

parking access + mobility

PART M



COWRA COUNCIL
116 KENDAL STREET
COWRA NSW 2794

COWRA COUNCIL
COMPREHENSIVE DCP
2021



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car parking code

PART M.1

This part provides introductory information for car parking, access and mobility associated with new development within the Cowra Shire Local Government Area.

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M.1.1. Application of section

Section M.1 applies to:

- a. New floor space or buildings.
- b. Alterations or additions to any existing building that requires development consent, whether or not such additions or alterations involve a change in building use.
- c. A change of use for which development consent is required, and that would require the provision of a greater number of on-site parking spaces than the previous use.

Off street parking provided to existing developments shall be retained. Additional parking spaces required for any new development, redevelopment or change of use shall be provided in accordance with the provisions of this part of the Plan. Certain types of development may qualify for car parking exemptions.

A development comprising a combination of two or more uses, such as combined motor sales and repairs, will be assessed as if the two uses exist independently.

More detailed examination of how car parking rates apply to development is contained in Section 1.4 of this Part.

M.1.2. Objectives

The objectives for parking are to:

- a. Ensure that adequate provision is made for off-street parking consistent with the parking demand generated by the development.
- b. Provide convenient and adequate parking for staff, clients, visitors and servicing groups.
- c. To provide parking areas which promote ease of access as well as suitable internal circulation patterns.
- d. Ensure quality of parking areas in terms of safety, amenity and integration with surrounding areas.
- e. Ensure the adequate provision of suitably located parking for disabled persons.
- f. Provide landscaping and quality materials in the construction of parking areas to improve the amenity of those parking areas.
- g. Provide parking areas which promote ease of access as well as suitable internal circulation patterns.
- h. Ensure that all traffic generating developments are in accordance with the Roads and Traffic Authority's "Guide to Traffic Generating Developments" and relevant Australian Standards.
- i. Ensure that each development proposal is assessed consistently and equitably with respect to parking.

M.1.3. Application of Standards and Guidelines

For the purposes of this chapter of the DCP, the following standards and guidelines must also be considered and complied with as necessary:

- AS 2890.1 Part 1: Parking Facilities: Off-street Car Parking;
- AS 2890.2 Part 2: Parking Facilities: Off-street Commercial Vehicle Facilities;
- AS 2890.3 Part 3: Bicycle Parking Facilities;
- AS 2890.5 Part 5: On-street parking; and
- AS 2890.6 Part 6: Disabled parking.
- AUSTRROADS Guide to Traffic Management.
- Building Code of Australia (BCA)

The following documents may also be used as best practice guidelines where specific development controls are not contained in this DCP.

- RTA “Guide to Traffic Generating Developments version 2.2, October 2002”.
- AUSTRROADS “Guide to Road Design”.

M.1.4. Definitions

Gross floor area (GFA) means the overall area of a building as measured from the outer face of external walls, but excludes:

- a. columns, fin walls, sun control devices and any elements, projections or works outside the general lines of the outer face of the external wall.
- b. lift towers, cooling towers, machinery and plant rooms and ancillary storage space and vertical air-conditioning ducts.
- c. car parking needed to meet any requirements of Council and any internal access to such spaces.
- d. space for the loading and unloading of goods.

Gross leasable floor area (GLFA) means the overall area of a building as measured from the internal face of the walls, but excludes:

- a. stair cases and fire escapes.
- b. staff and/or public amenities, toilets.
- c. lift towers, machinery and plant rooms, ancillary storage space and vertical air conditioning ducts.
- d. space for the loading/unloading of goods.
- e. any other area, which in Council's opinion, does not contribute to parking.

M.1.5. Off street parking calculations

Car parking will generally be required to be provided on the site of the development. Council may be prepared to consider the provision of other appropriately zoned land for parking purposes, provided the alternate location is convenient to the subject development, safe to both pedestrians and motorists using and travelling on part of the facility and will satisfy the requirement.

Off-street car parking should be provided for both customers and staff of the subject development and not exclusively for private purposes. Free and uninterrupted access to car parking areas should be maintained at all times during the hours of operation of the development.

Council will require developers to provide on site car parking at the rate set out in the following sections.

Note: In the case of a number of different land uses comprising the development, the parking requirements for each separate use shall be calculated and then added together to provide the total parking requirement.

Variation to this requirement will only be considered by Council where the applicant can demonstrate that the peak demand for each land use component of the development is staggered or that development as whole generates less parking than separable parts.

M.1.5.1. Residential Land-use Types

LEP Definition	Parking Requirements
Attached dwellings	1 space per dwelling + 1 space per 3 units (visitor parking)
Boarding houses	1 space per 4 beds + 1 space per 2 staff
Dual Occupancies	1 space per dwelling behind the building line. Visitor car parking not required.
Dwellings House	1 space per dwelling behind the building line. Visitor car parking not required.
Exhibition Home	1 space per dwelling behind the building line + 2 spaces per dwelling (visitor parking).
Group homes	1 space per 4 beds + 1 space per 2 staff
Multi-dwelling housing	1 space per dwelling + 1 space per 3 units (visitor parking)
Residential care facilities,	Self-contained units: 2 spaces per 3 units + 1 space per 5 units (visitor parking). Other: 1 space per 10 beds (visitor parking) + 1 space per 2 staff + 1 ambulance space.
Residential Flat Buildings	1 space per dwelling + 1 space per 3 units (visitor parking)
Secondary Dwellings	1 space per dwelling behind the building line. Visitor car parking not required.
Semi-detached dwelling	1 space per dwelling behind the building line. Visitor car parking not required.
Seniors Housing	Self-contained units: 2 spaces per 3 units + 1 space per 5 units (visitor parking). Other: 1 space per 10 beds (visitor parking) + 1 space per 2 staff + 1 ambulance space.
Shoptop housing	1 space per dwelling.

