Premise (Includes Club, Drink establishment and Restaurant)	<b>Removal of rates by individual zone to improve clarity</b> (Aecom recommendation)

	<u>Town</u>	CZ1 and CZ2 Zones 5 spaces/100m2 GFA CZ3 Zone 5 spaces/100m2 GFA up to 500m2 plus 10 spaces/100m2 GFA over 500m2		One rate applied for city and town centres for all zones. Higher end rate is used.	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).  This will significantly simplify the Code making it easier to follow and apply.
	<u>Group</u>	10 spaces/100m2 GFA	10 spaces/100m <sup>2</sup> GFA	For local centres: same rate used for group centres (based on restaurant rates in the local centres)	
	<u>Local</u>	N/A			
<b>Educational establishment</b>	<u>City and town</u>	1 space/10 students	<p>Educational establishment (1)</p> <p>Adult <u>Education</u> College of Advanced Education Tertiary Education University All centres: NSR</p> <p>Educational establishment (2)</p> <p>Secondary college and High school <u>City, town and group centre:</u> NSR <u>Local centre</u></p>	<p>Educational establishment is separated into three categories based on their parking demands.</p> <p>Rates in the centres are not specified for subject to individual assessment on location and availability of public transport, use shared parking facility etc.</p> <p>Local centres rates are same as community</p>	Different parking rates for three categories of educational establishments to address the variation of parking demand.

Commented [BR3]: 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.

Commented [BR4R3]: See the footnotes 2 and 3

			1.8 spaces/10 students plus 0.2 set-down/pick-up spaces/10 students	facility zone's requirement.	
	<u>Group</u>	1.5 spaces/10 students	Educational establishment (3)  Primary <u>School</u> <u>City, town and group centre:</u> NSR		
	<u>Local centre:</u>	NA	0.8 spaces/10 students plus 0.4 set-down/pick-up spaces/10 students		
Tertiary institution, college	<u>CFZ</u>	Subject to individual assessment	4 PERS 10 STUDENTS (Calculated on maximum students anytime in campus) <sup>2</sup>	Regrouped under Adult Education that includes followings: College of Advanced Education Tertiary Education University <sup>3</sup>  Rate extracted from industrial zone and explanation note added	
Secondary college and high schools	<u>CZF</u>	1.8 spaces/10 students plus 0.2 set-down/pick-up spaces/10 students	Rates unchanged		

Commented [BR5]: 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.

<sup>2</sup> Rate for tertiary educational establishment is cited from Victoria Planning scheme

<sup>3</sup> New category added on recommendation to split 'educational establishment' into separate sub-categories

Pre-school, primary school	<u>CZ1, CZ2, CZ3 and CZF out of centre</u>	0.8 spaces/10 students plus 0.4 set-down/pick-up spaces/10 students	Rates unchanged		
Financial establishment	<u>City and town centre</u>	4 spaces/100m2 GFA	Rates unchanged	Grouped together under Non-Retail Commercial Use	Simplification of the code
	<u>Group centre</u>	5 spaces/100m2 GFA			
	<u>Local centre</u>	6 spaces/100m2 GFA			
Guest house	<u>City, group and local centres</u>	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  Town centre: NA	Rates unchanged but applied for town centre (same as city centre rates)	Hotel, Motel and Guest houses grouped together.  New rate has provision for bar restaurant and function room that will not apply to guest house	Simplification of the rates table
Hotel	<u>City centre:</u>	<u>CZ1 in City centre:</u> 1 space/3 employees plus 0.1 spaces/guest room or unit plus 5 spaces/100m2 GFA of bars and function rooms plus 2 spaces/100m2 of retail space <u>CZ3 in city centre</u> 1 space/3 employees plus 1 space/guest room or unit for establishments of	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	One rate applied to city centre, where the highest rate is (same as CZ2 and CZ3) is applied.  Unchanged rates for Town and Group centres  Local centre: Currently not specified. Same rate as Group centre is applied	<b>Removal of rates by individual zone to improve clarity</b> (Aecom recommendation)  Remove the breakdown of parking rates by zonings and create a single rate table differentiated by major geographic locations

		<p>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/100m<sup>2</sup> GFA of bars and function rooms up to 5000m<sup>2</sup> plus 10 spaces/100m<sup>2</sup> over 5000m<sup>2</sup> plus 1 space/10 restaurant seats plus 2 spaces/100m<sup>2</sup> of retail space</p> <p>Other zones Not specified</p>	<p>establishments of more than 36 units</p> <p>plus 5 spaces/100m<sup>2</sup> GFA of bars and function rooms up to 5000m<sup>2</sup></p> <p>plus 10 spaces/100m<sup>2</sup> over 5000m<sup>2</sup></p> <p>plus 1 space/10 restaurant seats</p> <p>plus 2 spaces/100m<sup>2</sup> of retail space</p>		<p>(e.g. City, town centre, group centre, Northbourne Avenue corridor, other suburban).</p> <p>This will significantly simplify the Code making it easier to follow and apply.</p>
	Town Centre:	<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/100m<sup>2</sup> GFA of bars and function rooms up to 5000m<sup>2</sup> plus 10 spaces/100m<sup>2</sup> over 5000m<sup>2</sup> plus 1 space/10 restaurant seats plus 2 spaces/100m<sup>2</sup> of retail space</p>			

	Group and local centre:	<u>Not specified</u>	<p>1 space/2 employees plus</p> <p>1 spaces/guest room or unit for establishments of up to 36 units</p> <p>OR</p> <p>25 spaces plus</p> <p>0.3 spaces/guest room or unit for establishments of more than 36 units</p> <p>plus</p> <p>10 spaces/100m<sup>2</sup> GFA of bars and function rooms</p> <p>plus</p> <p>1 space/10 restaurant seats</p> <p>plus</p> <p>3 spaces/100m<sup>2</sup> of retail space</p>		
Indoor entertainment facility		City and town centres: 5 spaces/100m <sup>2</sup> GFA	City and town centres: 5 spaces/100m <sup>2</sup> GFA up to 500 m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 500m <sup>2</sup> <sup>4</sup>	Rates unchanged	
Amusement arcade, night		Group and local centres 10 spaces/100m <sup>2</sup> GFA	Group and local centres 10 spaces/100m <sup>2</sup> GFA		

<sup>4</sup> This rate for City and town centre is modified for larger facilities

club, music hall, discothèque					
Indoor entertainment	City and Town centre:	City and Town centre: C1 Zones 1 space/court C2 and C3 Zones 2spaces/court	2spaces/court	One rate for city and town centre, using the CZ2 and CZ3 zones rate (highest).	<p><b>Removal of rates by individual zone to improve clarity</b> (Aecom recommendation)</p> <p>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).</p> <p>This will significantly simplify the Code making it easier to follow and apply.</p>
Squash court	Group and local centre	2spaces/court	Unchanged		
Office	City and town centres	<p>CZ1 Zone 1 space / 100m<sup>2</sup> CZ2 and CZ3 Zone 2.5 spaces /100m<sup>2</sup></p> <p>Belconnen &amp; Woden CZ1 and CZ2 1 space/100m<sup>2</sup> GFA</p>	<p>City Centre and Northbourne Corridor. 1.5 spaces/100m<sup>2</sup> GFA</p> <p>Town centre: 2.0 spaces/100m<sup>2</sup> GFA</p>	<p>One rate for City centre.</p> <p>Using a middle rate to represent all zones.</p> <p>Town Centre: One rate for all town centres. A middle rate is taken for all Town</p>	<p><b>Removal of rates by individual zone to improve clarity</b> (Aecom recommendation)</p> <p>Proposed rate is consistent with</p>

		<p>CZ3 Zone 2.5 spaces/100m2 GFA 2.5</p> <p>Gungahlin &amp; Tuggeranong 2.5 spaces/100m2 GFA</p>		<p>centres. Rates for Belconnen and Woden Centre (CZ1 and CZ2 is increased and reduction of rates for Gungahlin. Rates for Tuggeranong is unchanged .</p> <p>Group and local centre rate unchanged</p>	<p>Aecom's recommended parking rates.</p> <p>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).</p> <p>This will significantly simplify the Code making it easier to follow and apply.</p>
	Group and local centre	2.5 spaces/100m2 GFA	2.5 spaces/100m <sup>2</sup> GFA		
<p>Outdoor recreation facility</p> <p>Skating rink, swimming pool</p> <p>Bowling green</p> <p>Tennis court</p> <p>Other</p>	City and Town Centre:	<p>5 spaces/100m2 of actual pool or rink area</p> <p>30 spaces for first green plus 15 spaces/additional green</p> <p>5 spaces/court Subject to individual assessment</p>	Rate is not changed for city and town centre	<p>Rate for group centre is introduced.</p> <p>Additional use included under the umbrella term but no rate is specified, therefore subject to individual assessment. These uses are:</p> <ul style="list-style-type: none"> <li>• Enclosed Oval</li> <li>• Football field</li> </ul>	
	Group centre	N/A	Group centre		

			Rate for City and Town centre is used.	<ul style="list-style-type: none"> <li>Sportsground <sup>5</sup></li> <li>Stadium</li> </ul>	
	Local Centre	N/A	Not specified (no change)	Basketball court is categorised same as Netball court	
Place of worship	City, Town and Group centres	1 space/20 seats	Deleted from the list	This will be subject to individual assessment.	To address the variation parking demand for place of worship for different religious groups
Recyclable materials collection	City Town and group centres	1 space	Delete use from the list	This will be subject to individual assessment	GTA recommendation to removal for individual assessment
RESIDENTIAL USE	City centre	CZ1 Zone No minimum requirement CZ2 and CZ3 Zones As per Residential Zone Schedule	<u>City centre and Northbourne Avenue</u> <u>Maximum</u> Parking <sup>6</sup> Requirements: 1 space maximum per studio or single bedroom unit 1.3 spaces maximum per two bedroom unit 1.5 spaces maximum per unit with three or more bedrooms 1 on-site visitor parking space per every 8 dwellings	City centre rate is modified to be aligned with	Update with other changes in the Territory Plan

Commented [BR6]: See DV 368 for criteria

<sup>5</sup> Sportsground has replaced bowling green to align with TP definitions

<sup>6</sup> Rate modified to align the new rate in DV368

	Other centres	As per residential use rate	As per residential use rate		
Restaurant	City Centre	CZ1 Zone No minimum requirement CZ2 and CZ3 Zones 5 spaces/100m2 GFA	<u>City and Group centre</u>  5 spaces/100m <sup>2</sup> GFA up to 500 m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 500m <sup>2</sup>	Use one rate for all 'Food and drink premise' and use for similar uses that include restaurant, drink establishment and clubs	<b>Removal of rates by individual zone to improve clarity</b>
	Town Centre	CZ1 Zone No minimum requirement CZ3 Zone 5 spaces/100m2 GFA up to 500m2 Plus 10 spaces/100m2 GFA over 500m2			
	Group and local centres	10 spaces/100m 2 GFA	10 spaces/100m 2 GFA		
Retail plant nursery			Deleted from the list		GTA recommendation to removal for individual assessment

## Summary of the proposed changes:

### Use of the code (providing guidelines)

- Explanation of using the parking rates and provide structured guidance for varying the parking rate.
- Parking location to emphasise parking solution within the site and establish a clearer guidance where the on street and public parking can be used.

### Definitions

- New addition to the glossary to include uses that are not defined in the Territory Plan.

### Clarifications

- Measurement of parking location distance is clarified.
- Clarification where parking spaces for visitors with disabilities for residential developments will apply.
- Use technical standards for stack parking solutions and practice note suggested.
- Suggest using B99 template for vehicle manoeuvring area measurements.
- Suggest 2.2m clearance for headroom for high cars including utility vehicles with tools and equipment.
- Suggest adequate buffer spaces between storage areas and other facilities with parking spaces for better usability.
- Suggest visitors and commercial patron parking spaces will be unobstructed (not behind the boom gate/ barrier).
- Clarify tandem parking is not acceptable for visitors and non-residential parking spaces.
- Mandating the requirements regarding 3% of parking spaces for people with disability.
- Refer standard for garage associated with adaptable housing and alternative options.

### Simplification

- 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.
- Suggest deletion of zone objectives regarding parking, as there are zone objectives for each zone which applies to the overall development.

### Incorporate new provision

- Introduce EV charging provision in residential developments.
- Introduce provision for supportive housing.
- 10% parking provision for cars required higher clearance
- Reference to requirements of Traffic Impact Assessment for qualified developments.

### Parking rates:

- Single rate used for centres instead of different rates to the centres based on zones.
- Northbourne Avenue corridor is amalgamated with City centre for a single parking rate.
- Align residential parking rate in the city with proposed rate for Northbourne Avenue – subject to approval of DV368
- Some new development terms 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.

Explaining change of rates

Single rate introduced in the centres:			
Use	Location	What has changed	Reason for the change
Office and Civic Administration	City, Northbourne Avenue Corridor and Town Centre	One rate for city centre, using a middle rate.  One rate for town centre using a middle rate.	Removal of rates by individual zone to improve clarity (Aecom recommendation).  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).  This will significantly simplify the Code making it easier to follow and apply.
Restaurants, Club and Drink Establishments	City, Northbourne Avenue Corridor and Town Centre	These 3 uses are grouped together under 'Food and drinks premises'.  One rate adopted for city and town centre applicable to all zones.  Higher end of the current parking rate is applied.	
Hotel	City, Northbourne Avenue Corridor	One rate applied to city centre. Highest rate (same as CZ2 and CZ3 zones) is applied.	
	Local centre	Currently rate is not specified. Same rate as Group centre is applied.	
Indoor entertainment Squash court	City, Northbourne Avenue Corridor	One rate for city and town centre, using the CZ2 and CZ3 zones rate (highest rate applied).	

