



Bellinghen Shire Development Control Plan 2017

Chapter 5 **Car Parking and Vehicular Access**

Table of Contents

5.1. Aims	4
5.2. Where This Chapter Applies.....	4
5.3. When This Chapter Applies.....	4
5.4. Variations	4
5.5. Definitions	4
5.6. Development Criteria.....	5
5.6.1 Parking requirements within designated CBD areas of Urunga, Bellingen and Dorrigo	5
5.6.2 Surface requirements for parking and driveway areas	5
5.6.3 Safe, legal and functional access requirements	6
5.6.4 Schedule of parking and access requirements	9
5.6.5 Design standards.....	10
APPENDICES	11
Appendix 5.1 Parking and access requirements for development.....	12

Table of Amendments

Amendment	Date Adopted	Date Commenced
Minor review of DCP - DCP 2017 replaces DCP 2010	22 November 2017	6 December 2017

5.1. Aims

The aims of this chapter are;

- a) To encourage redevelopment within established town centres of the Bellingen Shire,
- b) To remove obstacles for minor changes of use of premises located within established town centres of the Bellingen Shire,
- c) To encourage walking and cycling and reduce car dependency,
- d) To confirm the responsibilities of different development types to provide parking facilities and appropriate vehicular access and manoeuvring areas for the traffic that they are likely to generate.
- e) To reduce the need for kerbside parking for certain types of developments by ensuring that these developments are self sufficient in the provision of off-street parking facilities.
- f) To minimise the visual impact of on-site carparking.

5.2. Where This Chapter Applies

The provisions of this chapter apply throughout all areas of Bellingen Shire, unless any site specific development controls included in this chapter, or in later chapters of this DCP nominate alternative parking or access requirements. In this case, the provisions of the site specific development controls shall prevail.

(Note: CBD areas of Bellingen, Urunga and Dorrigo are exempted from the need for provision of parking facilities in most instances – See Section 5.6.1 for details)

5.3. When This Chapter Applies

This chapter applies when any Development Application is received by Council.

It does not apply when:

- a) The proposed development can be considered as “exempt” or “complying” development under the provisions of State Environmental Planning Policy (Exempt and Complying Development Codes) or any other Environmental Planning Instrument applying to the land, or
- b) The proposed development is for additions or alterations to an existing building and additional on-site car parking in accordance with Schedule 5.1 of this Chapter is not required to be provided.

5.4. Variations

Council may consider variations to the standards required of development in this chapter when the overall aims of this chapter and any specific aims that may be detailed for that particular standard can be achieved.

5.5. Definitions

Definitions of terms used within this chapter are the same as those contained within Bellingen Local Environmental Plan 2010.

Where there is uncertainty as to the correct parking requirement that should apply, Council planning staff should be consulted for clarification.

Above Ground carpark means a car park that is elevated above and does not occupy the ground floor of a building.

Below ground/basement/underground carpark means a car park that is built below ground level, either as a basement to a building or covered with structure above.

Ground level carpark – means a car park that is located at the street level.

Undercroft carpark – means an unenclosed car park that occupies the area below the footprint of a building or plaza.

5.6. Development Criteria

5.6.1 *Parking requirements within designated CBD areas of Urunga, Bellingen and Dorrigo*

Criteria

- 1) With the exception of major new developments or major redevelopments that will draw additional vehicular traffic in their own right, provision of additional on-site car parking will not be required for development on land zoned B2 (Local Centre) in Urunga, Bellingen and Dorrigo.

Note: This provision does not extend to the provision of adequate manoeuvring or loading areas for delivery vehicles if the circumstances of the development warrant consideration of this matter.

- 2) For the purpose of administering the provisions of Criteria 1), minor changes of use or minor additions involving shops, office premises, business premises, food and drink premises, health consulting rooms and the like would not normally be expected to provide additional on-site car parking.
- 3) Where car parking requirements within CBD areas are not able to be accommodated on site, separate Section 94 Contributions will normally be required to be paid to Council to contribute towards either alternative facilities that promote increased usability and accessibility of the CBD areas by pedestrians or bicycles, or the provision of strategically located and shared parking facilities for the benefit of all users of the CBD area.

If such a Section 94 contribution plan is not in place at the time of lodgement of the development application, the developer would be expected to financially contribute towards the provision of car parking spaces elsewhere in the CBD via a planning agreement negotiated with Council.

