

This VPP Practice Note gives guidance on what can be considered in deciding whether to develop a Parking Precinct Plan and the information that can be included in it.

It examines:

- what a Parking Precinct Plan is
- what a Parking Precinct Plan does
- whether a Parking Precinct Plan is necessary
- how a parking strategy can be decided
- the contents of a Parking Precinct Plan
- how a Parking Precinct Plan can be given statutory force
- how a Parking Precinct Plan can be monitored and reviewed.

What is a Parking Precinct Plan?

The parking characteristics of an area are affected by a number of factors, such as the:

- demographics of the surrounding population
- types of land use and development in the area
- parking demand profile of the various uses
- interaction between different uses and developments
- availability and use of public transport
- impact of transport and parking policies, and the strategies that are designed to influence parking outcomes.

The car parking provisions are outlined in Clause 52.06. Clause 52.06-5 includes a table of standard parking requirements for specified land uses. Normally, the provisions of this table are applied on a case-by-case basis. However, in some circumstances, the factors influencing parking demand and supply may not coincide with the parking requirements in this table. In this case, a planning permit is required to reduce or waive the provisions of the Clause 52.06-5 Car parking table. When considering this type of permit application or drafting conditions, the responsible authority must consider all relevant factors that influence parking demand for the proposed use before determining the number of car spaces required.

As an alternative, Clause 52.06-6 enables Parking Precinct Plans to be prepared. These are locally prepared strategic plans that contain parking provisions for an area or 'precinct'. They allow all the parking issues arising in a precinct to be considered and a strategy to be implemented to address them. They can replace the rates in the table and reduce or remove the need for potentially complex parking investigations to support individual permit applications.

Parking Precinct Plans can be prepared for any precinct where local parking issues can be identified, and a common strategy can be adopted to respond to them. Once prepared, they become part of the planning scheme and can only be changed by a planning scheme amendment.

Parking Precinct Plans are new planning tools. As yet, only a few have been prepared, so this practice note focuses on the potential offered by the plans and illustrates their possible applications. It does not preclude new approaches that have yet to be tested. There is still scope for plans to be adapted to fit circumstances that are not identified and discussed here.

However, any plan must meet the requirements of Clause 52.06-6 and should respond to the content and structure guidance in this practice note.

What does a Parking Precinct Plan do?

The Parking Precinct Plan's primary function is to manage parking in a precinct, rather than on a site-by-site basis. Plans measure the parking characteristics of their precinct and provide procedures for evaluating the number of car spaces required, based on those characteristics and the desired change. Within the precinct, they can:

- set out how car spaces can be provided
- regulate the demand for, and supply of, parking
- specify car parking rates derived from local research, where the rates specified in the Clause 52.06-5 Car parking table are found to be inapplicable

- specify car parking rates that incorporate efficiencies achievable with a precinct-wide approach (such as requiring shared provision)
- simplify the information required to support individual planning permit applications.

The responsible authority must also consider a plan when examining an application for a planning permit to reduce or waive a parking requirement; to vary access, driveway or car space dimensions; or to approve a car parking plan within the precinct.

Supporting strategic planning

Parking Precinct Plans can support strategic plans for a municipality or area in a number of ways. They can:

- help to implement Municipal Strategic Statement (MSS) transport objectives and integrated transport strategies
- provide links and consistency between parking policies, the MSS and other relevant local planning policies
- enable the relationship between parking and the heritage interest, urban character or economic performance of a precinct to be considered
- provide an essential justification for financial measures such as special rate charges, cash-in-lieu contribution schemes or shared (multi-owner) parking provision.

Supporting sustainable development

Parking Precinct Plans can support the achievement of sustainable development. They can:

- help to facilitate the use of public transport
- support measures such as car reduction schemes or the development of alternative modes of transport, including walking and cycling
- support the efficient use of urban land through the integration of car parking with other forms of development
- promote the better environmental performance of car parking areas.

A Parking Precinct Plan offers an opportunity for creative and flexible parking solutions by providing the mechanism to consider a precinct's parking needs together with the needs of other use and development, and relevant social, economic and environmental factors. Involving the community and business in the planning process can also lead to new agreements and partnerships being established to improve the ways in which parking is provided and managed.

When is a Parking Precinct Plan necessary?

A number of physical, social and economic indicators may suggest the need for a Parking Precinct Plan, such as:

- the precinct contains significant or dynamic retail, commercial or mixed uses
- the precinct is undergoing a rapid rate of development or land use change
- the precinct attracts significant numbers of trips from elsewhere

- the precinct experiences high levels of traffic congestion
- the precinct has an established parking provision deficit and experiences physical or market conditions that affect the future provision of parking
- the precinct experiences consistently lower-than-average parking demand
- the existing parking requirements are likely to be too large, too small or otherwise inadequate for the precinct's needs in the foreseeable future.

For example, a plan might be prepared for a highly accessible and busy inner-city retail precinct where it could be used to minimise parking impacts and encourage the use of alternative modes of transport. In an outer suburban or rural centre, it could be used to ensure adequate and convenient public car parking provision to meet patterns of demand, and to support the equitable distribution of parking costs between land uses. It could also help an area to identify and respond to particular patterns of parking demand such as those created by a major sports venue or other tourism generator where the current parking requirements are inadequate.

In contrast, if a precinct has a simple land use pattern, little traffic congestion and an existing adequate mix of public and private parking provision, or there are no parking finance measures in prospect, it may not warrant a plan being prepared. However, a responsible authority may consider that the conservative nature of the parking requirements in the Clause 52.06-5 Car parking table place an onerous demand on developers and result in the provision of additional car spaces that are not likely to be needed in the foreseeable future. In such cases, a parking precinct plan could be prepared to reduce or remove the current parking requirements for defined uses. This could be relevant to a location with a proven oversupply of well-located public parking.