Modification of rate			
Use	Location	What has changed	Reason for the change
RESIDENTIAL USE	City centre and Northbourne Ave Corridor	City centre rate is modified to be aligned with DV368 which is approved by the Minister of Planning.	<p>Currently there is no rate for CZ1 zone in city centre.</p> <p>New rate will be maximum car rates that will align with proposed parking rate in the DV368 City Gateway and NB Ave.</p>
Deleted uses			
Use	Location	What has changed	Reason for the change
Communications facility	All areas where these uses are assessable development	Deleted from the list of rates.	Adopt with the new technological changed
Defence installation			Development varies in parking demand
Place of worship		Proposed to be subject to individual assessment.	To address the variation parking demand for place of worship for different religious groups
Recyclable materials collection			Development varies in parking demand
Retail plant nursery			Development varies in parking demand

Development /use clarified			
Use	Location	What has changed	Reason for the change
Educational establishment	All centres, community facility and industrial zones	<p>Educational establishment is separated into three categories based on their parking demands. These are:</p> <ol style="list-style-type: none"> <li>1. Adult education (including university)</li> <li>2. Secondary collage</li> <li>3. Pre-school, Primary school and high school</li> </ol> <p>Rates in the centres are not specified for subject to induvial assessment based on location and availability of public transport, use shared parking facility etc.</p> <p>Local centres rates are same as community facility zone's requirement.</p>	Different parking rates for three categories of educational establishments to address the variation of parking demand.
Other changes			
Use	Location	What has changed	Reason for the change
Outdoor recreation facility	Where assessable	<p>Rate for group centre is introduced.</p> <p>Additional use included under the umbrella term but no rate is specified, therefore subject to individual assessment. These uses are:</p> <ul style="list-style-type: none"> <li>• Enclosed Oval</li> <li>• Football field</li> <li>• Sportsground</li> <li>• Stadium</li> </ul>	<p>Simplification of the code.</p> <p>Opportunity to provide rates for large scale outdoor recreation facility in future.</p>

		Basketball court is categorised same as Netball court being similar in use.	
Boarding house	All centres	Currently no rate is specified for the centres.  Boarding house is an assessable development in all centres and a parking rate will be useful instead of individual assessment.	Adopted from Aecom's recommended rates

~~Schedule 2~~Table 1 – Parking provision rates for all commercial zones and residential zonescentres and Northbourne avenue 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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Development	City centre & Northbourne Avenue Corridor	Town centres	Group centres	Local centres
<b>Educational establishments<sup>1</sup></b> Includes followings				
Adult Education College of Advanced Education Tertiary Education University	TBCNSR	NSR <sup>2</sup> TBC	NSR <sup>2</sup> TBC	NSR <sup>2</sup> TBC
Boarding house	0.4 spaces/ shift employee Plus 0.4 spaces/bedroom <sup>4</sup>		0.5 spaces/employee Plus 0.5 spaces/bedroom	0.5 spaces/employee Plus 0.5 spaces/bedroom
Bulky goods retailing	2 spaces/100m <sup>2</sup> GFA		2.5 spaces/100m <sup>2</sup> GFA	N/A
Business agency	4 spaces/100m <sup>2</sup> GFA		5 spaces/100m <sup>2</sup> GFA	
Car park				
Caravan park / camping ground <sup>5</sup>	NSR			
Child care centre and preschool <sup>6</sup>	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 <sup>7</sup>			
Civic administration <sup>8</sup>	2-41.5 spaces/100m <sup>2</sup> GFA As per Office	2-52 spaces/100m <sup>2</sup> GFA	32.5 spaces/100m <sup>2</sup> GFAN/A	N/A NSR
	CZ3-zone 40 Spaces/100m <sup>2</sup> GFA	CZ3-zone 5 spaces/100m <sup>2</sup> GFA up to 500m <sup>2</sup> plus 40 spaces/100m <sup>2</sup> GFA over 500m <sup>2</sup>		
Commercial accommodation unit <sup>9</sup>	TBC	TBC	TBC	N/A
Communications facility	1 space/peak shift employee			N/A
Community activity centre	3 spaces/100m <sup>2</sup> GFA		4 spaces/100m <sup>2</sup> GFA	
Community theatre	1 spaces/12 seats		1 spaces/13 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 <sup>2</sup> GFA		N/A	
Cultural facility	0.5 spaces/100m <sup>2</sup> GFA		1 spaces/100m <sup>2</sup> GFA	2 spaces/100m <sup>2</sup> GFA
Defence installation	N/A	N/A	N/A	N/A

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

<sup>2</sup> 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](http://s3.dpcd.vic.gov.au/planning_scheme_history/c9a11f621f2aa3c16dd7052187cc18d1.pdf))

<sup>3</sup> 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.

<sup>4</sup> Adopted rate from Aecom report. New interstation in the table

<sup>5</sup> The use can be deleted for this table

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<sup>6</sup> Added on recommendation to split 'educational establishment' into separate sub-categories

<sup>7</sup> Updated rate for childcare to calculate for more than 90 students

<sup>8</sup> Simplified one rate for all zones in the each centres

<sup>9</sup> 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 <sup>2</sup>  CZ3 zone 10 spaces/100m <sup>2</sup> GFA	CZ1 and CZ2 zones 5 spaces/100m <sup>2</sup> GFA  CZ3 zone 5 spaces/100m <sup>2</sup> GFA up to 500m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 500m <sup>2</sup>	10 spaces/100m <sup>2</sup> 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/ANSR	
Financial establishment	4 spaces/100m <sup>2</sup> GFA		6 spaces/100m <sup>2</sup> GFA	
Food and Drink Premises <sup>10</sup> (includes Club, Drink establishment and Restaurant)	5 spaces/100m <sup>2</sup> GFA up to 500 m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 500m <sup>2</sup>		10 spaces/100m <sup>2</sup> GFA	
Freight transport facility	Subject to individual assessment		N/A	
Funeral parlour	2 spaces/100m <sup>2</sup> GFA excluding chapel area plus 1 space/20 chapel seats		N/ANSR	
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 <sup>2</sup> GFA <del>TBC</del> 3.5 spaces /100m <sup>2</sup> GFA		4 spaces / practitioner <del>4 spaces/practitioner</del> <del>TBC</del>	
Hospital	N/A	0.8 spaces/peak shift employee plus 0.5 spaces per bed <sup>11</sup>	N/A	N/A

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<sup>10</sup> 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.

<sup>11</sup> Using same rate of out of centres

Development	City centre & Northbourne Avenue Corridor/City-centre	Town centres	Group centres	Local centres
<a href="#">Hotel/Hotel</a> <a href="#">Motel</a> <a href="#">Guest House<sup>12</sup></a>	GZ1-zone 1 space/3 employees plus 0.1 spaces/guest room or unit plus 5 spaces/100m <sup>2</sup> GFA of bars and function rooms plus 2 spaces/100m <sup>2</sup> of retail space  GZ2 and GZ3 zones 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/100m <sup>2</sup> GFA of bars and function rooms up to 5000m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> over 5000m <sup>2</sup> plus 1 space/10 restaurant seats plus 2 spaces/100m <sup>2</sup> of retail space	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/100m <sup>2</sup> GFA of bars and function rooms up to 5000m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> over 5000m <sup>2</sup> plus 1 space/10 restaurant seats plus 2 spaces/100m <sup>2</sup> of retail space	1 space/2 employees plus 1 spaces/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/100m <sup>2</sup> GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m <sup>2</sup> of retail space	1 space/2 employees plus 1 spaces/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/100m <sup>2</sup> GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m <sup>2</sup> of retail space N/A
INDOOR ENTERTAINMENT FACILITY <a href="#">Cinema</a> Commercial theatre <sup>13</sup>	1 space/12 seats 4 spaces/2 seats   4 spaces/4 seats		1 space/ 4 seats	
INDOOR ENTERTAINMENT FACILITY Amusement arcade, night club, music hall, discothèque	5 spaces/100m <sup>2</sup> GFA up to 500m <sup>2</sup> plus 10 spaces/100m <sup>2</sup> GFA over 500m <sup>2</sup> plus 6 spaces/100m <sup>2</sup> GFA		10 spaces/100m <sup>2</sup> GFA	

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

<sup>13</sup> One rate used for Cinema and commercial theatre in the City and Town centre

Development	City centre & Northbourne Avenue Corridor/City-centre	Town centres	Group centres	Local centres
<b>INDOOR RECREATION FACILITY</b>				
(a) Basketball, netball	15 spaces/court	15 spaces/court	20 spaces/court	20 spaces/court
(a) Skating rink and swimming pool	5 spaces/100m <sup>2</sup> of actual pool or rink area	5 spaces/100m <sup>2</sup> of actual pool or rink area	5 spaces/100m <sup>2</sup> of actual pool or rink area	5 spaces/100m <sup>2</sup> of actual pool or rink area
(b) Squash courts	C4 Zones 1 space/court C2 and C3 Zones 2 spaces/court <sup>14</sup>	C1 and C2 Zones 1 space/court C3 Zone 2 spaces/court	2 spaces/court	2 spaces/court
(c) Fitness centre, gymnasium	1 space/100m <sup>2</sup> GFA	1 space/100m <sup>2</sup> GFA	2 spaces/100m <sup>2</sup> GFA	3.5 spaces/100m <sup>2</sup> GFA
(d) Other	Subject to individual assessment	Subject to individual assessment	Subject to individual assessment	Subject to individual assessment
Industrial trades	2 spaces/100m <sup>2</sup> GFA		2.5 spaces/100m <sup>2</sup> GFA	2.5 spaces/100m <sup>2</sup> GFA
Light industry	2 spaces/100m <sup>2</sup> GFA		2.5 spaces/100m <sup>2</sup> GFA	2.5 spaces/100m <sup>2</sup> GFA
Hotel	As per Hotel			N/A
Municipal depot	0.5 space/peak shift employee		1 space/peak shift employee	N/A
NON-RETAIL COMMERCIAL USE (excluding Office) i.e. Business agency, financial establishment, public agency	4 spaces/100m <sup>2</sup> GFA		5 spaces/100m <sup>2</sup> GFA	6 spaces/100m <sup>2</sup> GFA
Office	2.0 spaces/100m <sup>2</sup> GFA CZ1 Zone Belconnen & Woden CZ1 and CZ2 1 space/100m <sup>2</sup> GFA 1 space/100m <sup>2</sup> GFA CZ2 Zone CZ3 Zone	2.0 spaces/100m <sup>2</sup> GFA CZ3 Zone 2.5 spaces/100m <sup>2</sup> GFA Gungahlin 2.5 spaces/100m <sup>2</sup> GFA Tuggeranong 2.0 spaces/100m <sup>2</sup> GFA		

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<sup>14</sup> Single rate for same uses across the same centre  
<sup>15</sup> Uses grouped together, may need to define in the glossary

<b>OUTDOOR RECREATION FACILITY<sup>16</sup></b>		N/A
(a) Enclosed Oval	(a) NRSTBC	
(b) Football field	(b) NRS	
(c) Netball / Basketball courts	(c) NRS	
(d) Skating rink, swimming pool	(d) 5 spaces / 100m <sup>2</sup> actual pool or rink area	
Sportsground	(e) 30 spaces for 1st green plus 15 spaces / additional green: applicable for bowling green only, for other type of sports ground: NRS	
<sup>17</sup> Bowling-green	(f) NRS	
(e) Stadium	(g) 5 spaces / court	
Tennis court	TBC	
(g) Other	TBC	
	5 spaces/100m <sup>2</sup> of actual pool or rink area	
	TBC	
	TBC	
	5 spaces/100m <sup>2</sup> of actual pool or rink area	
	30 spaces for first green	
	plus	
	15 spaces/additional green	
	5 spaces/court	
	Subject to individual assessment	
	N/A	
Parkland		
Pedestrian plaza		

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<sup>16</sup> Uses with NRS may be deleted

<sup>17</sup> 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 <sup>2</sup> GFA	N/A	6 spaces/100m <sup>2</sup> 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 <sup>2</sup> GFA			N/A
Educational establishment <sup>18</sup> Includes: Primary School	TBCNSR	TBCNSR	TBCNSR	0.8 spaces/10 students plus 0.4 set-down/pick-up spaces/10 students <sup>19</sup> TBC
Produce market	N/A	10 spaces/100m <sup>2</sup> GFA		N/A
Public agency	4 spaces/100m <sup>2</sup> GFA		6 spaces/100m <sup>2</sup> 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 Requirements CZ1 and CZ2 zones  1 space maximum No minimum requirement CZ3 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	CZ1 and CZ2 zones No minimum requirement CZ3 zones 0.8 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 <sup>19</sup> TBC
Restaurant	CZ1 zone No minimum requirement CZ2 and CZ3 zones 6 spaces/100m <sup>2</sup> GFA	CZ1 zone No minimum requirement CZ2 and CZ3 zone 6 spaces/100m <sup>2</sup> GFA up to 500m <sup>2</sup> Plus 40 spaces/100m <sup>2</sup> GFA over 500m <sup>2</sup>	40 spaces/100m <sup>2</sup> GFA	
Retail plant nursery	N/A	2 spaces/100m <sup>2</sup> GFA		N/A
Scientific research establishment	N/A	N/A	N/A	N/A
Service station	4 spaces/service bay plus 4 spaces/100m <sup>2</sup> of shop area		4 spaces/service bay plus 5 spaces/100m <sup>2</sup> of shop area	4 spaces/service bay Plus 6 spaces/100m <sup>2</sup> of shop area
Serviced apartment	TBC	TBC	TBC	TBC

Parking and Vehicular Access General Code  
Part 3

Authorised by the ACT Parliamentary Counsel — also accessible at [www.legislation.act.gov.au](http://www.legislation.act.gov.au)  
Unauthorised version prepared by ACT Parliamentary Counsel's Office

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Shop <sup>22</sup> (excluding bulky goods)	4 spaces/100m <sup>2</sup> GFA		5 spaces/100m <sup>2</sup> GFA	6 spaces/100m <sup>2</sup> GFA
Development	City-centre	Town-centres	Group-centres	Local-centres
Store	2 spaces/100m <sup>2</sup> 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 <sup>2</sup> of sales area		4 spaces/service bay plus 6 spaces/100m <sup>2</sup> of sales area	N/A
Veterinary hospital	N/A	3.5 spaces/100m <sup>2</sup> GFA		3.5 spaces/100m <sup>2</sup> GFA
Warehouse	1 spaces/100m <sup>2</sup> GFA plus 2.5 spaces/100m <sup>2</sup> 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

<sup>18</sup> Can be deleted. See foot note 1

<sup>19</sup> Currently this rate is in the TP for CFZ

<sup>20</sup> Rate modified to align the new rate in DV368

<sup>21</sup> Rate is currently in TP for CFZ

<sup>22</sup> 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

**Commented [BR35]:** GTA report recommends removal as standalone rate

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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

Page 2: [28] Commented [BR8] Bamford, Rebecca 15/03/2022 10:41:00 AM

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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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.

Page 8: [45] Commented [AS25] Ali, Syed 12/04/2022 10:41:00 AM

May need to extend (middle and high school)

Page 8: [46] Commented [BR26] Bamford, Rebecca 13/03/2022 9:27:00 PM

GTA report recommends removal as standalone rate

Page 8: [47] 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?