M.1.5.2. Tourist and Visitor Accommodation Types

LEP Definition	Parking Requirements
Backpackers accommodation	1 space per 5 beds + 1 space per 2 staff
Bed & breakfast accommodation	1 space for dwelling + 1 space per room available for accommodation purposes.
Camping Ground	1 space per van / mobile home / campsite + 1 space per 2 employees + 1 visitor space per 10 sites.
Caravan Parks	1 space for manager + bus parking + 1 space per site + 1 space per 5 sites (visitor parking).
Eco-tourist facility	To be determined on merit, having regard to nature of development.
Farm stay accommodation	1 space for dwelling + 1 space per farm stay dwelling.
Hostels	1 space per 5 beds + 1 space per 2 staff
Motels	1 space per unit + 1 space per 2 staff. If Restaurant included, then add 1 space per 6.5 m ² of GLFA of Restaurant. If Function Room included, then 1 space per 3 seats.

M.1.5.3. Commercial Land-use Types

LEP Definition	Parking Requirements
Amusement centres	Whichever is the greater of: 1 space per 10m ² or 1 space per 10 seats.
Artisan Food and Drink Industry	1 space per 3 seats (internal and external)
Business Premises	1 space per 45m ² of GFA.
Cellar Door	To be determined on merit, having regard to nature of development.
Entertainment facilities	Whichever is the greater of: 1 space per 10m ² or 1 space per 10 seats.
Function centres	1 space per 5m ² of bar, lounge, beer garden, auditorium, games room, restaurant + 1 space per 3 staff (maximum staff level at peak time) + one space per bedroom or unit.
Garden Centre	10 car parking spaces or 0.5 spaces per 100m ² of site area (whichever is the greater)
Hardware and building supplies	1 space per 50m ² of GFA.
Hotels	1 space per 5m ² of bar, lounge, beer garden, auditorium, games room, restaurant + 1 space per 3 staff (maximum staff level at peak time) + one space per bedroom or unit.
Neighbourhood Shop	1 space per 30m ² of GFA.
Office premises	1 space per 40m ² of GFA.
Plant nursery	10 car parking spaces or 0.5 spaces per 100m ² of site area (whichever is the greater)
Registered Clubs	1 space per 5m ² of bar, lounge, beer garden, auditorium, games room, restaurant + 1 space per 3 staff (maximum staff level at peak time) + one space per bedroom or unit.
Restaurants & Cafes	1 space per 6.5m ² of GLFA.
Service Stations	Adequate space adjoining each fuel bowser + queuing area for 3 to 5 cars + 5 spaces for any convenience store. If Restaurant included, then add 1 space per 6.5m ² of GLFA.
Shops (includes supermarkets)	1 space per 35m ² of GLFA.
Specialised Retail Premises	1 space per 55m ² of GFA.
Takeaway food and drink premises	Developments with no on-site seating – 10 spaces per 100m ² GFA. Developments with on-site seating and drive-through facilities – 1 space per 3 seats (internal and external), plus queuing area for 5 to 12 cars.
Vehicle Sales or Hire Premises	1 space per 100m ² site area + 2 spaces per work bay (for vehicle servicing facilities).

M.1.5.4. Industrial Land-use Types

LEP Definition	Parking Requirements
Depot	Rate should be drawn with regard to nature of development.
Freight transport facilities	Rate should be drawn with regard to nature of development.
General Industries	Rate should be drawn with regard to nature of development.
Hazardous storage establishment	Rate should be drawn with regard to nature of development.
Heavy Industries	Rate should be drawn with regard to nature of development.
Heavy industrial storage establishment	Rate should be drawn with regard to nature of development.
High technology industry	Rate should be drawn with regard to nature of development.
Industrial Retail Outlet	Rate should be drawn with regard to nature of development.
Industrial training facility	Rate should be drawn with regard to nature of development.
Landscaping material supplies	Rate should be drawn with regard to nature of development.
Light Industries	Rate should be drawn with regard to nature of development.
Liquid Fuel Depot	Rate should be drawn with regard to nature of development.
Local distribution premises	Rate should be drawn with regard to nature of development.
Passenger transport facilities	Surveys should be undertaken of similar developments.
Rural supplies	Rate should be drawn with regard to nature of development.
Storage premises	1 space per 10 storage units (visitor parking)
Transport depots	Rate should be drawn with regard to nature of development.
Truck depots	Rate should be drawn with regard to nature of development.
Vehicle body repair workshops	1 space per 55m ² of GFA + 2 spaces per work bay (for vehicles servicing facilities).
Vehicle repair stations	1 space per 55m ² of GFA.
Warehouse or distribution centre	1 space per 300m ² of GFA.

M.1.5.5. Community Land-use Types

LEP Definition	Parking Requirements
Child Care Centres	1 space per 4 children + 1 space per 2 employees.
Community Facility	Rate should be drawn with regard to nature of development.
Educational Establishment	<p>Infants and Primary Schools: 1 space per staff member + adequate student set down/pick up areas, bus turning areas + parking for auditoriums and sports grounds.</p> <p>Secondary Schools: 1 space per staff member + 1 space per 10 students 17 years of age or older + adequate student set down/pick up areas, bus turning areas + parking for auditoriums and sports grounds.</p> <p>Tertiary Schools and Colleges: 1 space per staff member + 1 space per 5 students + 1 space per five live-in students + adequate parking and turning areas for auditoriums and sports grounds.</p>
Funeral Home	Whichever is the greater of: 1 space per 10m ² or 1 space per 10 seats.
Health Consulting Rooms	1 space per 65m ² of GFA or a minimum of 1 space per consulting room + 1 space per staff member, whichever is the greater.
Hospitals	1 space per 10 beds (visitors) + 1 space per resident or staff doctor + 1 space per staff member on duty at any one time + ambulance parking.
Market	2.5 spaces per stall for customers
Medical Centres	3 spaces per surgery room + one space per staff member.
Places of Public Worship	Whichever is the greater of: 1 space per 10m ² or 1 space per 10 seats.
Respite day care centre	Rate should be drawn with regard to nature of development.
Veterinary hospital	Rate should be drawn with regard to nature of development.