5.6.2 *Surface requirements for parking and driveway areas*

Criteria

- 1) The minimum surfacing requirements shown in Table 5.1 shall apply for the listed categories of development.

Table 5.1 Minimum surfacing requirements

Development	Land Use Zone	Surfacing Requirement
Residential accommodation.	RU1, RU2, RU4	External driveway section (ie: in road reserve) – comparable surfacing to that of public road pavement. Internal driveway section – Minimum all weather 2 wheel drive surfacing (minimum 150mm compacted gravel).
Residential accommodation	R1	External driveway section – plain reinforced concrete. Internal driveway sections and parking areas – Mandatory Asphaltic Concrete, Bitumen Seal or Concrete surfacing.
Residential accommodation	R5	External driveway section - Asphaltic Concrete, Bitumen Seal or Concrete surfacing. Internal driveway sections and parking areas – minimum all weather 2WD.
Tourist and Visitor Accommodation and other traffic generating development	RU1, RU2, RU4 and E3	Minimum standard as for rural dwellings. Higher surfacing standards may be required having regard to the likely levels and types of traffic generation. For example, a more dispersed and low scale development accessed by private cars would normally have a lower surfacing requirement than an intensive development accessed by a wider range of vehicles such as buses.
Industry and other industrial uses permitted with consent in the 1N1 zone	IN1	All driveway sections and parking areas – Mandatory Asphaltic Concrete, Bitumen Seal or Concrete surfacing as determined by Council.
Commercial premises and other commercial uses permitted with consent in residential or business zones	R1, B1 and B2	All driveway sections and parking areas – Mandatory Asphaltic Concrete, Bitumen Seal or Concrete surfacing as determined by Council.

- 2) Minimum surface requirements for developments not described in Table 5.1 will be determined by Council following a merit assessment of the proposal.

5.6.3 Safe, legal and functional access requirements

Criteria

General

- 1) All driveways shall be restricted to a maximum grade of 25%. Steeper grades will only be supported in areas with extreme site constraints.
- 2) Any driveway section exceeding 15% in grade will be required to be sealed with asphaltic concrete, bitumen seal or concrete.

- 3) The location of the entry point of any driveway onto the public road network must achieve minimum site distance and safety requirements as stipulated in AS 2890.

Events

- 4) All events involving the generation of traffic and requiring development consent must lodge a traffic management plan (TMP). If the TMP recommends that a traffic control plan be developed for the event, this plan must be submitted and approved by Council prior to the issue of an approval under the Roads Act 1993.

Residential (R1, R5) zones

- 5) Dwellings in residential zones will require vehicular access to a sealed and dedicated Council road. If this does not exist at the time of application, the applicant will be required to construct this access at no cost to Council.
- 6) A standard concrete driveway crossover shall be required to be constructed within the road reserve as part of development in residential zones. This shall be completed prior to the issue of a Final Occupation Certificate for the dwelling.

Rural (RU1, RU2, RU4 and E3) zones

- 7) Dwellings in rural zones will require access to a dedicated Council road. In circumstances where the only legal and/or practical access is via an undedicated Crown road, the applicant will need to consider the following options, in consultation with both Council and Land and Property Information NSW:
 - i) Where the Crown road benefits only one property owner and connects to a dedicated Council road, the property owner may apply to Land and Property Information NSW to purchase and close the road. Council would require this closed road to be amalgamated into the subject lot prior to issue of the final occupation certificate for the dwelling.
 - ii) Where the Crown road benefits more than one property all benefiting property owners should consider undertaking a community title subdivision with the Crown road being made common property.
 - iii) Despite the above, Council may consider taking on ownership of a Crown road provided that:
 - it is in the broader public interest for Council to accept ongoing maintenance responsibility for the length of road,
 - the asset has been constructed in accordance with Council's standards at the time including the construction of a cul-de-sac turning area where the road is not a through road, and
 - the road upgrade is undertaken by the benefiting property owners at no cost to Council.

Note 1: All administrative and legal costs involved in the transfer of Crown land to Council or purchase and closure of a Crown road shall be borne by the applicant.

Note 2: In all instances where a Crown road is proposed to be closed, the closure must not adversely impact on the actual or potential ability of any other property to gain legal and practical access via that section of Crown road and the closure would not result in either a property, lot, parcel of land or a section of road becoming landlocked from the general public road network.