Page 8: [48] Commented [BR29] Bamford, Rebecca 15/03/2022 10:51:00 AM

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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**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	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) <sup>2</sup>
Adult Education College of Advanced Education Tertiary Education University <sup>1</sup>		NSR <sup>3</sup>			
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 <sup>2</sup> GFA	NSR	NSR	NSR
Business agency					
Car park					
Caravan park / camping ground	NSR	NSR	NSR	2.5 spaces/100m <sup>2</sup> GFA of office space plus 1 space/site or unit plus 0.25 visitor spaces/site or unit	NSR
Child care centre and preschool <sup>3</sup>		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 <sup>4</sup> 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 <sup>4</sup> plus 1 pick-up/set-down bay per 10 child care places
Civic administration	NSR	3 spaces/100m <sup>2</sup> GFA N/A	N/A	NSR	NSR
Commercial accommodation unit	NSR	TBC NSR	NSR	NSR	NSR
Communications facility	NSR	1 space/peak shift employee			
Community activity centre	4 spaces/100m <sup>2</sup> GFA	4 spaces/100m <sup>2</sup> GFA N/A	4 spaces/100m <sup>2</sup> GFA	NSR	4 spaces/100m <sup>2</sup> 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 <sup>2</sup> GFA N/A	3 spaces/100m <sup>2</sup> GFA	3 spaces/100m <sup>2</sup> GFA	NSR
Cultural facility	NSR	2 spaces/100m <sup>2</sup> GFA	2 spaces/100m <sup>2</sup> GFA	NSR	2 spaces/100m <sup>2</sup> GFA
Defence installation		Subject to individual assessment			

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

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<sup>4</sup> Rate updated for 90+ students

<sup>5</sup> Rate updated for 90+ students

<sup>6</sup> 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 <sup>2</sup> 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 <sup>7</sup> (includes Club, Drink establishment and Restaurant)	NSR	10 spaces/100m <sup>2</sup> GFA	10 spaces/100m <sup>2</sup> GFA	15 spaces/100m <sup>2</sup> GFA	NSR
Freight transport facility		N/A			▲
Funeral parlour	NSR	2 spaces/100m <sup>2</sup> 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 TBG 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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<sup>7</sup> 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 <sup>8</sup> Motel Guest House <sup>9</sup>	(rate applicable for guest house only)  0.5 spaces/employee plus 1 space/questroom	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/100m <sup>2</sup> GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m <sup>2</sup> of retail space	1 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/100m <sup>2</sup> GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m <sup>2</sup> of retail space	1 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/100m <sup>2</sup> GFA of bars and function rooms plus 1 space/10 restaurant seats plus 3 spaces/100m <sup>2</sup> of retail space	NSR
INDOOR ENTERTAINMENT FACILITY Cinema Commercial theatre	NSR	1 space/4 seats <sup>9</sup>	1 space/3 seats	1 space/3 seats	NSR
INDOOR ENTERTAINMENT FACILITY Amusement arcade, night club, music hall, discothèque	NSR	10 spaces/100m <sup>2</sup> GFA	10 spaces/100m <sup>2</sup> GFA	20 spaces/100m <sup>2</sup> GFA	NSR

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<sup>8</sup> Grouped together to simplify the code and avoid repetition  
<sup>9</sup> 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	CZ6 out of centres	CZ6 out of centre	CFZ
<b>INDOOR RECREATION FACILITY</b>	NSR				NSR
(a) Basketball, netball		20 spaces/court	20 spaces/court	25 spaces/court	
(b) Skating rink, swimming pool		20 spaces/100m <sup>2</sup> of actual pool or rink area	15 spaces/100m <sup>2</sup> of rink or pool area 2 spaces per court 3.5 spaces/100m <sup>2</sup> GFA	20 spaces/100m <sup>2</sup> of actual pool or rink area 2 spaces/court	
Squash courts		2 spaces/court 3.5 spaces/100m <sup>2</sup> GFA		3.5 spaces/100m <sup>2</sup> GFA	
(c) Fitness centre, gymnasium					
(d) Other					
<b>Industrial trades<sup>10</sup></b>	NSR	NSR	NSR	NSR	NSR
Light industry	NSR	NSR	2.5 spaces/100m <sup>2</sup> GFA	NSR	NSR
Metel					
Municipal depot	NSR	NSR	1 space/peak shift employee		
<b>NON-RETAIL COMMERCIAL USE (excluding Office)</b> i.e. Business agency, financial establishment, public agency	NSR	NSR	NSR	6 spaces/100m <sup>2</sup> GFA (applicable to TAB only) <sup>11</sup>	NSR
Office	NSR	3 spaces/100m <sup>2</sup> GFA	2.5 spaces/100m <sup>2</sup> GFA		
<b>OUTDOOR RECREATION FACILITY</b>	NSR	NSR			NSR
Enclosed Oval <sup>12</sup>			(a) NRS	(h) NRS	
Football field			(b) NRS	(i) NRS	
Netball / Basketball courts			(c) NRS	(j) NRS	
Skating rink, swimming pool			(d) 5 spaces / 100m <sup>2</sup> actual pool or rink area	(k) 5 spaces / 100m <sup>2</sup> actual pool or rink area	
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: NRS	(l) 30 spaces for 1sr green plus 15 spaces / additional green: applicable for bowling green only, for other type of sports ground: NRS	
Stadium			NRS	(m) NRS	
Tennis court			(f) NRS	(n) 5 spaces /court	
Other			(g) 5 spaces /court		
Parkland					
Pedestrian plaza					

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

<sup>11</sup> TAB needs to be defined generically

<sup>12</sup> 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 <sup>3</sup>	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 <sup>14</sup> 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 <sup>15</sup> 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 <sup>2</sup> of shop area	4 spaces/service bay plus 5 spaces/100m <sup>2</sup> shop area		
Serviced apartment			TBC		

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- Commented [BR25]: GTA report recommends removal as standalone rate
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<del>Shop</del> SHOP (excluding bulky goods)	NSR	6 spaces/100m <sup>2</sup> GFA	5 spaces /100m <sup>2</sup>	6 spaces/100m <sup>2</sup> 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
<b>Development</b>					
Store	NSR	2 spaces/100m <sup>2</sup> GFA	2 spaces/100m <sup>2</sup> GFA		
<del>Tourist facility</del>					
Transport depot					
<del>Tourist resort</del> <sup>13</sup>	NSR	NSR	NSR	NSR	NSR
<del>Vehicle sales</del> <sup>14</sup>	NSR	NSR	NSR	NSR	NSR
<del>Veterinary</del> Veterinary hospital	NSR	NSR	NSR	NSR	3.5 spaces/100m <sup>2</sup> GFA
Warehouse	NSR		space per 100m <sup>2</sup> GFA, except for areas used for ancillary offices, where the on-site parking provision rate is 2.5 spaces/100m <sup>2</sup> GFA.		

**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
- Non Retail Commercial Use (excluding office): Business Agency, Financial establishment, Public agency

<sup>13</sup> 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.

<sup>14</sup> Grouped together to simply the table and avoid repetition

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

<sup>16</sup> Can be deleted in this table

<sup>17</sup> Can be deleted in this table

**Commented [BR29]:** 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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- 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

Page 2: [15] Commented [BR7] Bamford, Rebecca 15/03/2022 10:41:00 AM

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??

Page 2: [24] Commented [AS11] Ali, Syed 12/04/2022 10:34:00 AM

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:

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

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Development	residential-zones-out-of-the-centres IZ1 and IZ2	CZ1, CZ2, CZ3-zones outside-centres hierarchy PRZ2 CZ2 zones outside-centres and Northbourne Avenue precinct	TSZ2 CZ5-out-of-centre Service-Zone	CZ6-out-of-centre other zones
Educational establishment <sup>1</sup>	N/A 4 spaces / 10 students (based on maximum students anytime) <sup>2</sup>		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 employees parking plus visitor parking as follows: 2 spaces, less than 40 animals per facility and 1 space per 30 animals thereafter <sup>3</sup>	NSR	NSR	NSR
Bulky goods retailing	N/A 3 spaces / 100m <sup>2</sup> GFA	NSR N/A 2.5 spaces/100m <sup>2</sup> GFA	NSR N/A	NSR N/A
Business agency				
Car park				
Caravan park / camping ground	NSR	NAR	NAR	2.5 spaces /100m <sup>2</sup> of office 2.5 spaces/100m <sup>2</sup> 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 <sup>2</sup> 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

<sup>1</sup> 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.

<sup>2</sup> Modified by adding 'maximum students anytime'. Victoria planning scheme use similar rate

<sup>3</sup> Modification to allow the rate to address for more than 90 animals

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

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Development	IZ1 and IZ2 residential zones-out of the centres	PRZ2 CZ1, CZ2, CZ3 zones outside centres hierarchy CZ2-zones outside centres and Northburne Avenue precinct	TSZ2 Service Zone CZ5-out of centre	other zones CZ6-out-of centre
<u>Drink establishment</u>		15 spaces/100m <sup>2</sup> GFA		
<u>Educational establishment</u>		N/A		
<u>Emergency services facility</u>	NAR 1 space/ peak shift employee	NSR 1 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 <sup>2</sup> GFANAR	15 spaces/100m <sup>2</sup> GFA for club only only	NSR 10 spaces/100m <sup>2</sup> GFA	NSR 15 spaces/100m <sup>2</sup> GFA
<u>Freight transport facility</u>		N/A		
<u>Funeral parlour</u>	2 spaces/100m <sup>2</sup> GFA excluding chapel area plus 1 space/4 chapel seats NAR	NSR 2 spaces/100m <sup>2</sup> GFA excluding chapel area plus 1 space/20 chapel seats N/A	NSR N/A	NSR NAR
<u>Guest house</u>		N/A		
<u>Health facility</u>	3 spaces/ practitioner 4 spaces/practitioner	NSR N/A/TBC	NSR	4 spaces/ practitioner NAR
<u>Hospital</u>	NSR	NSR 0.8 spaces/peak shift employee plus 0.5 spaces per bed N/A	NSR N/A	NSR NAR
<u>General Industry</u>	2 Spaces/ 100m <sup>2</sup> 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 Hotel Guest House	<del>(rate applicable for quest house only)</del>  <del>0.5 spaces/employee plus 1 space/questroom</del> <del>NSR</del>	<del>Hotel and Motel: 1 space/2 employees plus 1 spaces/quest room or unit for establishments of up to 36 units</del> <del>OR</del> <del>25 spaces plus 0.3 spaces/quest room or unit for establishments of more than 36 units</del> <del>plus 10 spaces/100m<sup>2</sup> GFA of bars and function rooms</del> <del>plus 1 space/10 restaurant seats</del> <del>plus 3 spaces/100m<sup>2</sup> of retail space</del>  <del>Guest house: 0.5 spaces / employee plus 1 space / quest room</del>	<del>NSR1 space/employee</del> <del>plus</del> <del>1 space/quest room or unit for establishments of up to 36 units</del> <del>OR</del> <del>25 spaces</del> <del>OR</del> <del>25 spaces plus 0.3 spaces/quest room or unit for establishments of more than 36 units</del> <del>plus 10 spaces/100m<sup>2</sup> GFA of bars and function rooms</del> <del>plus 1 space/10 restaurant seats</del> <del>plus 3 spaces/100m<sup>2</sup> of retail space</del>	<del>NSR1 space/employee plus 1 space/quest room or unit for establishments of up to 36 units</del> <del>OR</del> <del>25 spaces plus 0.3 spaces/quest room or unit for establishments of more than 36 units</del> <del>plus 10 spaces/100m<sup>2</sup> GFA of bars and function rooms</del> <del>plus 1 space/10 restaurant seats</del> <del>plus 3 spaces/100m<sup>2</sup> of retail space</del>
INDOOR ENTERTAINMENT FACILITY Cinema Commercial theatre	<del>NSR/NAR</del>	<del>NSR1 space/12 seats</del>	<del>NSR 1 space/2 seats</del>	<del>NSR1 space/3 seats</del>
INDOOR ENTERTAINMENT FACILITY Amusement arcade, night club, music hall, discothèque	<del>NSR</del>	<del>NSR 10 spaces/100m<sup>2</sup> GFA</del>	<del>NSR 10 spaces/100m<sup>2</sup> GFA</del>	<del>NSR20 spaces/100m<sup>2</sup> GFA</del>

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

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<sup>4</sup> A generic development term needs to be used.  
<sup>5</sup> 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 & 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	NSR <sup>7</sup>	NSR0.8 spaces/10 students plus 0.4 set-down/pick up spaces/10 students	NSR <sup>7</sup> NAR	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) <sup>8</sup> 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 <sup>9</sup>	NSR	1 space	NSR
Recycling facility	1 space / peak shift employee	NSR	1 space / peak shift employee	NSR

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<sup>7</sup> 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

<sup>8</sup> 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

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

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 <sup>10</sup>	NSR	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 <sup>2</sup> shop	NSR 4 spaces/service bay plus 6 spaces/100m <sup>2</sup> of shop	NSR 4 spaces/service bay plus 5 spaces/100m <sup>2</sup> shop area	NSR
Serviced apartment	NSR	NSR	NSR TBC	NSR
Shop SHOP (excluding bulky goods)	4 spaces/ 100m <sup>2</sup> GFANAR	NSR 6 spaces/100m <sup>2</sup> GFA	NSR 5 spaces /100m <sup>2</sup>	NSR 6 spaces/100m <sup>2</sup> 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 <sup>2</sup> GFANAR	NSR 2 spaces/100m <sup>2</sup> GFA	2 spaces/100m <sup>2</sup> 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 <sup>2</sup> GFA	NSR	NSR N/A	3.5 spaces / 100m <sup>2</sup> GFA

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<sup>10</sup> Same as footnote 7.

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

**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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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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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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GTA report recommends removal as standalone rate

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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:** [Ali, Syed](#)  
**To:** [Hendriks, Lauren](#)  
**Subject:** 20220307- compilation of issues in PVAGC (A33162522)  
**Date:** Monday, 7 March 2022 3:36:00 PM  
**Attachments:** [20220307- compilation of issues in PVAGC.xlsx](#)

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OFFICIAL

Here it is.  
This is draft and I may change the format, add more issues etc .

Syed Ali has sent you a copy of "20220307- compilation of issues in PVAGC" (A33162522) v0.1 from Objective.