M.1.5.6. Recreation Land-use Types

LEP Definition	Parking Requirements
Recreation facilities (indoor)	Squash Courts - 3 spaces per court Bowling Alleys - 3 spaces per alley Gymnasium - 1 space per 35m ² of GFA
Recreation facilities (outdoor)	Bowling Greens - 30 spaces per first green + 15 spaces for each additional green. Golf Course - 3 spaces per hole. Note - provision of a clubhouse for any sporting use will require provision of additional parking at the rate for clubs.
Recreation facilities (major)	Sports grounds - 1 space per 10 seats (where provided), with a minimum of 30 spaces.

M.1.5.7. Miscellaneous Land-use Types

LEP Definition	Parking Requirements
Animal boarding or training establishment	
Home Business	1 space per dwelling + 1 space per 2 staff.
Home Industry	
Home Occupation & Home Occupation (sex services)	1 space per dwelling + 1 space (visitor).

Other development not specified

To establish the parking rate for any development or land-use type not specified in this table, comparisons should be drawn from similar development and outlined in a Traffic and Parking Impact Assessment Report submitted together with the Development Application. Such comparisons should include a minimum of three case studies drawn from the Cowra Local Government Area, or a similar Local Government Area.

M.1.6. Parking Credits

When assessing Development Applications involving change of use or alterations and additions to existing buildings, Council will subtract any parking credits from the overall parking requirements for the development in accordance with the Table in Section 1.5 (note – Parking Credits are not provided for any parking available on the street in front of existing premises).

The following methodology will be used to determine the parking requirements for new development, taking into consideration parking credits:

- a. Determine the number of parking spaces already provided on the site through preparation of a parking plan.
- b. Determine the number of parking spaces that should have been provided to service the existing development in accordance with the Table to Section 1.3.
- c. Determine the number of parking credits by subtracting (a) from (b).
- d. Determine the number of parking spaces that are required to service the proposed new development in accordance with the Table to Section 1.3.
- e. Determine the final number of parking spaces that are required to service the proposed new development by subtracting (c) from (d).

An example of how the parking credit methodology should be applied is provided in the table as follows.

Note 1 Parking credits are not provided for parking available on the street in front of an existing premises.

Note 2 For proposals that relate to the expansion of an existing commercial / industrial development, Council will calculate the car parking credits having regard to the development in totality and not just the part of the building which is subject to alterations or additions.

Development Detail

Existing Use	Business Premises (Hairdresser)
GFA	135m ²
Proposed Use	Retail Premises (Restaurant)

Parking Credit Assessment

Item A	1 space current provided
Item B	3 spaces required for Hairdressers (see Table to Section 1.5)
Item C	2 Parking Credits (Item b – Item a)
Item D	20 spaces required for Restaurant (see Table to Section 1.5)
Item E	18 spaces required (Item d – Item c)

M.1.7. Car Parking Exemptions

The requirement to provide off-street car parking over and above what is currently provided for any one particular site (if any), may be exempted by Council under the following circumstances:

- a. The proposed development is able to be carried out as 'exempt development' in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.
- b. The proposed development involves the restoration, conservation and / or adaptive re-use of an item of environmental heritage that is listed in Schedule 5 of Cowra Local Environmental Plan 2012. This is known as a heritage incentive and will only be applied where the applicant can demonstrate that the conservation of the item depends upon the use of this clause.
- c. The proposed development involves alterations and additions to an existing building, and the alterations and additions have a gross floor area of less than 25m² and do not encroach on existing off-street parking areas.
- d. Development Applications for 'change of use' involving sites that have a GFA of less than 150m².
- e. Development Applications for 'change of use' that meet the following criteria:
 - i. The property is located in a traditional retail area that is shown in Map 1.
 - ii. The proposal does not involve the conversion of new floor space.
 - iii. Any existing car parking arrangements are retained.

Map 1 - Traditional retail areas - Cowra



M.1.8. Variation to parking requirements

It may not be possible in all situations for new development to comply with the car parking requirements of this plan, even when the parking credits have been taken into account. This is particular the case for the shopping strip focused along Kendal Street, where it is physically impossible for some premises to provide on-site parking. In these areas, parking demand is serviced by a combination of on-street and off-street public parking facilities.

Development Applications for proposals which are not able to comply with the on-site parking requirements in Section 1.4 (as discounted by relevant parking credits) should be accompanied by a Traffic & Parking Report that addresses the following matters:

- a. A description of the business proposal, including the nature, intensity, and operational aspects of the business activity.
- b. A description of the expected hours of operation, including whether the development will operate or carry out its business in peak (9.00am to 5.00pm) or off-peak periods.
- c. An assessment of expected traffic generation (customer, staff, service deliveries etc).
- d. An assessment of expected vehicle parking demand (customer and staff).
- e. An assessment of the location and availability of publicly accessible parking within a convenient walking distance of the development site.
- f. An assessment of the likelihood of overspill car parking creating adverse impacts on the public road system.
- g. An assessment of the relevance and capacity of the proposed development to be serviced by the public transport system.
- h. An assessment of compliance with the requirements of this Part, including justifications for proposed variations.

All proposed variations will be assessed on the merits of each particular case and will be judged on the findings of the Traffic and Parking Report. Development Applications involving a variation of 5 or more car parking spaces will be reported to Council's monthly committee meetings for determination.

parking + access residential uses

PART M.2

Section M.2 provides controls for all aspects of parking and access design for residential types of development within the Cowra Local Government Area.