- 8) In circumstances where the only legal and/or practical access is through a State Forest or National Park, Council will not consent to any application for development unless an appropriate Right of Carriageway is obtained that guarantees continuity of access and confirms maintenance responsibilities.
- 9) In other circumstances, Council will not support new dwellings that propose vehicular access via the creation of a Right of Carriageway over an adjoining privately owned parcel of land. Instead, a boundary adjustment with an adjoining property that creates a legal frontage to a dedicated Council road for the subject property should be arranged.
- 10) In circumstances where access to a property is obtained via a road network that is within an adjoining local government area, Council will refer any application for development to the respective Council for comment. Conditions may be imposed upon an application should the need for upgrading work be identified.
- 11) As a general principle, dwellings shall be constructed so as to avoid the need for a river crossing as the primary point of vehicular access. If there is no other viable means of access and there are no alternative suitable dwelling sites on the subject property that would not require a crossing, Council may consider an application involving a river crossing subject to the following criteria;
 - A survey plan of the crossing point must be prepared by a Registered Surveyor and submitted with any application to correctly define the position of property boundaries relative to the crossing point. Written proof of consultation with Land and Property Information NSW must be provided that confirms whether any Crown Land is involved (eg: bed of river) and if so, whether any objection is offered to the lodgment of the Development Application. (Note: Land and Property Information NSW will be required to sign any Development Application involving use of their land as owners and may also require ongoing lease arrangements with the beneficiaries of the access.)
 - The proposed point of crossing must be at bed level and able to be demonstrated as relatively stable, having regard to the existence of bed rock (Note: Council may require the Applicant to obtain professional advice from an appropriately qualified Geomorphologist or similar and will have further regard to advice received from the Department of Primary Industries – Water and the Department of Primary Industries - Aquaculture in assessing suitability).
 - For minor watercourses with small crossing distances, bridge structures are the preferred means for access so as to not unduly impede water movement or fish passage.

Industrial Zones

- 12) Industrial developments and subdivisions shall be designed to accommodate the standard design vehicle type, or types, appropriate to the use required by the operator of the facility.

The classes of design vehicle are as follows:

- a) Small rigid vehicle (SRV)
- b) Medium rigid vehicle (MRV)
- c) Heavy rigid vehicle (HRV)
- d) Articulated vehicle (AV)

- 13) Any Development Application for development in industrial zones must clearly describe the anticipated vehicle types that will access the development and demonstrate, with reference to AS 2890.2-2002, that adequate manoeuvring areas exist to allow for all components of the development to function efficiently and independently.

5.6.4 Schedule of parking and access requirements

- 1) On-site car parking shall be provided at the rate specified in Appendix 5.1.
- 2) Additional vehicular access requirements shall be provided as specified for the proposed land use in Appendix 5.1.
- 3) Unless otherwise stated, all parking requirements are based upon peak usage requirements.
- 4) "Off peak" development is any development which may operate or carry out its business outside the "peak" demand periods for parking, that is between 9.00am and 5.00pm Monday to Friday (eg: churches, theatres, restaurants). For this type of application parking will be individually assessed by Council having regard to the;
 - Characteristics of the proposed development,
 - Hours of operation, and
 - Availability of kerbside and off-street parking in reasonable walking distance of the site.
- 5) Unless otherwise stated, all area based parking requirements are to be calculated on the basis of the Gross Floor Area (GFA) of the development.
- 6) Carparking calculations are to be rounded up to the nearest whole number.
- 7) For mixed use developments the number of parking spaces shall be calculated on the basis of each separate use e.g. shops with housing above would be calculated on the basis of the number of dwellings and GFA for the shop component.
- 8) Where development is subject to a parking study, applicants are required to undertake a parking study of a similar type of development in a similar location to determine the number of parking spaces required for the proposed development. Furthermore, the study must be prepared in accordance with AUSTRROADS Guide to Traffic Management, Part 3, Traffic Studies and

Analysis by a suitably qualified professional and take into consideration the RMS Guide to Traffic Generating Developments.