Issues	Description	DA / ACAT ref	Code ref	Development outcome issues	Desired outcome	Comment/ Recommendation
Supportive housing's residents parking and service parking rates - Code is silent	General practice is using rates for multi-unit housing. However, there are development where special rates (discounted) should be applicable such as housing for elderlies. Parking rates for service vehicles (cleaners' / food delivery) are absent too. It should be noted that supportive housing can be sold to market as regular residential units at a later stage.	This issue has been discusses in a ACAT appeal, and regular residential car rate is supported. Planning Delivery concerns it may not be upheld in the Supreme Court	PVAGC	excessive and unutilised parking may compromise the design outcome	Optimum number of parking spaces for special uses (e.g. supportive housings) to avoid over or under supply.	
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?			increased on street parking during weekends /	parking provisions for special types of developments	
Discounted car parking rates	Clear instruction in the code to specify the use of the rates table and provision for departure		PVAGC	Carparking solutions with large departure causing community outcry	Clear guidelines directing varying parking rates	
Front zone parking in MUHDC , R82 . Criterion (C82) does not address this element and creates confusions using it	Criterion does not allow a design solution		MUHDC, R82	Proponents can meet the criterion by not addressing the issue.	Clarity in the provision so that decision maker and users have a common understanding	
Visitor parking distance	100m distance is too generous -Requirements for utilisation of available car parks within walkable distance – time and days of peak utilisation and conflicts with proposed land use		3.1.4 Location requirement, PVAGC	Relying on public car parking within a distance is common in development applications.	Practicable distance for visitor parking from the development	
location of parking requirements - off site	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?		PVAGC		Clarity in measuring the distance Use of the public parking by the target users	
Size of the car - unspecified in the code	Size of car such as B99, B85 etc is not specified for developments in relation to car manoeuvring and parking spaces.	Previously ACAT decision has directed using B99	PVAGC	Proponent tend to use B85 templates, particularly in small to mid size developments causing smaller manoeuvring areas and parking spaces.	An appropriate mix of B99 and B85 based types of cars used in present time. This may vary depending on the scale of the development	
Dimension for garages for accessible parking, eg. adaptable housing	6200 mm wide AS2890 does not specify dimension for garages. Accessible report concludes regular 6.0 m wide garage meets the accessibility requirement	Not tested in ACAT		Developers challenges lack of options and provide the 6m wide typical garages.	disable parking solution dwellings with garages	
Garage dimensions	6m X 5.5 in Code, but not specified width or length	DA202038138	SDHDC	5.5m long garages are proposed	usable garage dimensions	
Stack parking dimensions	Code does not specify min vertical dimensions. 1500 mm is not adequate for some cars.	DA 201527479 , 3/66 Kingston		Unusable parking as the vertical clearance was not adequate	Stack parking solution provides adequate vertical space	
Tandem parking	limit tandem parking for commercial developments visitors parking should not be in tandem		PVAGC	limitation in using parking space	Useable parking spaces for commercial and visitors	
Parking provisions compiled in one Code	for better usability and readability		Single Dwelling Housing Development Code, Multi Unit Housing Code, Some Precinct Codes			
Parking rate discount	Comment: Parking discount should not be based on public assets.		PVAGC	generates street parking / offsite parking. Uses the public parking in proximity that was constructed for another user groups.	parking rate discount can be based on public transport / location etc	
Maximum carparking numbers in INPC - lack of flexibility	Stack parking solutions and measurements. In a development at Kingstone the car did not fit within the ceiling height in the stacker.		INPC	Does not allow additional parking spaces		
Provision for EV vehicles	retrofit EV charger in basement is difficult EV requirements need to be clear and easy for us to assess			EV compatible parking spaces not being provided	power outlet compatible for EV charging in residential parking.	
Glossary	glossary of terms and land uses - should be different glossary ? Or incorporated within definition of the TP		PVAGC, Definition		readable and user friendly Code	
Motorcycle parking	motorcycle parking is currently unclear / not specified for residential development – need to make more clear		PVAGC	although bicycle parking are provided under the bicycle parking code, motorcycle parking is not being provided in the residential developments.	enough motorcycle / scooter parking spaces keeping up with the percentage of motorcycle users in the Territory	
Small car parking	is 10% still relevant, as many cars have got larger since the code was written.		PVAGC	Parking space's dimensions need to be considered with the trend of the vehicles used in present time		
Access of visitors parking inside a secured location	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.		PVAGC		Parking space dedicated to visitor needs to be accessed without difficulties	

Commercial parking behind roller door		Mica Development at Campbell		obstructed parking spaces for commercial users	Easily accessible to commercial patrons and visitors
Conflict with storage location in apartment parking	Storage is required under MUHDC and often co located next to parking spaces. Some of this storage units has conflicted with car parking spaces.		PVAGC /R65, MUHDC	Over car's bonnet storage and other unusable parking solutions	Adequate space to use the storage without moving the car out of parking spaces
Accessible visitor's parking: Threshold number for smaller development	When the 3% requirements is applicable ? A small size residential development requires 3 visitor's parking spaces. 3% requirement is .09% parking spaces. Should this be applicable when over .5 or 1 ?		PVAGC	Underutilised accessible visitor parking	
DDA Act	Is the parking code independent from DDA Act's requirements ?		PVAGC and DDA		Meeting PVAGC does not indemnify from DDA obligations
Mandatory requirement to endorse parking plan by 'Parking planning'	Confusions about the endorsement process	R32, Kingston Precinct Code		Confusions arises who will endorse	
Childcare parking rates	rate does not specify over 90+ children centre				Rates to include a formula for 90+ students
Accessible parking rate for residential	3% rate does not apply to residents but applies to residential visitors and commercial uses.				accessibility parking requirements are applicable for developments with 10 units or more

Guide document to draft new Parking and Vehicular Access General Code / incorporate into Access and Movement Code

**1. Introduction**

- This is a long section that needs to be simplified and improve its readability

Code Element	Changes	Comment / Intent	Reason
1.1 Name of the Code	Addition	<ul style="list-style-type: none"> <li>• Follow the new Code's template</li> </ul>	Adapting with new code template
1.2 Application of the Code (parking rates)	extraction from 'using the code' from current PVAGC	<ul style="list-style-type: none"> <li>• Shorten this section by a) use of the rates calculation b) describe where rate is not met, the application of acceptable solution</li> <li>• Remove the particular agency reference with 'ACT Government Directorate responsible for parking'</li> </ul>	Simplify and for better readability  Incorporate a section in the new Code that describes a framework for dispensation. This will give clear directions for proponents to base a case for dispensation or parking discounts, aligned with sustainable transport and broader Government policy objectives.
1.3 Structure of the Code	Modify	<ul style="list-style-type: none"> <li>• Aligned with the new code's template</li> <li>• Description of the structure (3 sections of the code)</li> <li>• Extraction from current PVAGC</li> <li>• contain a concise statement clarifying its role and relationship with other parts of the Territory Plan and the National Capital Plan (AECOM)</li> </ul>	Adapting with new code template
1.4 National Capital plan	Addition	<ul style="list-style-type: none"> <li>• Follow the new Code's template</li> </ul>	Adapting with new code template

1.5 Purpose	Retained and edited from current 'purpose of the code'	<ul style="list-style-type: none"> <li>Remove the particular agency reference with 'ACT Government Directorate responsible for parking'.</li> <li>Will need to be broadened given it's being changed to an 'access and movement' Code</li> </ul>	Updating with correct references
1.6 Code types	Addition	<ul style="list-style-type: none"> <li>Follow the new Code's template</li> </ul>	Adapting with new code template
1.7 Using the code	Delete	<ul style="list-style-type: none"> <li>The content to be merged with 1.2 application of the code</li> </ul>	Simplify and for better readability
1.8 Code hierarchy	Addition	<ul style="list-style-type: none"> <li>Follow the new Code's template</li> </ul>	Adapting with new code template
1.9 Calculation of the parking provision requirement	(retained, simplify)	<ul style="list-style-type: none"> <li>Calculation method simplified</li> <li>Parking rate discount guideline / acceptable solution</li> </ul>	Simplify and for better readability
1.10 Definitions	Modified	<ul style="list-style-type: none"> <li>Include terms that need to be clarified.</li> <li><b>Long stay parking</b> means parking provision for generally longer than 4 (four) hours duration. <b>Short stay parking</b> means parking provision for generally up to 4 (four) hours duration.</li> <li>Some other developments may require to be defined, such as Tertiary, Secondary and Primary educational establishment. Refer the table 1, 2,3.</li> </ul>	Updating and eliminating inconsistencies

**Commented [HL1]:** Potential to align land uses with land uses in the new code

**Commented [BR2]:** Confirm if 4 hours is still correct – should it be 2 hours for short stay? I can't remember how we categorised parking survey data...

**2. General design and vehicle access (and manoeuvring)**

This section needs to be simplified by

1. Deleting extraction of design standards and replace with the relevant references
2. Introduce some regularly sought information that is currently absent

Code Element	Proposed changes	Comment	Reason
2.1 Parking location	Modify	<ul style="list-style-type: none"><li>• Parking for the proposed development should be provided within the site.</li><li>• If on-site parking is unable to be provided, the proponent needs to</li></ul>	<ul style="list-style-type: none"><li>• Emphasis to provide parking within the site.</li><li>• Public parking should be used based on suitability and availability, and without impacting the traffic</li></ul>

**Commented [HL3]:** Something which has been suggested is 'tightened' up in the new code.

		<p>demonstrate the suitability and availability of nearby vacant parking spaces as a substitute</p> <ul style="list-style-type: none"> <li>• Consideration to be given on time and days of peak utilisation and conflicts with proposed landuse.</li> <li>• How the location of the parking space is measured ? radius or walking distance ?</li> </ul>	<p>movement and parking opportunity for the primary users from whom the public parking has been established.</p> <ul style="list-style-type: none"> <li>• On street and public parking are public assets. There is a cost to provide these assets and should not be used of private developments.</li> </ul>
2.2 Parking for people with disabilities	Modify	<ul style="list-style-type: none"> <li>• Reference to relevant standards (<i>AS/NZS 2890.6:2009 Parking Facilities – Part 6: Off-street parking for people with disabilities</i>)</li> <li>• Simplify by removing the additional commentaries</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify and for better readability</li> </ul>
2.2.1 Dimensions of parking spaces for people with disabilities	Delete	<ul style="list-style-type: none"> <li>• Reference to <i>AS/NZS 2890.6:2009</i> in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
2.2.2 Headroom	Delete	<ul style="list-style-type: none"> <li>• Reference to <i>AS/NZS 2890.6:2009</i> in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
2.2.3 Kerb ramps	Delete	<ul style="list-style-type: none"> <li>• Reference to <i>AS/NZS 2890.6:2009</i> in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
2.2.4 Location of disable visitor parking	Add	<ul style="list-style-type: none"> <li>• Disable visitor parking should be easily accessible and easy to find. These parking spaces should not be located behind a secured gate or barrier.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Improve access to disable visitors parking</li> </ul>
2.2.5 Visitor parking	Add	<ul style="list-style-type: none"> <li>• Accessing visitor parking where there is a boom gate / roller door – visitor parking within boom gate works for known people; but it doesn't work for unfamiliar visitor such as taxi, Uber or</li> </ul>	<ul style="list-style-type: none"> <li>• Improve efficiently in parking solution</li> </ul>

**Commented [AS4]:** Does this mean proposed use may rely on the public parking when it's in use by another development ?

**Commented [AS5]:** Walking distance is rational for this purpose.

		delivery drivers. So a portion of visitor parking should be available outside secured area in case of a large multiunit development	
2.3 Percentages of parking spaces for people with disabilities – minimum parking provision rate (excluding residential developments)	Retain	<ul style="list-style-type: none"> <li>Use the commentary from current code.</li> <li>This provision will not be flexible.</li> <li>Note the Parking Code Provision proportion is higher than Australian Standards requirement</li> <li>Clarification whether this provision does not apply to commercial developments and visitors of parking for residential developments (refer below).</li> <li>In developments with significantly reduced parking provision, a higher proportion of disability parking spaces may be needed as a criterion e.g. CIT Woden</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen application of the provision</li> </ul>
2.4 Percentages of parking spaces for visitors with disabilities – minimum parking provision rate  Residential development	Add	<ul style="list-style-type: none"> <li>3% pf the total visitor parking will be provided as accessible parking</li> <li>This provision will be flexible for small scale residential units with and trigger when the rate will trigger the parking rate triggers 10 visitor parking space</li> <li>A practice note can be prepared to clarify this</li> </ul>	<ul style="list-style-type: none"> <li>Clarification of rate calculation method</li> </ul>
2.5 Physical requirements	Retain	<ul style="list-style-type: none"> <li>Modify the sub elements</li> </ul>	
2.5.1 Physical characteristics	Retain with modification	<ul style="list-style-type: none"> <li>The layout of the car park should meet the requirements of AS 2890.1:2004, the Australian Standard for Parking Facilities, Part 1: Off-street Car Parking.</li> </ul>	<ul style="list-style-type: none"> <li>update with the relevant references and agency names</li> </ul>

**Commented [AS6]:** Should this also apply for commercial parking for patrons?

**Commented [AS7]:** Subject to discussion. 10 residential unit is taken as this is threshold to trigger adaptable units in a residential developments.

<ul style="list-style-type: none"> <li>a) Parking layout</li> <li>b) Traffic control</li> <li>c) Hydraulics</li> <li>d) Landscaping</li> <li>e) Surface treatment</li> <li>f) Other requirements</li> </ul>		<ul style="list-style-type: none"> <li>• b and e: Traffic control measures employed in the car park or in the access to the development and its parking areas should meet current ACT traffic policy, prepared by the "ACT Government Directorate responsible for parking policy</li> <li>• c: update the document reference and agency name (e.g. ACT Government Directorate responsible for water sewerage network)</li> <li>• f: update with name of new TIA guidelines</li> </ul>	
<p>2.6 Dimension for garage associated with adaptable housing</p>	<p>Add</p>	<ul style="list-style-type: none"> <li>• where adaptable units are proposed, double garages associated with those units should be wide enough to accommodate an accessible car parking space and a standard width space, in accordance with the relevant Australian Standard. The ceiling height of the garage should also comply with the requirement for an accessible space.</li> <li>• Alternatively, proponent needs to demonstrate that garages with above size is achievable minimal demolition work and without compromising the quality of the spaces.</li> <li>• This can be a practice note alternatively</li> </ul>	<ul style="list-style-type: none"> <li>• Clarification with specific information</li> </ul>

Commented [A58]: Practice note will be provided

2.2.2 Stack parking solution	Add	<ul style="list-style-type: none"> <li>Refer practice note for stack parking solution outcome.</li> <li>PO: have two standard size vehicles to be stacked.</li> </ul>	<ul style="list-style-type: none"> <li>Update with new technical solutions</li> </ul>
2.7 Vehicle manoeuvring dimensions	Modify	<ul style="list-style-type: none"> <li>Reference to the relevant standards car template – B99, and limited flexibility for a design focused reasons (i.e. narrow width block)</li> </ul>	<ul style="list-style-type: none"> <li>Clarification with specific information</li> </ul>
2.8 Vehicle Access	Retain		
2.8.1 Engineering and other design guidelines 2.8.2 Access point 2.8.3 Sight distance 2.8.4 Driveway location 2.8.5 Emergency vehicles access 2.8.6 Loading facilities 2.8.7 Service stations 2.8.8 Restaurants with drive through facilities	Modify	<ul style="list-style-type: none"> <li>Include under new Acceptable Measures (AM)/performance Outcome (PO) format</li> <li>Remove references to specific agencies, replace with “ACT Government Directorate responsible for waste” or similar.</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> <li>Reformat for better usability</li> </ul>
2.9 Access to other facilities near parking spaces	Add	<ul style="list-style-type: none"> <li>Access to storage and utility services access points should not conflict with the safety of the vehicles.</li> <li>Vehicles should not need to be moved to allow the access to this areas.</li> </ul>	<ul style="list-style-type: none"> <li>Clarification</li> </ul>

2.7 Small car parking	Modified	<ul style="list-style-type: none"> <li>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. (Aecom recommendation)</li> </ul>	
2.8 Motorcycle parking	Modify	<ul style="list-style-type: none"> <li>5% motorcycle parking for commercial uses.</li> </ul> <p>Applies for parking facilities 30 car spaces and over.</p>	<ul style="list-style-type: none"> <li>Proposed motorcycle parking rate based on registrations numbers in 2021</li> </ul>
2.9 Tandem parking	Modify	<ul style="list-style-type: none"> <li>tandem parking should not be applicable for visitors and commercial parking provisions</li> </ul>	<ul style="list-style-type: none"> <li>Usable parking facilities</li> </ul>
2.8 EV Vehicle points	Add	<ul style="list-style-type: none"> <li>One parking space per multi-unit dwelling to be 'EV ready'</li> </ul>	<p>Update with technical innovations and support governments climate change target to zero emission</p>
2.9 car park and community safety	Modify	<ul style="list-style-type: none"> <li>Simplify the provision with AM/PO format</li> <li>Make the provision shorter if possible</li> <li>Remove car park size under this section as the small car park may outcome with inefficient design.</li> </ul>	<ul style="list-style-type: none"> <li>Simplify and increase readability</li> </ul>

**Commented [AS9]:** Is this size adequate ? also if 10% small cars represent the correct proportion ? Cars are also getting larger as top 3 / 5 cars are ute (2021). A matter for next review ?