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M.2.1. Site access design and location

The following controls apply to new vehicle accesses for residential development:

- a. Access should be located no closer than 1.5 metres from the boundary of the site and no closer than 6 metres to a corner boundary.
- b. Accesses should not be located within 12 metres on the approaches to a “stop” or “give way” sign.
- c. Accesses should be located so that any vehicles entering or leaving the site can be readily seen by the driver of an approaching vehicle in the street.
- d. Accesses should be clear of obstructions, which may prevent drivers having a timely view of pedestrians.
- e. Accesses should be readily visible and accessible from the road frontage. Accesses should also be located where they will cause least interference with vehicular and pedestrian movement on public roads and shall provide adequate visibility.
- f. Accesses avoid direct connection to existing or proposed high volume and/or high speed roads wherever an alternative access can be provided.
- g. Accesses achieve adequate site distance in both directions.
- h. Access is limited to one ingress and one egress from any one street frontage, except for larger developments.
- i. Accesses cross the footpath or footway at right angles to the centreline of the road.

M.2.2. Driveway widths

- a. For medium density housing where the number of off-street car parking spaces required to be provided is less than 5 spaces, the minimum width of a new driveway should be:
 - i. 3.0 metres for each entry and exit where these are not combined.
 - ii. 5.5 metres where the entry and exit are combined.
- b. For medium density housing where the number of off-street car parking spaces required to be provided is more than 5 spaces, the minimum width of a new driveway should be:
 - i. 3.0 metres for each entry and exit where these are not combined.
 - ii. 6.0 metres where the entry and exit are combined.

M.2.3. Car parking design

- a. The layout and dimensions of car parking areas are to be in accordance with the design standards as set out in AS 2890.1 – Off-street Car Parking Part 1.
- b. Where off-street visitor car parking is required (other than for single dwelling proposals), the parking area should:
 - i. Not be located within the front setback area,
 - ii. Not obstruct vehicle manoeuvring areas.
 - iii. Be screened by landscaping or other suitable means where they are highly visible from the public domain.
 - iv. Paved, sealed or concreted and lined marked with adequate signage and / or other approved means to indicate the layout and circulation pattern of traffic.
 - v. Be located and designed to ensure that vehicles can manoeuvre in and out of the spaces in not more than 2 movements. Vehicle swept paths, prepared by a suitable experienced designer, are to be submitted with the Development Application / Construction Certification to Council.
 - vi. Be directly accessible from a road or internal driveway. No account will be taken of spaces which do not have direct access to a driveway or which are double banked or obstructed in any way when assessing the car parking spaces provided.

M.2.4. Internal road design

- a. Where internal roads and / or driveways are proposed as part of the design of new residential development, the following controls apply:
 - i. The development should be serviced by vehicle manoeuvring areas that allow all vehicles (including larger vehicles, such as emergency service vehicles) to safely enter and exit the site in a forwards facing direction. Vehicle swept paths, prepared by a suitable experienced designer, are to be submitted with the Development Application / Construction Certification to Council.
 - ii. The development should be designed for low speed environments. Generally, vehicular speeds should range between 10-30 km/h, depending on the expected amount of pedestrian use.
- b. For medium density housing where the number of off-street car parking spaces required to be provided is less than 5 spaces, the minimum width of internal roads is to be:
 - i. 3.0 metres for one way traffic operation.
 - ii. 5.5 metre for two way traffic operation.
- c. For medium density housing where the number of off-street car parking spaces required to be provided is more than 5 spaces, the minimum width of a new driveway is to be:
 - i. 3.0 metres for one way traffic operation.
 - ii. 6.0 metre for two way traffic operation.
- d. Despite controls (b) and (c), complex developments (particularly where shared use of roads by cars and service vehicles is anticipated) the design of internal roads is to be determined from a study of the site traffic generation and vehicle characteristics.

M.2.5. Car parking surfaces

- a. All new car parking areas and their associated site accesses, vehicle manoeuvring areas and loading / unloading areas must be constructed with a surface finish in accordance with Table 1 below.

Table 1 - Car Parking Surfaces

Component	Acceptable surface finish
Site Access (to property boundary)	concrete
Vehicle Manoeuvring Areas	concrete / bitumen seal
Car Parking Spaces	concrete / bitumen seal
Accessible path of travel (where required)	concrete / bitumen seal

parking + access non residential uses

PART M.3

Section M.3 provides controls for all aspects of parking and access design for non residential types of development within the Cowra Local Government Area.

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M.3.1. Parking area locations

The following controls apply to new developments requiring the construction of new off-street car parking areas:

- a. parking locations should be accessible to principal staff and/or customer entrances.
- b. parking locations should enable adequate connections to existing and proposed road and pedestrian network.
- c. parking locations should avoid areas that are constrained by slope and drainage.
- d. parking locations should not result in adverse visual and acoustic amenity impacts for adjoining sites, particularly those which are used for residential purposes.

M.3.2. Site access design

The following controls apply to new developments requiring the construction of new off-street car parking areas:

- a. Site access to off-street car parking areas should:
 - i. Be located no closer than 1.5 metres from the boundary of the site and no closer than 6 metres to a corner boundary.
 - ii. Not be located within 12 metres on the approaches to a “stop” or “give way” sign.
 - iii. Cross the footpath or footway at right angles to the centreline of the road.
 - iv. Be located so that any vehicles entering or leaving the site can be readily seen by the driver of an approaching vehicle in the street.
 - v. Be clear of obstructions, which may prevent drivers having a timely view of pedestrians.
 - vi. Be properly signposted by the use of “in” or “entrance” and “out” or “exit” signs, where appropriate.
 - vii. Be designed and constructed to suit design traffic loads.
 - viii. Allow vehicles to enter and leave the site in a forwards facing direction.
 - ix. Visible and accessible from the road frontage.
 - x. be located where it will cause least interference with vehicle and pedestrian movement on public roads.
 - xi. Not be placed directly onto existing or proposed high volume and / or high speed roads where an alternative access can be provided.
 - xii. Not be permitted in close proximity to traffic signals, intersections or where sight distance is insufficient.