5.6.5 Design standards

- 1) Parking spaces and aisle widths shall be dimensioned in accordance with Australian/New Zealand Standard Parking Facilities; Part 1: Off- street car parking (AS/NZS 2890.1:2004 (Amendment No. 1) that are specific to the intended use of the parking spaces.
- 2) Accessible parking spaces are to be provided in accordance with the Disability (Access to Premises – Buildings) Standards 2010.
- 3) Parking spaces shall be clearly delineated and signposted, constructed to the standard specified in Section 5.6.2 and designed to collect and drain stormwater to Council's stormwater system in accordance with Chapter 12 – Stormwater.
- 4) The minimum vertical clearance for parking areas is to accord with the relevant Australian Standard.
- 5) Development applications that propose Below ground/basement/underground carparking are to:
 - Be accompanied by a geotechnical report prepared by an appropriately qualified professional; and
 - Be accompanied by supporting information addressing any dewatering of the site and/or the disposal of contaminated/sediment laden water; and
 - Ensure that where the site is flood prone, the carparking area is located, designed and constructed in accordance with Chapter 8 - Flood and Riverine Processes.
- 6) Natural ventilation is to be provided to Below ground/basement/underground carparks , with ventilation grilles and structures to be:
 - Integrated into the overall facade and landscape design of the development;
 - Not located on the primary street façade; and
 - Orientated away from windows of habitable rooms and private open space areas.
- 7) Above ground and undercroft carparking structures are to be artistically and imaginatively screened from view from the public domain.
- 8) The visual impact of ground level carparks is to be minimised by:
 - Locating parking on the side or rear of the site away from the street frontage and behind the front building line; and
 - Use of landscaping to soften and partially screen the carparking area from the street and/ or public domain in accordance with Chapter 9 – Landscaping Requirements.

APPENDICES

Appendix 5.1 Parking and access requirements for development

Land use	Car parking requirement	Additional vehicular access requirements specific to land use
<i>Agricultural produce industries</i>	Comparisons should be drawn with similar developments elsewhere and a Parking Study submitted to Council for consideration.	
<i>Agriculture</i>	Comparisons should be drawn with similar developments elsewhere and a Parking Study submitted to Council for consideration (refer note1).	On site manoeuvring area to be demonstrated for maximum size delivery vehicles to allow forward ingress and egress.
<i>Animal boarding or training establishments</i>	1 space per 5 animals capable of being accommodated; overflow area to cater for 75% total capacity	Additional trailer parking area where necessary (e.g.; for horse floats)
<i>Aquaculture</i>	As for agriculture	
<i>Attached dwelling,</i>	Residents; 1 space per dwelling + 1 space for every 5 x 2 bed dwelling or part thereof + 1 space for every 2 x 3 bed dwelling or part thereof Visitors; 1 space for every 5 dwelling or part thereof Note: Visitors space to be separately accessible from resident spaces	For each dwelling, access must be provided to a lockable enclosure at ground floor level that is capable of storing one adult bicycle.
<i>Backpackers accommodation</i>	1 space per 5 beds	Must demonstrate either adequate area on site for bus unloading and manoeuvring or demonstrate that this is feasible on street
<i>Bed and Breakfast accommodation</i>	1 space per guest bedroom	
<i>Boarding Houses</i>	Refer to SEPP (Affordable Rental Housing) 2009	
<i>Boat building and repair facilities</i>	Comparisons should be drawn with similar developments elsewhere and a Parking Study submitted to Council for consideration (refer note1).	
<i>Bulky Goods Premises</i>	1 per 50m ²	

Land use	Car parking requirement	Additional vehicular access requirements specific to land use
<i>Business Premises</i>	1 per 40m ² (unless separately defined)	
<i>Caravan parks</i>	Refer Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds & Moveable Dwellings) Regulation 2005.	
<i>Cellar door Premises</i>	As for retail premises	
<i>Charter and tourism boating facilities</i>	1 per boat available for hire; 1 per 40m ² office area.	
<i>Child Care Centres</i>	1 space for every 4 children in attendance 1 space per 2 employees plus drop off/pickup area to Council's satisfaction	
<i>Depots</i>	1 per employee that routinely reports to depot for commencement of work. Visitors parking spaces separately signposted at rate of 1 per 40m ² of office area associated with depot functioning. (Note: variations may be considered where it can be demonstrated that the functional characteristics of the depot do not warrant this number of spaces).	
<i>Dual occupancies (attached and detached)</i>	As per Dwelling House	
<i>Dwelling House</i>	1-4 bed dwelling – 1 space 5bd+ dwelling - 2 spaces	Must be behind front building line; may or may not be covered.
<i>Educational establishments</i>	Comparisons should be drawn with similar developments elsewhere and a Parking Study submitted to Council for consideration (refer note1).	Appropriate provision for bus delivery of students to and from school to be made
<i>Entertainment facilities</i>	1 per 10m ²	
<i>Exhibition Homes</i>	As per Dwelling House	If located on road with high traffic volumes and limited on street parking, additional provision shall be made for on-site parking in consultation with Council.