**Commented [HL10]:** Need to clarify whether or not motorcycle parking requirement applies to residential parking or not.

**Commented [AS11R10]:** This applies to commercial use only for this review. Rate is increased based on registration numbers,

I am not sure if motorcycle parking (in addition to average numbers of cars per units) in residential use are necessary. Maybe a matter for further survey / study for next review.

**Commented [HL12]:** Anthony Burton's consultancy report has more details on this

**Commented [AS13]:** EV requirements need to be clear and easy for us to assess

2.10 Landscaping of car parks	Modify	<ul style="list-style-type: none"> <li>Simplify the provision with AM /PO format</li> <li>Promote large canopy trees over paved surface parking to reduce the heat island effect</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
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**Commented [HL14]:** In the past it's been suggested that design and safety standards should sit elsewhere, and the parking code should focus on provision requirements not design requirements

**Commented [AS15R14]:** Subject to discussion, can be deleted if the provision is elsewhere in the TP

### 3 Parking and vehicular access

Parking rate for city centres and Northbourne Avenue Corridor, Group centres, town centres and local centres are based on location rather than zone-based rate.

To avoid repetition and concise this section, the zones can be grouped together, such as

- Centres including Northbourne avenue (to all zones in these areas)
- Residential, commercial and community facility put of the centre
- Industrial, PRZ2, TZSZ2 and all others

Code's element	Changes	Comment / intent / desired outcome	Reason
3.1 Residential Zone	Modify rate (partially)	<ul style="list-style-type: none"> <li>New parking rate tables (Table 1 and 2)</li> <li>Residential rates in the city centre to be equal or less than Northbourne Avenue Corridor (Table 1)</li> </ul>	<ul style="list-style-type: none"> <li>Update rates for city centre reflecting new rates for Northbourne avenue corridor in the recommended variation 368.</li> </ul>

**Commented [HL16]:** Alternative is to monitor the effectiveness of the Northbourne Avenue corridor changes first as a case study, and save changes in the City for the next review.

**Commented [AS17R16]:** We need to make a decision where to change or keep new rates. DV3668 City gateway is approved by the Minister

		<ul style="list-style-type: none"> <li>• Out of centre rates are specified in Table 2</li> <li>• Rates for residential use in centres and Northbourne Avenue Corridor are based on locations and not zones</li> </ul>		
3.1.1	Objective for the residential zones	Retain with some modification	<ul style="list-style-type: none"> <li>• The objectives are not directly called up during the assessment.</li> <li>• PO - development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>• To give effect of the objectives</li> </ul>
3.1.2	Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>• Can be deleted as calculation of rates are explained in Section 1.</li> <li>• Alternatively, delete 'Calculation of the parking provision requirement'</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
3.1.3	Location requirement	Modify Add AM/PO based provision with the reference to the table	<ul style="list-style-type: none"> <li>• AM: location of parking facilities within the site.</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Off site parking should not be allow overdevelopment of the site</li> </ul>
3.1.4	Schedules of parking provision rates for residential zones	Modified tables	<ul style="list-style-type: none"> <li>• A0/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> </ul>

**Commented [AS18]:** Do we need additional objectives when zone objectives are in the TP. Developments as a whole needs to be consistent with the zone objectives?  
If this is repetition, may need to be deleted.

			parking which is aimed to serve other uses.
3.2.2 Supportive housing <sup>1</sup>	Add	<ul style="list-style-type: none"> <li>• 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"> <li>○ Description of the user groups and statistical presentation of their non reliance of private vehicles.</li> <li>○ Demonstrate that above conditions are permanent in nature</li> <li>○ Supportive housing will not be sold in the market as regular housing.</li> </ul> </li> <li>• Short term parking provision for service vehicle to be provided / considered.</li> </ul>	<ul style="list-style-type: none"> <li>• Clarify the provision for supportive housing</li> </ul>
3.2.3 Childcare centre	Modify	<ul style="list-style-type: none"> <li>• Modify the rates for childcare centre more than 90 students (new table)</li> <li>• Refer in community facility zone too</li> </ul>	<ul style="list-style-type: none"> <li>• Updated</li> </ul>
<b>3.2 Commercial Zone (except CZ5 and CZ6)</b>	Modify rates	<ul style="list-style-type: none"> <li>• For centres and Northbourne Avenue Corridor, Table 1 applies</li> <li>• For other areas, table 2 applies</li> </ul>	<ul style="list-style-type: none"> <li>• Shift from zone-based parking rate to area-based rate in the centres.</li> </ul>

<sup>1</sup> Supportive housing is categorised under Residential Use, and an assessable use in the residential Zones

3.1.1 Objectives for parking and vehicular access in the commercial zones	Retain with some modification	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>
3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
3.1.3 Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not be allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for commercial zones	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>Shift from zone-based parking rate to area based rate in the centres.</li> <li>Land use are aligned with the description of the TP</li> <li>Umbrella terms are replaces with specific evelopment where possible</li> </ul>
<b>3.3 Commercial CZ5 mixed use zone</b>	Updated table		
Objectives for parking and vehicular access in the commercial CZ5 zones	Retain with some modification	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	To give effect of the objectives
Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>

Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: Parking facility to be provided within the site</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not be allow overdevelopment of the site</li> </ul>
Schedules of parking provision rates for Mixed Use CZ5 zone	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
Objectives for parking and vehicular access in the CZ5 Zone	Modify rates	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO needs to outline that development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>
Calculation of parking provision rates	delete		<ul style="list-style-type: none"> <li>Avoid repetition</li> </ul>
<b>3.4 Commercial CZ6 mixed use zone</b>			
Objectives for parking and vehicular access in the commercial CZ6 zones	Retain with some modification	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>

Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	
Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not be allow overdevelopment of the site</li> </ul>
Schedules of parking provision rates for commercial zones	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>3.5 Industrial Zones</b>	Retain		
3.1.1 Objectives for parking and vehicular access in the Industrial zones	Modify rates	<ul style="list-style-type: none"> <li>Table 3</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>
3.1.2 Calculation of parking provision rates	Retain with some modification	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>

3.1.2 Calculation of parking provision rates	Delete	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"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not be allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for Industrial Zones	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>3.6 Community Facility Zone</b>	Retain		
3.1.1 Objectives for parking and vehicular access in the Industrial zones	Modify rates	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO: development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>
3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>

3.1.3 Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>• AM: table of parking location</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Offsite parking should not be allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>• AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
3.2.2 Supportive housing	Add	<ul style="list-style-type: none"> <li>• 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"> <li>○ Description of the user groups and statistical presentation of their non reliance of private vehicles.</li> <li>○ Demonstrate that above conditions are permanent in nature</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Provision for supportive housing introduced</li> </ul>

		<ul style="list-style-type: none"> <li>○ Supportive housing will not be sold in the market as regular housing.</li> <li>• Short term parking provision for service vehicle to be provided / considered.</li> </ul>	
3.2.3 Childcare centre	Modify	<ul style="list-style-type: none"> <li>• Modify the rates for childcare centre more than 90 students (new table)</li> <li>• Refer in community facility zone</li> </ul>	<ul style="list-style-type: none"> <li>• Correcting the rate for 90+ student</li> </ul>
<b>3.7 Restricted recreational zone (PRZ2)</b>			
3.1.1 Objectives for parking and vehicular access in the PRZ2 Zone	Modify rates	<ul style="list-style-type: none"> <li>• The objectives are not directly called up during the assessment.</li> <li>• PO : development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>• To give effect of the objectives</li> </ul>
3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>• Described in Section 1</li> </ul>	
3.1.3 Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>• AM: table of parking location</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Offsite parking should not be allow overdevelopment of the site</li> </ul>

3.1.4 Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>3.8 TSZ2 Service Zone</b>			
Objectives for parking and vehicular access in the Service Zone	Modify rates	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>Give effect of the objectives in the provision</li> </ul>
Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	
Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>

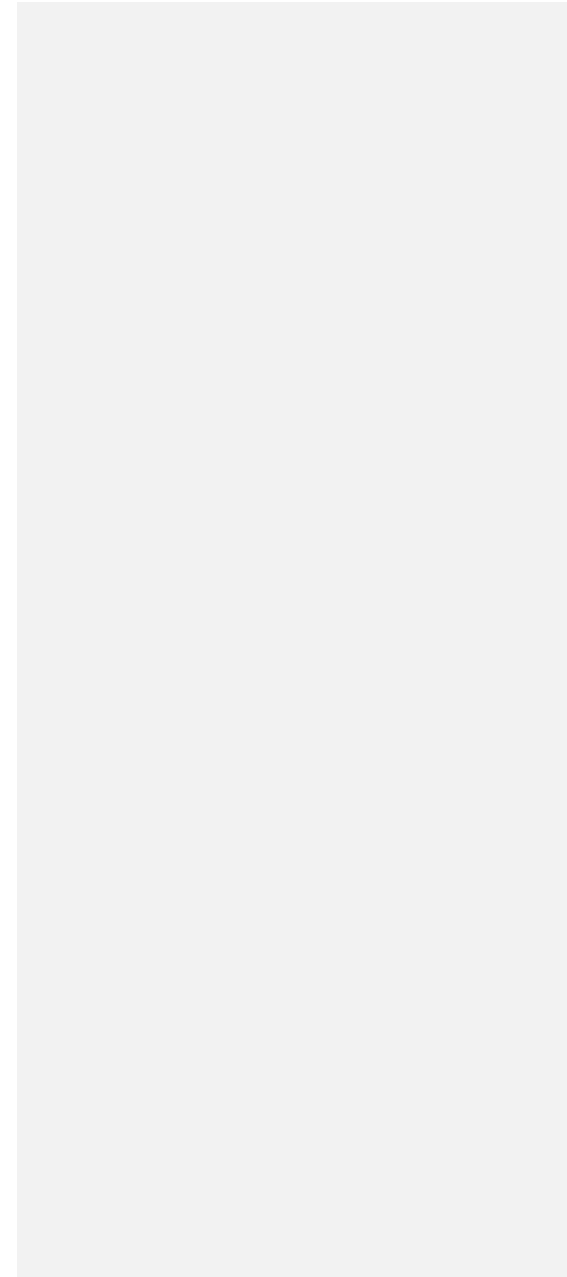
<b>3.9 Other Zones</b>			
Objectives for parking and vehicular access in other Zones	Modify rates	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO: development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>
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"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not be allow overdevelopments of the site</li> </ul>
Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>

**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**



Guide document to draft new Parking and Vehicular Access General Code / incorporate into Access and Movement Code

1. **Introduction**

- This is a long section that needs to be simplified and improve its readability

Code Element	Changes	Comment / Intent	Reason
1.1 Name of the Code	Addition	<ul style="list-style-type: none"> <li>• Follow the new Code's template</li> </ul>	Adapting with new code template
1.2 Application of the Code (parking rates)	extraction from 'using the code' from current PVAGC	<ul style="list-style-type: none"> <li>• Shorten this section by a) use of the rates calculation</li> <li>• b) describe where rate is not met, the application of acceptable solution</li> <li>• Remove the particular agency reference with 'ACT Government Directorate responsible for parking'</li> </ul>	Simplify and for better readability  Incorporate a section in the new Code that describes a framework for dispensation. This will give clear directions for proponents to base a case for dispensation or parking discounts, aligned with sustainable transport and broader Government policy objectives.
1.3 Structure of the Code	Modify	<ul style="list-style-type: none"> <li>• Aligned with the new code's template</li> <li>• Description of the structure (3 sections of the code)</li> <li>• Extraction from current PVAGC</li> <li>• contain a concise statement clarifying its role and relationship with other parts of the Territory Plan and the National Capital Plan (AECOM)</li> </ul>	Adapting with new code template
1.4 National Capital plan	Addition	<ul style="list-style-type: none"> <li>• Follow the new Code's template</li> </ul>	Adapting with new code template

**Commented [SN1]:** Need to also be mindful that the update of the PVAGC may not align with the current the Bicycle Parking General Code. e.g. Section 3.5 of the current Bicycle Parking General Code outlines allowance for reduction in parking for certain types of developments. This should also be reviewed as part of the PVAGC update to ensure statements in the documents are not conflicting.

**Commented [HL2R1]:** Both these documents are being combined into one Access & Movement Code.

**Commented [SN3]:** Is the review of the PVAGC taking into account the objectives of the Demonstration Housing Project run by EPSDD and how reduced parking for these developments can be supported?

**Commented [HL4R3]:** Strategic planning considered demonstration housing. It falls under residential dwelling, and departures from the Code will need to be considered using criteria

**Commented [SN5]:** The PVAGC update should also include a section stating that a Transport Impact Assessment (TIA) needs to be undertaken for all developments as per the ACT TIA Guidelines. Currently, a TIA is only triggered as part of the Impact Track process.

**Commented [HL6R5]:** Agree

1.5 Purpose	Retained and edited from current 'purpose of the code'	<ul style="list-style-type: none"> <li>Remove the particular agency reference with 'ACT Government Directorate responsible for parking'.</li> <li>Will need to be broadened given it's being changed to an 'access and movement' Code</li> </ul>	Updating with correct references
1.6 Code types	Addition	<ul style="list-style-type: none"> <li>Follow the new Code's template</li> </ul>	Adapting with new code template
1.7 Using the code	Delete	<ul style="list-style-type: none"> <li>The content to be merged with 1.2 application of the code</li> </ul>	Simplify and for better readability
1.8 Code hierarchy	Addition	<ul style="list-style-type: none"> <li>Follow the new Code's template</li> </ul>	Adapting with new code template
1.9 Calculation of the parking provision requirement	(retained, simplify)	<ul style="list-style-type: none"> <li>Calculation method simplified</li> <li>Parking rate discount guideline / acceptable solution</li> </ul>	Simplify and for better readability
1.10 Definitions	Modified	<ul style="list-style-type: none"> <li>Include terms that need to be clarified.</li> <li><b>Long stay parking</b> means parking provision for generally longer than 4 (four) hours duration. <b>Short stay parking</b> means parking provision for generally up to 4 (four) hours duration.</li> <li>Some other developments may require to be defined, such as Tertiary , Secondary and Primary educational establishment. Refer the table 1, 2,3.</li> </ul>	Updating and eliminating inconsistencies

## 2. General design and vehicle access (*and manoeuvring*)

This section needs to be simplified by

1. Deleting extraction of design standards and replace with the relevant references
2. Introduce some regularly sought information that is currently absent

Code Element	Proposed changes	Comment	Reason
2.1 Parking location	Modify	<ul style="list-style-type: none"><li>• Parking for the proposed development should be provided within the site.</li><li>• If on-site parking is unable to be provided, the proponent needs to</li></ul>	<ul style="list-style-type: none"><li>• Emphasis to provide parking within the site.</li><li>• Public parking should be used based on suitability and availability, and without impacting the traffic</li></ul>

**Commented [HL7]:** Something which has been suggested is 'tightened' up in the new code.

		<p>demonstrate the suitability and availability of nearby vacant parking spaces as a substitute</p> <ul style="list-style-type: none"> <li>• Consideration to be given on time and days of peak utilisation and conflicts with proposed landuse.</li> <li>• How the location of the parking space is measured ? radius or walking distance ?</li> </ul>	<p>movement and parking opportunity for the primary users from whom the public parking has been established.</p> <ul style="list-style-type: none"> <li>• On street and public parking are public assets. There is a cost to provide these assets and should not be used of private developments.</li> </ul>
2.2 Parking for people with disabilities	Modify	<ul style="list-style-type: none"> <li>• Reference to relevant standards (<i>AS/NZS 2890.6:2009 Parking Facilities – Part 6: Off-street parking for people with disabilities</i>)</li> <li>• Simplify by removing the additional commentaries</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify and for better readability</li> </ul>
2.2.1 Dimensions of parking spaces for people with disabilities	Delete	<ul style="list-style-type: none"> <li>• Reference to <i>AS/NZS 2890.6:2009</i> in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
2.2.2 Headroom	Delete	<ul style="list-style-type: none"> <li>• Reference to <i>AS/NZS 2890.6:2009</i> in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
2.2.3 Kerb ramps	Delete	<ul style="list-style-type: none"> <li>• Reference to <i>AS/NZS 2890.6:2009</i> in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
2.2.4 Location of disable visitor parking	Add	<ul style="list-style-type: none"> <li>• Disable visitor parking should be easily accessible and easy to find. These parking spaces should not be located behind a secured gate or barrier.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Improve access to disable visitors parking</li> </ul>
2.2.5 Visitor parking	Add	<ul style="list-style-type: none"> <li>• Accessing visitor parking where there is a boom gate / roller door – visitor parking within boom gate works for known people; but it doesn't work for unfamiliar visitor such as taxi, Uber or</li> </ul>	<ul style="list-style-type: none"> <li>• Improve efficiently in parking solution</li> </ul>

Commented [AS8]: Walking distance is rational for this purpose.