- b. NSW Roads and Maritime Services has adopted seven types of access driveways – Type 1 to 5 for cars/light vehicles and Types 6 and 7 for heavy vehicles. Table 2 below shows entry and exit driveway widths and separation between the two where applicable.

Table 2 - Entry and exit driveway widths

Type	Entry Width	Exit Width	Min. Separation of driveways	Splay at kerb line	Kerb return turnout radius
1	6 m	Combined *	N/A	0.5	-
2	6 - 9 m	Combined *	N/A	1 m	-
3	6 m	4 - 6 m	1 - 3 m	1 m	2 - 9 m
4	6 - 8 m	6 - 8 m	1 - 3 m	1	2 - 9 m
5	Direct feed from a controlled intersection via a dedicated public roadway via an intersection controlled by STOP and GIVEWAY signs, traffic signals or a roundabout.				
6	8 - 10 m	8 - 10 m	3 m	1 m	2 - 9 m
7	10 - 12 m	10 - 12 m	3 m	1 m	2 - 9 m

* Driveways are normally combined, but if separate, both entry and exit widths should be 2.9 metres minimum.

Source: New South Wales Roads and Traffic Authority, "Guide to Traffic Generating Developments". Australia Standard 2890.1 – 1993 – Off-Street Car Parking.

Table 3 - Selection of driveway types

Number of car parking spaces served by the driveway

Road frontage	<25	25-100	101-300	301-600	>600	Heavy Vehicles
Major	1-2	2-3	3-4	4	5	7
Minor	1	1-2	2-3	3-4	4	6

Source: New South Wales Roads and Traffic Authority, "Guide to Traffic Generating Developments". Australia Standard 2890.1 – 1993 – Off-Street Car Parking.

M.3.3. Parking area design

- a. The layout and dimensions of car parking areas shall be provided in accordance with the relevant Australian Standard.
- b. All parking areas should incorporate a rational circulation pattern. Dead-end parking aisles will not be permitted except in small parking areas or areas reserved for a specific low turnover (eg staff parking areas).
- c. No account will be taken of spaces which do not have direct access to a driveway or which are double banked or obstructed in any way when assessing the car parking spaces provided.
- d. Parking areas should be suitably marked by lines or other approved means to indicate the layout and circulation pattern of traffic.
- e. Where necessary, adequate space shall be made for the manoeuvring of rigid and articulated heavy vehicles in accordance with Section 1.7.5 and Section 1.7.6

M.3.4. Disabled parking

Both Council and developers have a responsibility to provide readily accessible parking for disabled persons in accordance with the Disability Discrimination Act. The following controls apply:

- a. Parking for disabled persons are to be provided and signposted in accordance with the requirements of Australian / New Zealand Standard 2890.6:2009 Parking Facilities – Off Street Parking for People with Disabilities.
- b. Disabled parking spaces is to be provided at the rate of 1 space for parking areas comprising up to 20 spaces and thereafter at a rate of 2% of designated spaces.
- c. Car parks comprising 20 spaces or more are to be provided with tactile surfaces to assist vision impaired persons to access the premises in accordance with the requirements of Australian / New Zealand Standard 1428.4:2009 Design for Access and Mobility Part 4: Tactile Indicators.
- d. A continuous accessible path of travel must be provided between designated car parking spaces for people with a disability and lift, lobby or access points servicing the development, and this access should not have a gradient that is steeper than 1:14.

M.3.5. Internal road design

This Section applies to all types of developments requiring the provision of off-street car parking including commercial / industrial and residential proposals.

- a. All internal roads and driveways shall be designed for low speed environments. Generally, vehicular speeds should range between 10-30 km/h, depending on the expected amount of pedestrian use.
- b. For internal roads between the driveway and the parking area, the recommended minimum carriageway width depends on the number of parking spaces and service bays. These minimum widths are provided in Table 4 below.
- c. Despite control (b), complex developments (particularly where shared use of roads by cars and service vehicles is anticipated) the design of internal roads is to be determined from a study of the site traffic generation and vehicle characteristics.

Table 4 - Internal road widths

Recommended minimum circulation roadway width - two way traffic	
Number of parking spaces / service bays	Circulation width
1 – 24 spaces and length not exceeding 40 metres	6.0m
1-24 spaces plus service bay(s)	6.0m
>24 spaces plus service bay(s)	6.5m
1-50 spaces	6.0m
> 50 spaces	6.5m

Note: This table assumes that no parking is provided on either side of the carriageway. Widths need to be increased by 2.4m or 4.8m if parallel parking is to be allowed on both sides of the carriageway.

M.3.6. Loading / unloading facilities

Where there are no adequate public loading and unloading facilities in close proximity to a commercial, retail or industrial development, adequate provision is to be made on-site for the loading, unloading and manoeuvring of delivery vehicles.

The number and dimensions of a loading bay required in any particular case will be assessed by Council having regard to the nature and scale of the proposed development, the estimated frequency of deliveries and the type of delivery vehicle likely to be involved. Details regarding the estimated size and frequency of goods delivery vehicles visiting the premises should be submitted with the development application.

The loading/unloading areas should be designed to ensure that vehicles stand entirely within the site during loading and unloading operations.

On-site loading/unloading bays should be designed to ensure that vehicles can manoeuvre into and out of all loading/unloading areas without conflicting with the movement of traffic on site or in the adjacent streets.

The design requirements for service vehicles is listed in Table 5 below.