Land use	Car parking requirement	Additional vehicular access requirements specific to land use
<i>Extractive industries / mines</i>	Comparisons should be drawn with similar developments elsewhere and a Parking Study submitted to Council for consideration (refer note1).	On site manoeuvring area to be demonstrated for maximum size delivery vehicles to allow forward ingress and egress.
<i>Farm stay accommodation</i>	1 space per guest bedroom	
<i>Food and Drink Premises</i>	Dining; 1 per 10m ²	Off peak provisions will apply
<i>Function Centres</i>	1 per 10m ²	
<i>Funeral Chapels</i>	1 per 10m ² .	
<i>Group homes</i>	Refer to SEPP (Affordable Rental Housing) 2009	
<i>Health consulting rooms</i>	2 spaces per consulting room and 1 for each reception employee.	
<i>Home occupations/home industries/home businesses</i>	Normal dwelling requirement plus: 1 space per 2 non-resident employees or part thereof, and 1 space for customers if business involves customers visiting site.	
<i>Hospitals</i>	Comparisons should be drawn with similar developments elsewhere and a Parking Study submitted to Council for consideration (refer note1).	
<i>Hostels</i>	As for Boarding House	
<i>Hotel or motel accommodation</i>	1 per unit. Bar/Dining Area (if open to general public): 1 per 10m ² . Employees: At least 2 to be provided (for on-site manager and reception staff).	Must make provision for buses to enter and leave the site in a forward direction, unload and park
<i>Industries</i>	1 per 50m ² Note: where developments are to be subdivided, individual and proportional allocation of parking spaces should be considered.	Design vehicle requirements: Separation of manoeuvring, unloading and customer parking movements Employee parking; may

Land use	Car parking requirement	Additional vehicular access requirements specific to land use
		be stacked
<i>Industry Retail outlets</i>	1 per 20m ² accessible to public	
<i>Information and education facilities (e.g.: art gallery, museum, library, visitor information centre or the like)</i>	Visitor information centre; Comparisons should be drawn with similar developments elsewhere and a Parking Study submitted to Council for consideration (refer note1). Other: 1 per 40m ²	Visitor Information Centres must provide parking areas for full range of vehicles likely to use the facility (e.g.: motor homes, caravans, buses, or the like).
<i>Intensive livestock agriculture (e.g.: feedlots, restricted dairies)</i>	As for agriculture	
<i>Kiosks</i>	As for retail premises	
<i>Landscape and garden supplies</i>	Retail Plant nurseries; 1 per 20m ² accessible to public for building component, 1 space per 100m ² site area for external display area. Landscape supplies; 1 per 50m ² for built component 1 space per 100m ² site area for external display area.	Provisions must be made for trailer access and pick up areas
<i>Light industries</i>	As for industries	
<i>Liquid fuel depots</i>	Comparisons should be drawn with similar developments elsewhere and a Parking Study submitted to Council for consideration (refer note1).	
<i>Livestock processing industries</i>	As for rural industry	
<i>Marinas</i>	0.6 spaces per wet berth 0.2 spaces per dry storage berth 0.2 spaces per swing mooring 0.5 spaces per marina employee	
<i>Markets</i>	2.5 spaces per stall	
<i>Medical Centres</i>	As per health consulting rooms.	
<i>Moveable dwelling</i>	As per Dwelling House or as per Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds & Moveable Dwellings) Regulation 2005, which ever applies.	

Land use	Car parking requirement	Additional vehicular access requirements specific to land use
<i>Multi-dwelling housing</i>	As for attached dwelling	
<i>Neighbourhood shops</i>	1 per 25m ² accessible to the public	
<i>Office Premises</i>	1 per 40m ²	
<i>Places of public worship</i>	1 per 10m ²	
<i>Public Administration Building</i>	As for Office Premises or as justified by a specific Parking Study.	Must provide bike racks and facilities for showering to encourage reduced reliance upon motor vehicles in getting to and from work
<i>Recreation facilities (indoor)</i>	Squash Courts – 3 spaces per court Bowling alleys – 3 spaces per alley Gymnasiums – 4.5 spaces per 100m ² GFA minimum Other activity types; default to requirement for Business Premises (e.g.: 1 per 40m ²) or alternatively, submit a Traffic Study referring to comparable developments elsewhere.	
<i>Recreation facilities (major)</i>	Comparisons should be drawn with similar developments elsewhere and a Parking Study submitted to Council for consideration.	
<i>Recreation facilities (outdoor)</i>	Bowling Greens – 30 spaces for first green, 15 spaces for each additional green Tennis Courts – 3 spaces per court Other activity types; Building components shall default to requirement for Business Premises (e.g.: 1 per 40m ²) or alternatively, submit a Parking Study referring to comparable developments elsewhere. Parking requirements for outdoor components shall be based upon an estimation of	