Commented [SN9R8]: Agreed

Commented [HL10R8]: Suggest radius for simplicity

		delivery drivers. So a portion of visitor parking should be available outside secured area in case of a large multiunit development	
2.3 Percentages of parking spaces for people with disabilities – minimum parking provision rate (excluding residential developments)	Retain	<ul style="list-style-type: none"> <li>Use the commentary from current code.</li> <li>This provision will not be flexible.</li> <li>Note the Parking Code Provision proportion is higher than Australian Standards requirement</li> <li>Clarification whether this provision does not apply to commercial developments and visitors of parking for residential developments (refer below).</li> <li>In developments with significantly reduced parking provision, a higher proportion of disability parking spaces may be needed as a criterion e.g. CIT Woden</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen application of the provision</li> </ul>
2.4 Percentages of parking spaces for visitors with disabilities – minimum parking provision rate  Residential development	Add	<ul style="list-style-type: none"> <li>3% pf the total visitor parking will be provided as accessible parking</li> <li>This provision will be flexible for small scale residential units with and trigger when the rate will trigger the parking rate triggers 10 visitor parking space</li> <li>A practice note can be prepared to clarify this</li> </ul>	<ul style="list-style-type: none"> <li>Clarification of rate calculation method</li> </ul>
2.5 Physical requirements	Retain	<ul style="list-style-type: none"> <li>Modify the sub elements</li> </ul>	
2.5.1 Physical characteristics	Retain with modification	<ul style="list-style-type: none"> <li>The layout of the car park should meet the requirements of AS 2890.1:2004, the Australian Standard for Parking Facilities, Part 1: Off-street Car Parking.</li> </ul>	<ul style="list-style-type: none"> <li>update with the relevant references and agency names</li> </ul>

**Commented [AS11]:** Should this also apply for commercial parking for patrons?

**Commented [HL12R11]:** Yes

**Commented [AS13]:** Subject to discussion. 10 residential unit is taken as this is threshold to trigger adaptable units in a residential developments.

<ul style="list-style-type: none"> <li>a) Parking layout</li> <li>b) Traffic control</li> <li>c) Hydraulics</li> <li>d) Landscaping</li> <li>e) Surface treatment</li> <li>f) Other requirements</li> </ul>		<ul style="list-style-type: none"> <li>• b and e: Traffic control measures employed in the car park or in the access to the development and its parking areas should meet current ACT traffic policy, prepared by the "ACT Government Directorate responsible for parking policy</li> <li>• c: update the document reference and agency name (e.g. ACT Government Directorate responsible for water sewerage network)</li> <li>• f: update with name of new TIA guidelines</li> </ul>	
<p>2.6 Dimension for garage associated with adaptable housing</p>	<p>Add</p>	<ul style="list-style-type: none"> <li>• where adaptable units are proposed, double garages associated with those units should be wide enough to accommodate an accessible car parking space and a standard width space, in accordance with the relevant Australian Standard. The ceiling height of the garage should also comply with the requirement for an accessible space.</li> <li>• Alternatively, proponent needs to demonstrate that garages with above size is achievable minimal demolition work and without compromising the quality of the spaces.</li> <li>• This can be a practice note alternatively</li> </ul>	<ul style="list-style-type: none"> <li>• Clarification with specific information</li> </ul>

Commented [AS14]: Practice note recommended

2.2.2 Stack parking solution	Add	<ul style="list-style-type: none"> <li>Refer practice note for stack parking solution outcome.</li> <li>PO: have two standard size vehicles to be stacked.</li> </ul>	<ul style="list-style-type: none"> <li>Update with new technical solutions</li> </ul>
2.7 Vehicle manoeuvring dimensions	Modify	<ul style="list-style-type: none"> <li>Reference to the relevant standards car template – B99, and limited flexibility for a design focused reasons (i.e. narrow width block)</li> </ul>	<ul style="list-style-type: none"> <li>Clarification with specific information</li> </ul>
2.8 Vehicle Access	Retain		
2.8.1 Engineering and other design guidelines 2.8.2 Access point 2.8.3 Sight distance 2.8.4 Driveway location 2.8.5 Emergency vehicles access 2.8.6 Loading facilities 2.8.7 Service stations 2.8.8 Restaurants with drive through facilities	Modify	<ul style="list-style-type: none"> <li>Include under new Acceptable Measures (AM)/performance Outcome (PO) format</li> <li>Remove references to specific agencies, replace with “ACT Government Directorate responsible for waste” or similar.</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> <li>Reformat for better usability</li> </ul>
2.9 Access to other facilities near parking spaces	Add	<ul style="list-style-type: none"> <li>Access to storage and utility services access points should not conflict with the safety of the vehicles.</li> <li>Vehicles should not need to be moved to allow the access to this areas.</li> </ul>	<ul style="list-style-type: none"> <li>Clarification</li> </ul>

2.7 Small car parking	Modified	<ul style="list-style-type: none"> <li>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. (Aecom recommendation)</li> </ul>	
2.8 Motorcycle parking	Modify	<ul style="list-style-type: none"> <li>5% motorcycle parking for commercial uses. Applies for parking facilities 30 car spaces and over.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed motorcycle parking rate based on registrations numbers in 2021</li> </ul>
2.9 Tandem parking	Modify	<ul style="list-style-type: none"> <li>tandem parking should not be applicable for visitors and commercial parking provisions</li> </ul>	<ul style="list-style-type: none"> <li>Usable parking facilities</li> </ul>
2.8 EV Vehicle points	Add	<ul style="list-style-type: none"> <li>One parking space per multi-unit dwelling to be 'EV ready'.</li> </ul>	Update with technical innovations and support governments climate change target to zero emission
2.9 car park and community safety	Modify	<ul style="list-style-type: none"> <li>Simplify the provision with AM/PO format</li> <li>Make the provision shorter if possible</li> <li>Remove car park size under this section as the small car park may outcome with inefficient design.</li> </ul>	<ul style="list-style-type: none"> <li>Simplify and increase readability</li> </ul>

- Commented [AS15]:** Is this size adequate ? also if 10% small cars represent the correct proportion ? Cars are also getting larger as top 3 / 5 cars are ute (2021). A matter for next review ?
- Commented [SN16R15]:** Yes, agreed that the 10% proportion for small cars need to be reviewed as cars are getting larger
- Commented [HL17]:** Need to clarify whether or not motorcycle parking requirement applies to residential parking or not.
- Commented [SN18]:** Update wording to "non-residential parking provisions" instead of "commercial". This covers all land uses that are non-residential and is more explicit
- Commented [HL19]:** Anthony Burton's consultancy report has more details on this

2.10 Landscaping of car parks	Modify	<ul style="list-style-type: none"> <li>Simplify the provision with AM /PO format</li> <li>Promote large canopy trees over paved surface parking to reduce the heat island effect</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
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**Commented [HL20]:** In the past it's been suggested that design and safety standards should sit elsewhere, and the parking code should focus on provision requirements not design requirements

**Commented [AS21R20]:** Subject to discussion, can be deleted if the provision is elsewhere in the TP

### 3 Parking and vehicular access

Parking rate for city centres and Northbourne Avenue Corridor, Group centres, town centres and local centres are based on location rather than zone-based rate.

To avoid repetition and concise this section, the zones can be grouped together, such as

- Centres including Northbourne avenue (to all zones in these areas)
- Residential, commercial and community facility put of the centre
- Industrial, PRZ2, TZS22 and all others

**Commented [SN22]:** Clearly define group centres/town centres/local centres and provide references to maps

**Commented [HL23R22]:** These will be defined in District Strategies.

Code's element	Changes	Comment / intent / desired outcome	Reason
3.1 Residential Zone	Modify rate (partially)	<ul style="list-style-type: none"> <li>New parking rate tables (Table 1 and 2)</li> <li>Residential rates in the city centre to be equal or less than Northbourne Avenue Corridor</li> <li>(Table 1)</li> </ul>	<ul style="list-style-type: none"> <li>Update rates for city centre reflecting new rates for Northbourne avenue corridor in the recommended variation 368.</li> </ul>

		<ul style="list-style-type: none"> <li>• Out of centre rates are specified in Table 2</li> <li>• Rates for residential use in centres and Northbourne Avenue Corridor are based on locations and not zones</li> </ul>		
3.1.1	Objective for the residential zones	Retain with some modification	<ul style="list-style-type: none"> <li>• The objectives are not directly called up during the assessment.</li> <li>• PO - development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>• To give effect of the objectives</li> </ul>
3.1.2	Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>• Can be deleted as calculation of rates are explained in Section 1.</li> <li>• Alternatively, delete 'Calculation of the parking provision requirement'</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> </ul>
3.1.3	Location requirement	Modify Add AM/PO based provision with the reference to the table	<ul style="list-style-type: none"> <li>• AM: location of parking facilities within the site.</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Off site parking should not be allow overdevelopment of the site</li> </ul>
3.1.4	Schedules of parking provision rates for residential zones	Modified tables	<ul style="list-style-type: none"> <li>• A0/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> </ul>

**Commented [AS24]:** Do we need additional objectives when zone objectives are in the TP. Developments as a whole needs to be consistent with the zone objectives?

If this is repetition, may need to be deleted.

**Commented [SN25]:** Need to be mindful of "flexible" rates. Different assessment officers may have different interpretations which lead to inconsistent assessments. In addition, there is currently no database of which developments are relying on off-site parking. This means that developments in the same area may be relying on the same parking spaces. Survey data only shows current/past information. This is particularly important for large town centres such as Phillip where there are multiple new and large-scale developments and developers are justifying the availability of parking based on the current situation.

			parking which is aimed to serve other uses.
3.2.2 Supportive housing <sup>1</sup>	Add	<ul style="list-style-type: none"> <li>• 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"> <li>○ Description of the user groups and statistical presentation of their non reliance of private vehicles.</li> <li>○ Demonstrate that above conditions are permanent in nature</li> <li>○ Supportive housing will not be sold in the market as regular housing.</li> </ul> </li> <li>• Short term parking provision for service vehicle to be provided / considered.</li> </ul>	<ul style="list-style-type: none"> <li>• Clarify the provision for supportive housing</li> </ul>
3.2.3 Childcare centre	Modify	<ul style="list-style-type: none"> <li>• Modify the rates for childcare centre more than 90 students (new table)</li> <li>• Refer in community facility zone too</li> </ul>	<ul style="list-style-type: none"> <li>• Updated</li> </ul>
<b>3.2 Commercial Zone (except CZ5 and CZ6)</b>	Modify rates	<ul style="list-style-type: none"> <li>• For centres and Northbourne Avenue Corridor, Table 1 applies</li> <li>• For other areas, table 2 applies</li> </ul>	<ul style="list-style-type: none"> <li>• Shift from zone-based parking rate to area-based rate in the centres.</li> </ul>

<sup>1</sup> Supportive housing is categorised under Residential Use, and an assessable use in the residential Zones

3.1.1 Objectives for parking and vehicular access in the commercial zones	Retain with some modification	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>
3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
3.1.3 Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not be allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for commercial zones	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>Shift from zone-based parking rate to area based rate in the centres.</li> <li>Land use are aligned with the description of the TP</li> <li>Umbrella terms are replaces with specific evelopment where possible</li> </ul>
<b>3.3 Commercial CZ5 mixed use zone</b>	Updated table		
Objectives for parking and vehicular access in the commercial CZ5 zones	Retain with some modification	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	To give effect of the objectives
Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>

Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: Parking facility to be provided within the site</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not be allow overdevelopment of the site</li> </ul>
Schedules of parking provision rates for Mixed Use CZ5 zone	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
Objectives for parking and vehicular access in the CZ5 Zone	Modify rates	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO needs to outline that development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>
Calculation of parking provision rates	delete		<ul style="list-style-type: none"> <li>Avoid repetition</li> </ul>
<b>3.4 Commercial CZ6 mixed use zone</b>			
Objectives for parking and vehicular access in the commercial CZ6 zones	Retain with some modification	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>

Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	
Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not be allow overdevelopment of the site</li> </ul>
Schedules of parking provision rates for commercial zones	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>3.5 Industrial Zones</b>	Retain		
3.1.1 Objectives for parking and vehicular access in the Industrial zones	Modify rates	<ul style="list-style-type: none"> <li>Table 3</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>
3.1.2 Calculation of parking provision rates	Retain with some modification	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>

3.1.2 Calculation of parking provision rates	Delete	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"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not be allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for Industrial Zones	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>3.6 Community Facility Zone</b>	Retain		
3.1.1 Objectives for parking and vehicular access in the Industrial zones	Modify rates	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO: development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>
3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>

3.1.3 Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>• AM: table of parking location</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Offsite parking should not be allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>• AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
3.2.2 Supportive housing	Add	<ul style="list-style-type: none"> <li>• 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"> <li>○ Description of the user groups and statistical presentation of their non reliance of private vehicles.</li> <li>○ Demonstrate that above conditions are permanent in nature</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Provision for supportive housing introduced</li> </ul>

		<ul style="list-style-type: none"> <li>○ Supportive housing will not be sold in the market as regular housing.</li> <li>• Short term parking provision for service vehicle to be provided / considered.</li> </ul>	
3.2.3 Childcare centre	Modify	<ul style="list-style-type: none"> <li>• Modify the rates for childcare centre more than 90 students (new table)</li> <li>• Refer in community facility zone</li> </ul>	<ul style="list-style-type: none"> <li>• Correcting the rate for 90+ student</li> </ul>
<b>3.7 Restricted recreational zone (PRZ2)</b>			
3.1.1 Objectives for parking and vehicular access in the PRZ2 Zone	Modify rates	<ul style="list-style-type: none"> <li>• The objectives are not directly called up during the assessment.</li> <li>• PO : development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>• To give effect of the objectives</li> </ul>
3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>• Described in Section 1</li> </ul>	
3.1.3 Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>• AM: table of parking location</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Offsite parking should not be allow overdevelopment of the site</li> </ul>