Table 5 - Design requirements for service vehicles

Vehicle type	Length	Width	Maximum height	Turning circle (kerb to kerb)
Station Wagon	4.7	1.9	1.4	11.0
Utility	4.7	1.9	1.4	11.0
Van	5.4	2.1	2.5	13.5
Small Rigid Truck	6.6	2.1	4.3	14.4
Large Rigid Truck	11.0	2.5	4.3	21.7
Large Articulated Truck	17.5	2.5	4.3	16.2

Note: For courier vehicles, standard car parking dimensions are usually satisfactory.

Source: New South Wales Roads and Traffic Authority, "Guide to Traffic Generating Developments".

In general the turning paths and general manoeuvring requirements for trucks and semi-trailers shall be designed with reference to the RTA Guide to Traffic Generating Developments and the Australian Standard AS 2890.2 – Off-Street Parking Part 2: Commercial Vehicles Facilities. All internal roads and driveways shall be designed for low speed environments.

M.3.7. Signage

- a. Parking areas should be well sign posted to indicate the availability of off-street parking, with exit and entry points clearly visible from both the street and the site.
- b. Pavement arrows should clearly indicate the direction of traffic circulation. Parking areas shall be clearly delineated as well as spaces for specific uses (eg disabled, staff, visitors).
- c. Where car parking areas are not visible from the entrance to the development, directional sign posting will be required.
- d. Parking areas that are subject to frequent night time use by the public should utilise reflective materials for signs and line marking.

M.3.8. Pedestrian travel

- a. Pedestrian footpaths should be designed to optimise access to and within the development.
- b. Footpath gradients should be minimised taking into account the possible shopping trolley, pram and gopher traffic and the need to maximise ease of use.
- c. Safety lighting should be provided within the car park to ensure that pedestrian pathways have observable paths of travel.
- d. Provision of parking and access aisles should not compromise the equity and amenity of pedestrian access. Pathways should be wide enough to accommodate disabled access.

M.3.9. Safety & Security

- a. Development proposals involving large car parking areas, or night-time parking areas will be assessed against Part P of this plan - Crime Prevention Through Environmental Design (CPTED).
- b. The use of lighting should be considered where night use of parking areas is involved and where existing street lighting is inadequate.
- c. Where parking areas utilised at night are located within residential areas, consideration should be given to the positioning of lighting and location of driveways to minimise head light glare and traffic noise. In such cases fencing and/or landscaping may be necessary to avoid loss of amenity to residential areas.

M.3.10. Landscaping

- a. Parking areas should be landscaped to provide shade, improve the visual amenity of large all weather surfaces and to provide a buffer from neighbouring areas.
- b. Landscaping should be provided to enhance user amenity through sun control and have regard to Council's Landscape Code.
- c. Existing trees on site should be retained where possible. Care should be taken in the selection of new plant species not to block signs and to allow ingress and egress points to be clearly visible.
- d. Details of species selection of shade trees, species condition, size of beds, under storey and ground cover planting, irrigation provision should be provided with the landscape plan submitted to Council for approval.
- e. Landscaping provision for sun control (shading) should be provided at the rate of 1 shade tree for every 6 car parking spaces. Planting of shade trees within parking areas should be protected from damage from vehicles (eg tree guards/wheel stops).

M.3.11. Bicycle parking

In most situations bicycle parking facilities will be provided by Council on public land chosen for its convenience, security and safety.

Priority areas for bicycle parking facilities are the Cowra CDB, Cowra Pool, Cowra Library and some sporting facilities. Institutions such as TAFE and schools are also significant bicycle destinations.

There will be some high employment generating developments that will need to provide bicycle parking facilities. The level of parking provision for these developments will be determined using the following:

- a. developments generating less than 20 car parking spaces - N/A.
- b. developments generating more than 20 car parking spaces - 1 bicycle parking bay per 10 car parking spaces.

Where bicycle parking is required, safe and convenient locations should be chosen with facilities being designed in accordance with relevant Australian Standards.

The security and protection of bicycles is critical in parking design. Bicycle parking facilities should allow cyclists to secure the frame and two wheels of a bicycle to a fixed, secure stand, preferably with the cyclist's own lock and chain.

M.3.12. Car Park Construction

- a. The standard of construction will depend on the type of vehicles that will use the parking facility as well as the level of vehicular activity associated with the development. Developers should consult with Council Engineering staff to determine the appropriate standard of construction.
- b. Drainage of paved surfaces is to be provided to the satisfaction of Council. All trafficable surfaces should be bound with a suitable kerb to assist in stormwater management and prevent the movement of vehicles on non-trafficable areas.
- c. Parking areas are to be barricaded from non traffic areas by kerbs, barriers or landscaping.
- d. Parking spaces are to be defined by painted lines or other approved means.

M.3.13. Surface materials

- a. All new car parking areas and their associated site accesses, vehicle manoeuvring areas and loading / unloading areas must be constructed with a surface finish in accordance with Table 6 below.

Table 6 - Car Parking Surfaces

Commercial Development		Acceptable surface finish
Site Access (to property boundary)	concrete	
Vehicle Manoeuvring Areas	concrete / bitumen seal. Crushed blue metal (or similar) is a suitable alternative where the manoeuvring areas service < 6 car parking spaces.	
Car Parking Spaces	concrete / bitumen seal	
Loading / unloading areas	concrete / bitumen seal	
Accessible path of travel	concrete / bitumen seal	
Industrial Development		Acceptable surface finish
Site Access (to property boundary)	concrete	
Vehicle Manoeuvring Areas	concrete / bitumen seal / crushed blue metal (or similar)	
Car Parking Spaces	concrete / bitumen seal	
Loading / unloading areas	concrete / bitumen seal / crushed blue metal (or similar)	
Accessible path of travel	concrete / bitumen seal	

access + mobility code

PART M.4

Section M.4 provides controls relating to the provision of access and mobility to all new development within the Cowra Local Government Area.

