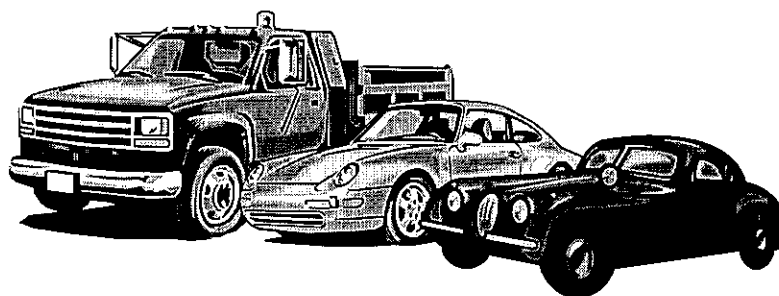




DEVELOPMENT CONTROL PLAN NO. 3

PARKING



ADOPTED 21ST JULY 1999

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CHAPTER 1

Why have a plan?

Current controls relating to carparking in this Shire have a focus towards major metropolitan areas where space is at a premium. This plan seeks to provide more flexible and realistic standards and guidelines to parking that recognise the considerable differences between the requirements for this region and that of metropolitan areas.

What is this plan called?

This plan is called Berrigan Development Control Plan No. 3 (DCP) - Parking.

Where does this plan apply?

This plan applies to all land zoned 2(v) – Village or Urban zone under the provisions of Berrigan Local Environmental Plan 1992 as amended.

What is the purpose of this plan?

The purpose of this DCP is to provide a flexible carparking document that reflects the needs of future developments within the village boundaries of Berrigan Shire.

How is this plan applied?

This plan has been prepared in accordance with s.72 of the Environmental Planning and Assessment (EP&A) Act and Part 3 of the Environmental Planning and Assessment (EP&A) Regulation. It came into force on 21st JULY 1999 in accordance with clause 20 of the EP&A Regulation. It supersedes those parking requirements contained with Berrigan Development Control Plan No. 1 "Village".

CHAPTER 2

Vehicle Parking Requirements

Land Use:

Single dwelling

2 spaces including 1 behind the building line

Multi unit dwellings

1.5 spaces per unit including visitor spaces

Commercial developments

1 space per 50 square metres of gross floor area

Industrial developments

1 space per 100 square metres of gross floor area

Other developments

To comply with RTA standards as specified in the "Guide to Traffic Generating Developments"

It is expected that major expansion of existing developments and new developments will provide the required parking spaces. Should this not be the case, Council may require a cash contribution towards the provision of parking within the town area. To calculate these payments, refer to Council's s.94 Contributions Plan in force at the time.

Note

The above requirements will apply to all developments, however it may be possible to vary these standards upon application to and negotiation with Council if demonstrated evidence can be provided proving a lesser requirement is appropriate. Some applications require referrals to either the Local or Regional Traffic Committee. Further, on main roads and highways a higher level of off-street parking would normally be considered necessary when compared to minor roads.

CHAPTER 3

How do I design my carpark?

Car parking areas within the Berrigan Shire must be designed in accordance with Australian Standard 2890.1-1993 Pts. 1,2,3 and 5. It is necessary to submit a detailed plan, to scale, of the proposed car park area with your Development Application.

The design and layout of a site must take into consideration the need for all delivery vehicles to be able to maneuver on site so as to enter and leave in a forward direction.

Council will consider waiving this requirement if the access is not from a main road and the street carries low risk factors due to vehicle type and volume. Further, consideration will be given to rear lane usage where there will be no interference to other users of the lane.