3.1.4 Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>3.8 TSZ2 Service Zone</b>			
Objectives for parking and vehicular access in the Service Zone	Modify rates	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>Give effect of the objectives in the provision</li> </ul>
Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	
Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>

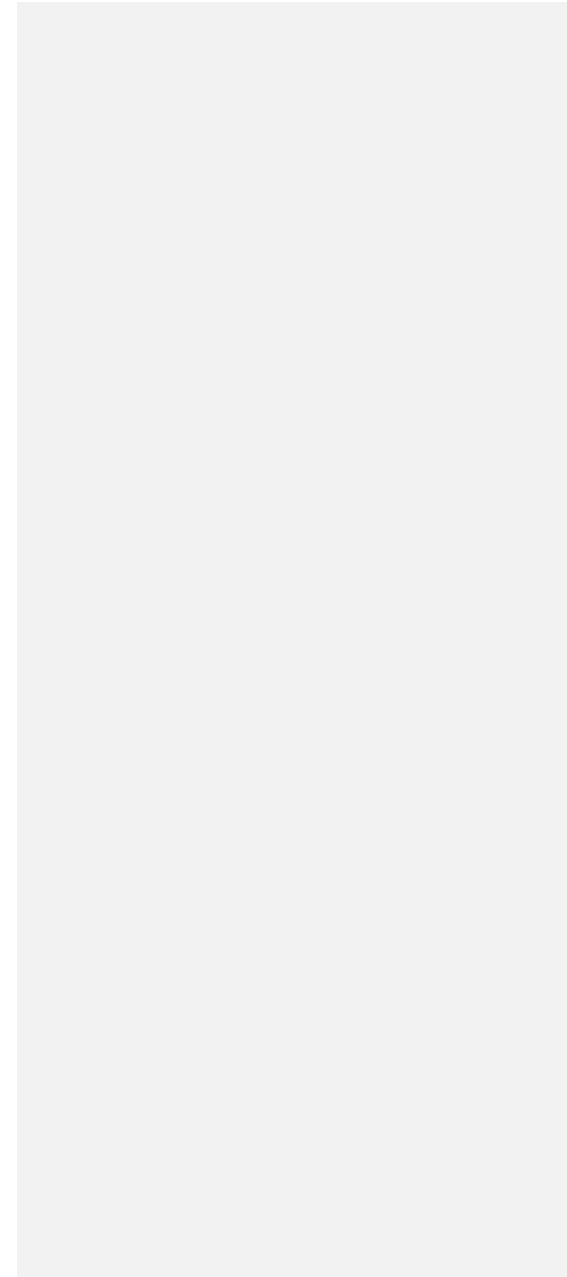
<b>3.9 Other Zones</b>			
Objectives for parking and vehicular access in other Zones	Modify rates	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO: development must be consistent with the objectives</li> </ul>	<ul style="list-style-type: none"> <li>To give effect of the objectives</li> </ul>
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"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not be allow overdevelopments of the site</li> </ul>
Schedules of parking provision rates for community facility	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>

**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



## 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.
- 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 Percentage 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 adequate buffer spaces between storage areas and other facilities with parking spaces for better usability.
- 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.
- Parking rates:
  - 
  - 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 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.

### **Additional TCCS comments**

- Consider including a requirement for 2.2metre height clearance for accessible parking and 10% of non-residential spaces, and a pathway to those spaces. This is to accommodate high vehicles and tradesperson vehicles which store equipment on the roof, especially as surface parking becomes less readily available.
- Suggest a definition to accompany 'service bays.'
- Suggest categories be combined to simplify, if there are opportunities where the rates are the same and the categories are similar.

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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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	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) <sup>2</sup>
Adult Education College of Advanced Education Tertiary Education University <sup>1</sup>		NSR <sup>3</sup>			
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 <sup>2</sup> GFA	NSR	NSR	NSR
Business agency					
Car park					
Caravan park / camping ground	NSR	NSR	NSR	2.5 spaces/100m <sup>2</sup> GFA of office space plus 1 space/site or unit plus 0.25 visitor spaces/site or unit	NSR
Child care centre and preschool <sup>3</sup>		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 <sup>2</sup> plus 1 pick-up/set-down bay per 10 child care places	NSR	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 <sup>2</sup> plus 1 pick-up/set-down bay per 10 child care places
Civic administration	NSR	3 spaces/100m <sup>2</sup> GFAN/A	N/A	NSR	NSR
Commercial accommodation unit <sup>4</sup>	NSR	IBCNSR	NSR	NSR	NSR
Communications facility	NSR	1 space/peak shift employee			
Community activity centre	4 spaces/100m <sup>2</sup> GFA	4 spaces/100m <sup>2</sup> GFAN/A	4 spaces/100m <sup>2</sup> GFA	NSR	4 spaces/100m <sup>2</sup> 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 <sup>2</sup> GFAN/A	3 spaces/100m <sup>2</sup> GFA	3 spaces/100m <sup>2</sup> GFA	NSR
Cultural facility	NSR	2 spaces/100m <sup>2</sup> GFA	2 spaces/100m <sup>2</sup> GFA	NSR	2 spaces/100m <sup>2</sup> GFA
Defence installation		Subject to individual assessment			

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

Parking and Vehicular Access General Code  
Part 3

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**Commented [BR3]:** 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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<sup>4</sup> Rate updated for 90+ students

<sup>5</sup> Rate updated for 90+ students

<sup>6</sup> 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 <sup>2</sup> 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 <sup>7</sup> (includes Club, Drink establishment and Restaurant)	NSR	10 spaces/100m <sup>2</sup> GFA	10 spaces/100m <sup>2</sup> GFA	15 spaces/100m <sup>2</sup> GFA	NSR
Freight transport facility		N/A			
Funeral parlour	NSR	2 spaces/100m <sup>2</sup> 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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<sup>7</sup> 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
<a href="#">Hotel/Hotel Motel</a> <a href="#">Guest House<sup>8</sup></a>	<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/100m<sup>2</sup> GFA of bars and function rooms</u> <u>plus</u> <u>1 space/10 restaurant seats</u> <u>plus</u> <u>3 spaces/100m<sup>2</sup> 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/100m<sup>2</sup> GFA of bars and function rooms</u> <u>plus</u> <u>1 space/10 restaurant seats</u> <u>plus</u> <u>3 spaces/100m<sup>2</sup> 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/100m<sup>2</sup> GFA of bars and function rooms</u> <u>plus</u> <u>1 space/10 restaurant seats</u> <u>plus</u> <u>3 spaces/100m<sup>2</sup> of retail space</u>	NSR
INDOOR ENTERTAINMENT FACILITY Cinema Commercial theatre	NSR	<u>1 space/4 seats<sup>9</sup></u>	1 space/3 seats	1 space/3 seats	NSR
INDOOR ENTERTAINMENT FACILITY Amusement arcade, night club, music hall, discothèque	NSR	10 spaces/100m <sup>2</sup> GFA	10 spaces/100m <sup>2</sup> GFA	20 spaces/100m <sup>2</sup> GFA	NSR

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<sup>8</sup> Grouped together to simplify the code and avoid repetition

<sup>9</sup> 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
<b>INDOOR RECREATION FACILITY</b>	NSR				NSR
(a) Basketball, netball		20 spaces/court	20 spaces/court	25 spaces/court	
(b) Skating rink, swimming pool		20 spaces/100m <sup>2</sup> of actual pool or rink area	15 spaces/100m <sup>2</sup> of rink or pool area 2 spaces per court 3.5 spaces/100m <sup>2</sup> GFA	20 spaces/100m <sup>2</sup> of actual pool or rink area 2 spaces/court	
Squash courts		2 spaces/court			
(c) Fitness centre, gymnasium		3.5 spaces/100m <sup>2</sup> GFA		3.5 spaces/100m <sup>2</sup> GFA	
(d) Other					
<b>Industrial trades<sup>10</sup></b>	NSR	NSR	NSR	NSR	NSR
Light industry	NSR	NSR	2.5 spaces/100m <sup>2</sup> GFA	NSR	NSR
Metel					
Municipal depot	NSR	NSR	1 space/peak shift employee.		
<b>NON-RETAIL COMMERCIAL USE (excluding Office)</b> i.e. Business agency, financial establishment, public agency	NSR			6 spaces/100m <sup>2</sup> GFA (applicable to TAB) <sup>11</sup>	NSR
Office	NSR	3 spaces/100m <sup>2</sup> GFA	2.5 spaces/100m <sup>2</sup> GFA		
<b>OUTDOOR RECREATION FACILITY</b>	NSR	NSR		(h) NRS (i) NRS (j) NRS	NSR
Enclosed Oval <sup>12</sup>			(a) NRS	(k) 5 spaces / 100m <sup>2</sup> 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 <sup>2</sup> 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			(f) NRS		
Tennis court			(g) 5 spaces /court		
Other					
Parkland					
Pedestrian plaza					

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

<sup>11</sup> TAB needs to be defined generically

<sup>12</sup> 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 <sup>13</sup>	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 <sup>14</sup> 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 <sup>15</sup> 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 <sup>2</sup> of shop area	4 spaces/service bay plus 5 spaces/100m <sup>2</sup> shop area		
Serviced apartment			TBC		

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- Commented [AS24]: May need to extend (middle and high school)
- Commented [BR25]: GTA report recommends removal as standalone rate
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<del>Shop</del> SHOP (excluding bulky goods)	NSR	6 spaces/100m <sup>2</sup> GFA	5 spaces /100m <sup>2</sup>	6 spaces/100m <sup>2</sup> 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
<del>Development</del>					
Store	NSR	2 spaces/100m <sup>2</sup> GFA	2 spaces/100m <sup>2</sup> GFA		
<del>Tourist facility</del>					
<del>Transport depot</del>					
<del>Tourist resort</del> <sup>13</sup>	NSR	NSR	NSR	NSR	NSR
<del>Vehicle sales</del> <sup>14</sup>	NSR	NSR	NSR	NSR	NSR
Veterinary/Veterinary hospital	NSR	NSR	NSR	NSR	3.5 spaces/100m <sup>2</sup> GFA
Warehouse	NSR		space per 100m <sup>2</sup> GFA, except for areas used for ancillary offices, where the on-site parking provision rate is 2.5 spaces/100m <sup>2</sup> 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

<sup>13</sup> 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.

<sup>14</sup> Grouped together to simply the table and avoid repetition

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

<sup>16</sup> Can be deleted in this table

<sup>17</sup> Can be deleted in this table

**Commented [BR29]:** 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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- 
- 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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Page 2: [21] Commented [BR10] Bamford, Rebecca 13/03/2022 6:23:00 PM

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

Not even permitted in CZ??

Page 2: [22] Commented [AS11] Ali, Syed 12/04/2022 10:34:00 AM

Subject to individual assessment removed

Guide document to draft new Parking and Vehicular Access General Code / incorporate into Access and Movement Code

**1. Introduction**

- This is a long section that needs to be simplified and improve its readability

Code Element	Changes	Comment / Intent	Reason
1.1 Name of the Code	Addition	<ul style="list-style-type: none"> <li>• Follow the new Code's template</li> </ul>	Adapting with new code template
1.2 Application of the Code (parking rates)	extraction from 'using the code' from current PVAGC	<ul style="list-style-type: none"> <li>• Shorten this section by a) use of the rates calculation b) describe where rate is not met, the application of acceptable solution</li> <li>• Remove the particular agency reference with 'ACT Government Directorate responsible for parking'</li> </ul>	<p>Simplify and for better readability</p> <p>Incorporate a section in the new Code that describes a framework for dispensation. This will give clear directions for proponents to base a case for dispensation or parking discounts, aligned with sustainable transport and broader Government policy objectives.</p>
1.3 Structure of the Code	Modify	<ul style="list-style-type: none"> <li>• Aligned with the new code's template</li> <li>• Description of the structure (3 sections of the code)</li> <li>• Extraction from current PVAGC</li> <li>• contain a concise statement clarifying its role and relationship with other parts of the Territory Plan and the National Capital Plan (AECOM)</li> </ul>	Adapting with new code template
1.4 National Capital plan	Addition	<ul style="list-style-type: none"> <li>• Follow the new Code's template</li> </ul>	Adapting with new code template

1.5 Purpose	Retained and edited from current 'purpose of the code'	<ul style="list-style-type: none"> <li>Remove the particular agency reference with 'ACT Government Directorate responsible for parking'.</li> <li>Will need to be broadened given it's being changed to an 'access and movement' Code</li> </ul>	Updating with correct references
1.6 Code types	Addition	<ul style="list-style-type: none"> <li>Follow the new Code's template</li> </ul>	Adapting with new code template
1.7 Using the code	Delete	<ul style="list-style-type: none"> <li>The content to be merged with 1.2 application of the code</li> </ul>	Simplify and for better readability
1.8 Code hierarchy	Addition	<ul style="list-style-type: none"> <li>Follow the new Code's template</li> </ul>	Adapting with new code template
1.9 Calculation of the parking provision requirement	(retained, simplify)	<ul style="list-style-type: none"> <li>Calculation method simplified</li> <li>Parking rate discount guideline / acceptable solution</li> </ul>	Simplify and for better readability
1.10 Definitions	Modified	<ul style="list-style-type: none"> <li>Include terms that need to be clarified.</li> <li><b>Long stay parking</b> means parking provision for generally longer than 4 (four) hours duration. <b>Short stay parking</b> means parking provision for generally up to 4 (four) hours duration.</li> <li>Some other developments may require to be defined, such as Tertiary, Secondary and Primary educational establishment. Refer the summary and table 1, 2,3.</li> </ul>	Updating and eliminating inconsistencies

Commented [HL1]: Potential to align land uses with land uses in the new code

Commented [BR2]: Confirm if 4 hours is still correct – should it be 2 hours for short stay? I can't remember how we categorised parking survey data...

## 2. General design and vehicle access (*and manoeuvring*)

This section needs to be simplified by

1. Deleting extraction of design standards and replace with the relevant references
2. Introduce some regularly sought information that is currently absent

Code Element	Proposed changes	Comment	Reason
2.1 Parking location	Modify	<ul style="list-style-type: none"> <li>• Parking for the proposed development should be provided within the site.</li> <li>• 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</li> <li>• Consideration to be given on time and days of peak utilisation and conflicts with proposed landuse.</li> <li>• The distance should be measured by radially (as the crows fly)   </li> </ul>	<ul style="list-style-type: none"> <li>• Emphasis to provide parking within the site.</li> <li>• Public parking should be used based on suitability and availability, and without impacting the traffic movement and parking opportunity for the primary users from whom the public parking has been established.</li> <li>• On street and public parking are public assets. There is a cost to provide these assets and should not be used of private developments.</li> </ul>
2.2 Parking for people with disabilities	Modify	<ul style="list-style-type: none"> <li>• Reference to relevant standards (AS/NZS 2890.6:2009 Parking Facilities –</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify and for better readability</li> </ul>

Commented [HL3]: Something which has been suggested is 'tightened' up in the new code.