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Access and mobility provisions respond to fundamental human rights and social justice. Traditionally, access and mobility issues have revolved around the inequities faced by people with physical disabilities. However, as our population ages and people with disabilities are becoming less restricted due to advances in medical technology, the need to provide increased physical access to all sections of the community has become even greater.

Put simply, physical access benefits everyone at some stage of their life. Whether someone has permanent mobility problem, is vision impaired, is a parent of a young child, is aged or is incapacitated for health reasons, many groups in our society rely, or require, equitable physical access.

This Part of the Plan aims to widen the focus of accessibility by promoting an acceptance of people as individuals and their right to fair access and the opportunity to fully engage in community life.

M.4.1. Application of this section

Section M.2 applies to all developments that require development consent of Council and may include:

- a. Applications to erect buildings, extend existing developments or for the change of use of buildings.
- b. Applications for the use of land, or for the change of use of land.

This section of the Plan will be applied to the extension of an existing building as if it were an independent structure. It will be applied to applications for the change of use of a building.

M.4.2. Objectives

The objectives for access and mobility code are:

- a. To provide information, awareness and understanding of access and mobility issues.
- b. To create appropriate levels of access and mobility for new developments, alterations and additions to existing buildings, public buildings and open space.
- c. To ensure compliance with the Disability Discrimination Act, 1992 (Commonwealth), The Disability Inclusion Act 2014, the Building Code of Australia, Disability (Access to Premise – Buildings) Standards 2010, as well as other relevant Australian Standards.

M.4.3. Relevant legislation and standards

M.4.3.1. Disability Discrimination Act 1992

The Commonwealth Disability Discrimination Act 1992 (the DDA) aims to eliminate, as far as possible, discrimination against persons on the grounds of disability in areas of:

- a. Work, accommodation, education, access to premises, clubs and sport.
- b. The provision of goods, facilities, services and land.
- c. Existing laws.
- d. The administration of Commonwealth laws and programs.

Under the DDA, any area, legally accessible to the public must also be accessible to people with a disability. The DDA covers both new and existing buildings as well as places under construction. Applicants proposing to undertake a development should be aware of the requirements of the DDA, the EPA Act and BCA.

M.4.3.2. Building Code of Australia

The BCA and the Australian Standards are the basic tools used in respect of access. Both prescribe minimum standards that must be achieved in new development in order to provide equitable access for people with disabilities. However, where substantial alterations are proposed, the consent authority has the discretion to enforce the provisions of the BCA on existing developments.

The BCA operates on a performance-based basis which allows for a broader range of solutions making it easier to deal with the specialised needs of particular buildings, such as heritage buildings. Within the BCA are 'deemed to satisfy' provisions which provide one possible building solution that is considered to satisfy the performance based provisions. Alternative solutions, proposed by an applicant, to the deemed-to-satisfy provisions in the BCA may be considered if the applicant can show that the alternative satisfies all applicable performance requirements identified in the BCA.

M.4.3.3. Australian Standards

The BCA makes reference to some of the Australian Standards applicable to the design of equitable access. However it is suggested that designers and planners consider the relevant and most up to date provisions of both the referenced Australian Standards and relevant non-referenced Australian Standards in respect to any development. The most up to date Australian Standards will be referenced during the assessment of any development proposal.

At the time of the preparation of this plan the following standards apply:

- AS 1428 Design for Access and Mobility.
- AS 1428.1:2021 General Requirements for Access - New Building Work.
- AS 1428.2:1992 Enhanced and Additional Requirements - Buildings and Facilities.
- AS 1428.4.1:2009 Design for Access and Mobility - Means to Assist the Orientation of People with Vision Impairments - Tactile Ground Surface Indicators.
- AS 1735.12:2020 Lifts, escalators and moving walks - Facilities for Persons with Disabilities.
- AS 2890.1:2004 Off street parking car parking.
- AS 2890.6:2009 Parking Facilities Off-street Parking for People with Disabilities.
- AS 4586:2013 Slip resistance classification of new pedestrian surface materials.
- AS 4663:2013 Slip resistance measurement of existing pedestrian surfaces.
- AS 4299:1995 Adaptable Housing.
- Disability (Access to Premises - Buildings) Standards 2010.

M.4.3.4. Disability Inclusion Act 2014

The Disability Inclusion Act 2014 (the DIA) has two main roles:

1. committing the NSW Government to making communities more inclusive and accessible for people with disability now and into the future.
2. Regulating specialist disability supports and services to people with disability in NSW and introducing better safeguards for these services until the change over to the NDIS.

The General Principles of the Disability Inclusion Act 2014 are listed as follows:

- People with disability have an inherent right to respect for their worth and dignity as individuals.
- People with disability have the right to participate in and contribute to social and economic life and should be supported to develop and enhance their skills and experience.
- People with disability have the right to realise their physical, social, sexual, reproductive, emotional and intellectual capacities.
- People with disability have the same rights as other members of the community to make decisions that affect their lives (including decisions involving risk) to the full extent of their capacity to do so and to be supported in making those decisions if they want or require support.
- People with disability have the right to respect for their cultural or linguistic diversity, age, gender, sexual orientation and religious beliefs.
- The right to privacy and confidentiality for people with disability is to be respected.
- People with disability have the right to live free from neglect, abuse and exploitation.
- People with disability have the right to access information in a way that is appropriate for their disability and cultural background, and enables them to make informed choices.
- People with disability have the same right as other

members of the community to pursue complaints.

- The crucial role of families, carers and other significant persons in the lives of people with disability, and the importance of preserving relationships with families, carers and other significant persons, is to be acknowledged and respected.