Land use	Car parking requirement	Additional vehicular access requirements specific to land use
	peak traffic generation, in consultation with Council Officers.	
<i>Research stations</i>	Comparisons should be drawn with similar developments elsewhere and a Parking Study submitted to Council for consideration (refer note1).	
<i>Residential flat buildings</i>	As for attached dwelling	
<i>Restaurants</i>	As for Food and Drink Premises	
<i>Retail Premises</i>	1 per 20m ² accessible to public	
<i>Roadside stalls</i>	Waterfall Way and Pacific Highway; Minimum 5 spaces on private property Other local roads; minimum 2 spaces	Waterfall Way and Pacific Highway; Dedicated turning lanes required for use. Subject to RTA concurrence. Other local roads: Adequate off road area with compliant site distances, pavement surfacing etc.. Consideration may be given to use of road reserve for parking subject to safety issues and appropriate insurances being obtained.
<i>Rural Industries</i>	Comparisons should be drawn with similar developments elsewhere and a Parking Study submitted to Council for consideration (refer note1).	On site manoeuvring area to be demonstrated for maximum size delivery vehicles to allow forward ingress and egress.
<i>Rural supplies</i>	As for landscape supplies.	Provisions must be made for trailer access and pick up areas
<i>Sawmill or log processing industries</i>	As for rural industry	
<i>Secondary dwellings</i>	No mandatory requirement	
<i>Self storage units</i>	Parking area required for 1 vehicle in front of each storage	Aisle width adequate to accommodate standard

Land use	Car parking requirement	Additional vehicular access requirements specific to land use
	unit, 1 space for on-site manager and 1 Visitors space.	vehicle parked in front of unit and large rigid truck passing
<i>Semi-detached dwelling</i>	As per Dwelling House	
<i>Seniors housing</i>	Refer to SEPP (Housing for Seniors or People with a Disability) 2004.	
<i>Service stations</i>	6 per bay for service area 1 per 20m ² accessible to public for shop component	Parking spaces for service bays may be stacked.
<i>Serviced apartments</i>	As for attached dwelling	
<i>Shop top housing</i>	None for single dwelling only. Multiple dwelling housing: 0.5 spaces per unit.	For each 1st floor dwelling, access must be provided to a lockable enclosure at ground floor level that is capable of storing two adult bicycles.
<i>Shops</i>	As for retail premises.	
<i>Stock and sale yards</i>	Parking study to be undertaken of similar development/s elsewhere. Must consider multiple vehicular types visiting yards (e.g.: large livestock carrying vehicles, domestic vehicles), the nature of movements that they undertake (e.g.: unloading, turning, parking) and appropriate surfacing requirements for different classes of vehicle (e.g.: hardstand for loading/manouvering of livestock carrying vehicles)	
<i>Storage premises</i>	1 per 100m ²	
<i>Take away food and drink premises</i>	As for retail premises unless for drive-in take-away food outlets in which case the following shall apply; 12 spaces per 100m ² GFA + queuing area for 5-12 cars	
<i>Timber and Building Supplies</i>	As for landscape supplies.	Provisions must be made for trailer access and pick up areas
<i>Tourist and Visitor accommodation</i>	For Rural tourist cabins; 1 per apartment or cabin (Note; other tourist and visitor accommodation uses separately defined)	
<i>Vehicle body repair workshops</i>	As for Vehicle repair stations	

Land use	Car parking requirement	Additional vehicular access requirements specific to land use
<i>Vehicle repair stations</i>	6 per work bay	Half of the requisite work bay spaces may be stacked and/or within the workshop area
<i>Vehicle sales or hire premises</i>	1.5 per 200m ² of GFA and outdoor display area; 6 per mechanical work bay for service area.	
<i>Veterinary hospitals</i>	3 spaces per veterinarian consulting room and one for reception staff.	
<i>Warehouse or distribution centres</i>	1 per 300m ²	
<i>Wholesale supplies</i>	1 per 50m ²	