Commented [AS4]: Does this mean proposed use may rely on the public parking when it's in use by another development ?

Commented [AS5]: Walking distance is rational for this purpose.

Commented [AS6R5]: Radius

		<p><i>Part 6: Off-street parking for people with disabilities)</i></p> <ul style="list-style-type: none"> <li>Simplify by removing the additional commentaries</li> </ul>	
2.2.1 Dimensions of parking spaces for people with disabilities	Delete	<ul style="list-style-type: none"> <li>Reference to AS/NZS 2890.6:2009 in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
2.2.2 Headroom	Delete	<ul style="list-style-type: none"> <li>Reference to AS/NZS 2890.6:2009 in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
2.2.3 Kerb ramps	Delete	<ul style="list-style-type: none"> <li>Reference to AS/NZS 2890.6:2009 in 2.2 will call up the prescribed dimension</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
2.2.4 Location of disabled visitor parking	Add	<ul style="list-style-type: none"> <li>Disable visitor parking should be easily accessible and easy to find. These parking spaces should not be located behind a secured gate or barrier.</li> <li></li> </ul>	<ul style="list-style-type: none"> <li>Improve access to disable visitors parking</li> </ul>
2.2.5 Visitor parking	Add	<ul style="list-style-type: none"> <li>Accessing visitor parking where there is a boom gate / roller door – 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 residential development</li> <li>For commercial use short stay parking should be provided unobstructed and easily accessible. Any parking behind the barrier for use of the commercial patrons needs to be facilitated for easy access.</li> </ul>	<ul style="list-style-type: none"> <li>Improve efficiently in parking solution</li> </ul>

Commented [A57]: Should this also apply for commercial parking for patrons?

Commented [A58R7]: Short stay parking out of boom gate

2.3 Percentages of parking spaces for people with disabilities – minimum parking provision rate (excluding residential developments)	Retain	<ul style="list-style-type: none"> <li>• Use the commentary from current code.</li> <li>• This provision will not be flexible.</li> <li>• Note the Parking Code Provision proportion is higher than Australian Standards requirement</li> <li>• Clarification whether this provision does not apply to commercial developments and visitors of parking for residential developments (refer below).</li> <li>• In developments with significantly reduced parking provision, a higher proportion of disability parking spaces may be needed as a criterion e.g. CIT Woden</li> </ul>	<ul style="list-style-type: none"> <li>• Strengthen application of the provision</li> </ul>
2.4 Percentages of parking spaces for visitors with disabilities – minimum parking provision rate  Residential development	Add	<ul style="list-style-type: none"> <li>• 3% pf the total visitor parking will be provided as accessible parking</li> <li>• This provision will be flexible for small scale residential units with and trigger when the rate will trigger the parking rate triggers 10 visitor parking space</li> <li>• A practice note can be prepared to clarify this</li> </ul>	<ul style="list-style-type: none"> <li>• Clarification of rate calculation method</li> </ul>
2.5 Physical requirements	Retain	<ul style="list-style-type: none"> <li>• Modify the sub elements</li> </ul>	
2.5.1 Physical characteristics  a) Parking layout b) Traffic control c) Hydraulics d) Landscaping e) Surface treatment	Retain with modification	<ul style="list-style-type: none"> <li>• The layout of the car park should meet the requirements of AS 2890.1:2004, the Australian Standard for Parking Facilities, Part 1: Off-street Car Parking.</li> <li>• b and e: Traffic control measures employed in the car park or in the access to the development and its parking areas should meet current ACT traffic policy,</li> </ul>	<ul style="list-style-type: none"> <li>• update with the relevant references and agency names</li> </ul>

**Commented [AS9]:**  
10 residential unit is taken as this is threshold to trigger adaptable units in a residential development.

f) Other requirements		<p>prepared by the "ACT Government Directorate responsible for parking policy</p> <ul style="list-style-type: none"> <li>c: update the document reference and agency name (e.g. ACT Government Directorate responsible for water sewerage network)</li> <li>f: update with name of new TIA guidelines</li> </ul>	
2.6 Dimension for garage associated with adaptable housing	Add	<ul style="list-style-type: none"> <li>where adaptable units are proposed, double garages associated with those units should be wide enough to accommodate an accessible car parking space and a standard width space, in accordance with the relevant Australian Standard. The ceiling height of the garage should also comply with the requirement for an accessible space.</li> <li>Alternatively, proponent needs to demonstrate that garages with above size is achievable minimal demolition work and without compromising the quality of the spaces.</li> <li>This can be a practice note alternatively</li> </ul>	<ul style="list-style-type: none"> <li>Clarification with specific information</li> </ul>
2.2.2 Stack parking solution	Add	<ul style="list-style-type: none"> <li>Refer practice note for stack parking solution outcome.</li> </ul>	<ul style="list-style-type: none"> <li>Update with new technical solutions</li> </ul>

**Commented [AS10]:** Practice note suggested to clarify

		<ul style="list-style-type: none"> <li>PO: have two standard size vehicles to be stacked.</li> </ul>	
2.7 Vehicle manoeuvring dimensions	Modify	<ul style="list-style-type: none"> <li>Reference to the relevant standards car template – B99, and limited flexibility for a design focused reasons (i.e. narrow width block)</li> <li>Notwithstanding 2.2.2, Head room clearance should be 2.2m for bigger cars including service cars.</li> </ul>	<ul style="list-style-type: none"> <li>Clarification with specific information</li> </ul>
2.8 Vehicle Access	Retain		
2.8.1 Engineering and other design guidelines 2.8.2 Access point 2.8.3 Sight distance 2.8.4 Driveway location 2.8.5 Emergency vehicles access 2.8.6 Loading facilities 2.8.7 Service stations 2.8.8 Restaurants with drive through facilities	Modify	<ul style="list-style-type: none"> <li>Include under new Acceptable Measures (AM)/performance Outcome (PO) format</li> <li>Remove references to specific agencies, replace with “ACT Government Directorate responsible for waste” or similar.</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> <li>Reformat for better usability</li> </ul>
2.9 Access to other facilities near parking spaces	Add	<ul style="list-style-type: none"> <li>Access to storage and utility services access points should not conflict with the safety of the vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>Clarification</li> </ul>

		<ul style="list-style-type: none"> <li>Vehicles should not need to be moved to allow the access to these areas.</li> </ul>	
2.7 Small car parking	Modified	<ul style="list-style-type: none"> <li>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. (Aecom recommendation)</li> </ul>	
2.8 Motorcycle parking	Modify	<ul style="list-style-type: none"> <li>5% motorcycle parking for commercial uses.</li> </ul> <p>Applies for parking facilities 30 car spaces and over.</p>	<ul style="list-style-type: none"> <li>Proposed motorcycle parking rate based on registrations numbers in 2021</li> </ul>
2.9 Tandem parking	Modify	<ul style="list-style-type: none"> <li>tandem parking should not be applicable for visitors and commercial parking provisions</li> </ul>	<ul style="list-style-type: none"> <li>Usable parking facilities</li> </ul>
2.8 EV Vehicle points	Add	<ul style="list-style-type: none"> <li>One parking space per multi-unit dwelling to be 'EV ready'</li> </ul>	<p>Update with technical innovations and support governments climate change target to zero emission</p>
2.9 car park and community safety	Modify	<ul style="list-style-type: none"> <li>Simplify the provision with AM/PO format</li> <li>Make the provision shorter if possible</li> </ul>	<ul style="list-style-type: none"> <li>Simplify and increase readability</li> </ul>

**Commented [AS11]:** Is this size adequate ? also if 10% small cars represent the correct proportion ? Cars are also getting larger as top 3 / 5 cars are ute (2021). A matter for next review ?

**Commented [HL12]:** Need to clarify whether or not motorcycle parking requirement applies to residential parking or not.

**Commented [AS13R12]:** This applies to commercial use only for this review. Rate is increased based on registration numbers,

I am not sure if motorcycle parking (in addition to average numbers of cars per units) in residential use are necessary. Maybe a matter for further survey / study for next review.

**Commented [HL14]:** Anthony Burton's consultancy report has more details on this

**Commented [AS15]:** Anthony Burton to provide comment.

		<ul style="list-style-type: none"> <li>Remove car park size under this section as the small car park may outcome with inefficient design.</li> </ul>	
2.10 Landscaping of car parks	Modify	<ul style="list-style-type: none"> <li>Simplify the provision with AM /PO format</li> <li>Promote large canopy trees over paved surface parking to reduce the heat island effect</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>

Commented [HL16]: In the past it's been suggested that design and safety standards should sit elsewhere, and the parking code should focus on provision requirements not design requirements

Commented [AS17R16]: Subject to discussion, can be deleted if the provision is elsewhere in the TP

Commented [AS18R16]: Living infrastructure

### 3 Parking and vehicular access

Parking rate for city centres and Northbourne Avenue Corridor, Group centres, town centres and local centres are based on location rather than zone-based rate.

To avoid repetition and concise this section, the zones can be grouped together, such as

- Centres including Northbourne avenue (to all zones in these areas)
- Residential, commercial and community facility put of the centre
- Industrial, PRZ2, TZSZ2 and all others

Code's element	Changes	Comment / intent / desired outcome	Reason
3.1 Residential Zone	Modify rate (partially)	<ul style="list-style-type: none"> <li>New parking rate tables (Table 1 and 2)</li> </ul>	<ul style="list-style-type: none"> <li>Update rates for city centre reflecting new rates for Northbourne avenue corridor in the recommended variation 368.</li> </ul>

			<ul style="list-style-type: none"> <li>Residential rates in the city centre to be equal or less than Northbourne Avenue Corridor</li> <li>(Table 1)</li> <li>Out of centre rates are specified in Table 2</li> <li>Rates for residential use in centres and Northbourne Avenue Corridor are based on locations and not zones</li> </ul>	
3.1.1	Objective for the residential zones	Delete		<ul style="list-style-type: none"> <li>Simplify</li> <li>Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li></li> </ul>
3.1.2	Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Can be deleted as calculation of rates are explained in Section 1.</li> <li>Alternatively, delete 'Calculation of the parking provision requirement'</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
3.1.3	Location requirement	Modify Add AM/PO based provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: location of parking facilities within the site.</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not allow overdevelopment of the site</li> </ul>
3.1.4	Schedules of parking provision rates for residential zones	Modified tables	<ul style="list-style-type: none"> <li>A0/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>

Commented [HL19]: Alternative is to monitor the effectiveness of the Northbourne Avenue corridor changes first as a case study, and save changes in the City for the next review.

Commented [AS20R19]: We need to make a decision where to change or keep new rates. DV3668 City gateway is approved by the Minister

Commented [AS21]: Do we need additional objectives when zone objectives are in the TP. Developments as a whole needs to be consistent with the zone objectives?

If this is repetition, may need to be deleted.

Commented [AS22R21]: Delete

			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 <sup>1</sup>	Add	<ul style="list-style-type: none"> <li>• 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"> <li>○ Description of the user groups and statistical presentation of their non reliance of private vehicles.</li> <li>○ Demonstrate that above conditions are permanent in nature</li> <li>○ Supportive housing will not be sold in the market as regular housing.</li> </ul> </li> <li>• Short term parking provision for service vehicle to be provided / considered.</li> </ul>	<ul style="list-style-type: none"> <li>• Clarify the provision for supportive housing</li> </ul>
3.2.3 Childcare centre	Modify	<ul style="list-style-type: none"> <li>• Modify the rates for childcare centre more than 90 students (new table)</li> <li>• Refer in community facility zone too</li> </ul>	<ul style="list-style-type: none"> <li>• Updated</li> </ul>

<sup>1</sup> Supportive housing is categorised under Residential Use, and an assessable use in the residential Zones

<b>3.2 Commercial Zone (except CZ5 and CZ6)</b>	Modify rates	<ul style="list-style-type: none"> <li>For centres and Northbourne Avenue Corridor, Table 1 applies</li> <li>For other areas, table 2 applies</li> </ul>	<ul style="list-style-type: none"> <li>Shift from zone-based parking rate to area-based rate in the centres.</li> </ul>
3.1.1 Objectives for parking and vehicular access in the commercial zones	Delete		<ul style="list-style-type: none"> <li>Simplify</li> <li>Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li></li> </ul>
3.1.2 Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
3.1.3 Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for commercial zones	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>Shift from zone-based parking rate to area based rate in the centres.</li> <li>Land use are aligned with the description of the TP</li> <li>Umbrella terms are replaces with specific development where possible</li> </ul>
<b>3.3 Commercial CZ5 mixed use zone</b>	Updated table		
Objectives for parking and vehicular access in the commercial CZ5 zones	Retain with some modification	<ul style="list-style-type: none"> <li>The objectives are not directly called up during the assessment.</li> <li>PO : development must be consistent with the objectives</li> </ul>	To give effect of the objectives

Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>Described in Section 1</li> </ul>	<ul style="list-style-type: none"> <li>Simplify</li> </ul>
Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>AM: Parking facility to be provided within the site</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not allow overdevelopment of the site</li> </ul>
Schedules of parking provision rates for Mixed Use CZ5 zone	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
Objectives for parking and vehicular access in the CZ5 Zone	Delete		<ul style="list-style-type: none"> <li>Simplify</li> <li>Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li></li> </ul>
Calculation of parking provision rates	delete		<ul style="list-style-type: none"> <li>Avoid repetition</li> </ul>
<b>3.4 Commercial CZ6 mixed use zone</b>			

Objectives for parking and vehicular access in the commercial CZ6 zones	Delete		<ul style="list-style-type: none"> <li>• Simplify</li> <li>• Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li>•</li> </ul>
Calculation of parking provision rates	Delete	<ul style="list-style-type: none"> <li>• Described in Section 1</li> </ul>	
Locational requirements	Modify Add AO/PO base provision with the reference to the table	<ul style="list-style-type: none"> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Off site parking should not allow overdevelopment of the site</li> </ul>
Schedules of parking provision rates for commercial zones	Modified table	<ul style="list-style-type: none"> <li>• AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
<b>3.5 Industrial Zones</b>	Retain		
3.1.1 Objectives for parking and vehicular access in the Industrial zones	Delete	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Simplify</li> <li>• Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> </ul>

3.1.2 Calculation of parking provision rates	Retain with some modification	<ul style="list-style-type: none"> <li>Table 3</li> </ul>	<ul style="list-style-type: none"> <li>Simplify and better readability</li> </ul>
3.1.2 Calculation of parking provision rates	Delete	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"> <li>AM: table of parking location</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Off site parking should not allow overdevelopment of the site</li> </ul>
3.1.4 Schedules of parking provision rates for Industrial Zones	Modified table	<ul style="list-style-type: none"> <li>AM/PO format where flexibility in the rate to be justified by the proponent.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>3.6 Community Facility Zone</b>	Retain		
3.1.1 Objectives for parking and vehicular access in the Industrial zones	Delete		<ul style="list-style-type: none"> <li>Simplify</li> <li>Objective of the zone in the TP should be applied. another layer of objective will overcomplicate the Code</li> <li></li> </ul>