Consistent with the Disability Inclusion Act 2014, Council has prepared the Cowra Disability Action Plan 2017(DIAP). The Cowra Council is committed to promoting a community where people can feel welcome and included, with dignified and equal access to places, events, information and opportunities.

Applicants proposing to undertake a development should be aware of the requirements of the Act and the DIAP.

M.4.4. Assessment Criteria

Table 7 outlines the requirements for various types of development covered under this section. It specifies which developments are subject to the section, what are the adaptable housing and general access standards, and also provides information about accessible parking requirements.

Table 7 - Adaptable Housing, Accessibility and Parking Standards

1. Type of development	2. Adaptable housing
Places of shared accommodation (such as shared hotels, boarding houses, backpackers, bed and breakfasts, and farm stays), having a total floor area exceeding 300m ² or more than 12 persons (Class 3 of the BCA)	Adaptable design in accordance with AS 4299 at the following rates: 2 rooms for accommodation <49 persons 4 rooms for accommodation between 49-99 persons 6 rooms for accommodation >49 persons
Residential flat building	1 adaptable dwelling for developments containing more than 8 dwellings, designed in accordance with AS 4299. 1 adaptable dwelling per 10 dwellings thereafter.
Commercial / Business Premises (including commercial premises, shops, remodelling / refurbishment of shops / shopfronts) and industrial developments	Nil.
Places of public assembly (including cinemas, churches). Public Buildings (including Council and Government offices). Health Care Buildings Educational Establishments Child Care Centres	Nil
Ancillary non-habitable buildings associated with Class 2 to 9 buildings (such as private garages, sheds, laundries, shower and sanitary facilities) where the main building is required to be accessible and / or adaptable. Class 10a of the BCA.	Nil
Public Open Space and Facilities (including new footpaths, road works, toilets, pavilions, board walks and the like) where a Development Application is required.	Nil

3. Access Requirements	4. Parking Requirements
<p>Access to specified rooms of adaptable design in accordance with AS 1428.2 (including access to laundry, kitchen, sanitary and common facilities)</p>	<p>In developments requiring 10 or more car parking spaces, 1 parking space per 10 beds shall be provided in accordance with AS 2890.</p>
<p>Access to required adaptable dwellings and relevant parking spaces in accordance with AS 1428.2 Appropriate access for all persons through the principle entrance of the building.</p>	<p>1 space per 20 spaces or part thereof in accordance with AS 2890.</p>
<p>Access in accordance with AS 1428.2 and AS1735 (Lifts, escalators, and moving walkways where required under the BCA). Access in accordance with AS 1428.2 is required to a principal entrance and to public areas in existing buildings or developments if it is proposed to carry out a substantial intensification of use or substantial alterations. In no case shall alterations result in a decrease to access.</p>	<p>1 space per 20 spaces or part thereof, where parking areas have more than 20 spaces but less than 50 spaces. 2% of parking spaces where 50 or more parking spaces provided in accordance with AS 2890.</p>
<p>Access in accordance with the BCA and AS 1428.2. Access in accordance with AS 1428.2 is required to a principal entrance and to public areas in existing buildings or developments if it is proposed to carry out a substantial intensification or use or substantial alterations. In no case shall alterations result in a decrease to access. circumstances.</p>	<p>1 space per 20 spaces or part thereof, where parking areas have more than 20 spaces but less than 50 spaces. 2% of all parking spaces are to be set aside for accessible parking where 50 or more parking spaces are provided, to be designed in accordance with AS 2890.</p>
<p>Access in accordance with AS 1428.2.</p>	<p>Provide parking in accordance with the development type associated with the Class 10a buildings.</p>
<p>Access in accordance with AS 1428.2 where appropriate and reasonable.</p>	<p>1 space per 20 spaces or part thereof, where parking areas have more than 20 spaces but less than 50 spaces. 2% of all parking spaces are to be set aside for accessible parking where 50 or more parking spaces are provided, to be designed in accordance with AS 2890.</p>

M.4.5. Alternative access solutions and unjustifiable hardship

In some cases compliance with access provisions may not be possible and an alternative solution may be desirable. This section of the plan outlines where alternative solutions may be considered and how these proposals will be assessed. It also contains information as to where a variation to an access provision may be accepted and what information must be submitted to justify the variation.

Section 23 of the DDA outlines where access to a premises must be provided in order to avoid discrimination. However, section 23 of the DDA also recognises that it may not be possible or fair to enforce the requirement of access to premises in all situations. Accordingly the DDA provides for claims of Unjustifiable Hardship. In determining what constitutes unjustifiable hardship all relevant circumstances of the particular case are to be taken into account. These may include:

- a. Technical limits
- b. Topographical restrictions
- c. Financial circumstances
- d. Heritage issues

Should it be the case that provision of access for people with disabilities is not possible, a 'statement requesting variation' should be submitted with the development application. The statement requesting variation should address the following issues as a minimum:

- e. All design options explored
- f. The costs of each design option, including the percentage of the total development cost required for providing access
- g. The physical design constraints of each option
- h. Any reasoning for non-compliance with an Australian Standard or the BCA

Included with the statement requesting variation should be other supporting documents relevant to the case such as a topographical survey of the site, carried out by a registered surveyor, a structural certificate completed by a qualified structural engineer or a cost summary report carried out by a qualified quantity surveyor.

Applicants should also be aware that a variation accepted in one situation may not necessarily be accepted in another. It may also be the case that a partial solution may be preferred rather than a total exception. Access should be provided to the maximum level possible without causing unjustifiable hardship.

Applicants should be aware that Council does not have sole discretion in this matters. If the variation is supported by Council it will need to be referred to the Access Advisory Committee which has been established by the Building Professionals Board under the Building Professionals Act 2005. Each case will be assessed on a merits basis and will consider the possibility of providing partial solutions as submitted in the statement requesting variation.



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2021
COMPREHENSIVE DCP