Administrative factors may also suggest that a plan should be prepared. A precinct may already be subject to a measure designed to raise finance for parking (such as a special rate or a 'cash-in-lieu' of parking scheme), or this type of measure may be proposed. Where such a measure has no strategic basis in the planning scheme, preparing a plan will be essential to secure its continued implementation or review.

Deciding on a parking strategy

Before a Parking Precinct Plan is drafted, it will normally be necessary to carry out a **study** to ascertain the precinct's parking needs, and to relate these to broader social, economic and environmental considerations. This study will provide an objective basis for deciding on a parking **strategy**, which sets out what the planning authority wishes to achieve. Once in place, a strategy can provide the basis for, and be implemented by, a Parking Precinct Plan and other statutory mechanisms if necessary.

This practice note refers to these survey and strategic processes together as a parking study and strategy. A study and strategy may or may not be prepared and presented as separate documents.

It is necessary to distinguish between the content of:

- a parking study and strategy process that diagnoses the

parking conditions and needs of an area as a step toward preparing a Parking Precinct Plan, and

- the Parking Precinct Plan that implements it in a statutory form.

Parking study and strategy

A parking study and strategy will include objectives, strategies and means of implementation to be incorporated into the Parking Precinct Plan. However, as a creative and non-statutory process, it may, and often should, go further. It may consider parking as part of an environmental, transport or economic development strategy or urban design framework for a precinct. It may also consider more detailed issues such as the relationship between parking, loading and internal traffic circulation in large sites. It may have relationships with parts of the planning scheme other than Clause 52.06. For example, it may provide local guidance for planning permit applications to reduce or waive the requirements of Clause 52.07 (Loading and Unloading of Vehicles) or provide the basis for a related local planning policy.

For these reasons, the study and strategy may need several means of implementation. Where it relates to the interaction between parking and other planning policies, it may be necessary to implement part of a study and strategy by changing the MSS or Local Planning Policies rather than by including them in a Parking Precinct Plan.

Parking Precinct Plan

As a statutory document, the Parking Precinct Plan should be as brief as possible while being self-contained. It does not need to include unnecessary background information.

When deciding to include material in a Parking Precinct Plan to implement a parking study and strategy, ask: 'Is the material necessary to justify and explain the way in which Clause 52.06 will be applied in the precinct?'

If necessary, a parking study and strategy can become a reference document to the plan it supports. This avoids the need to include bulky background material in the planning scheme.

Figure 1 shows the relationships between a parking study and strategy, a Parking Precinct Plan and the statutory documentation surrounding it.

Guidance on the preparation of a parking study and strategy and its relationship to a Parking Precinct Plan is included in Appendix 1.

An assessment of parking demand and supply must be carried out to justify a Parking Precinct Plan and is a key component of any study.

The assessment of demand should be based on a survey of past and existing conditions and a projection of likely future conditions in the precinct. It should take into account the catchment areas for the land uses present or likely to be present, opportunities to travel to the precinct, its attractiveness, and the behaviour and expectations of precinct users.

The assessment of supply should be based on a survey of existing conditions in the precinct that takes into account all forms of parking that are available within it including off and on street provision, public and private provision, and provision that is both free and charged to the user. While

the plan does not have to record the precise location and type of every parking space, it should present an analysis of the general availability of parking in the precinct, and the numbers of spaces of each type that are available.

Significant patterns of parking provision should be mapped, for example, by showing streets with on-street provision and significant off-street parking locations.

An understanding of the use of the existing parking supply and demand over time is likely to be important. This should take into account fluctuations in a normal day due to work, retail or entertainment patterns. In some areas, other issues (such as the seasonal impact of tourism or the impact of sporting or cultural events) may need to be considered. Trends may also need to be identified, for example, where the area contains land uses that are likely to grow in size or attractiveness. If the plan contains measures that address changes in parking supply and demand over time, the assessment of parking supply and demand should mention these.

Figure 1. Parking Precinct Plans and parking studies and strategies



Contents of a Parking Precinct Plan

The contents of a Parking Precinct Plan that must be included in an incorporated document are specified in Clause 52.06-6. These include:

- the purpose of the plan
- the area to which the plan applies
- an assessment of car parking demand and supply
- the parking outcomes to be achieved by the plan

- any locational, financial, landscape or other actions necessary to implement the plan.

Other material can be included. The plan's format is not prescribed.

The purpose of the plan

The plan should outline its primary purpose. This can usually be expressed in simple or generic terms; for example:

'To encourage public transport use by visitors to the Gumnut retail and fashion precinct'.

A brief summary of the precinct's use and development history and the need for the plan can also be included.

This statement of the plan's purpose, and basis for it, can provide a means of determining whether a particular proposal is in accordance with the plan, should the parking outcomes not be clear. A planning authority cannot predict all possible future parking configurations for a precinct. It is likely to receive proposals that do not specifically meet the parking outcomes in the plan. However, if a proponent can demonstrate that such proposals do meet the plan's purpose and deliver relevant outcomes, they should normally be supported.

The area to which the plan applies

The area to which the plan applies is the 'precinct' and must be defined. This task is usually best carried out with a map.

Assessment of parking demand and supply

The plan should include a statement of the assessed demand and supply. The assessment documentation will be part of the parking study and strategy and does not need to appear in the plan.

A sound assessment of parking demand and supply must lie at the heart of every plan.

The parking outcomes

The parking outcomes respond to the plan's purpose and the assessment of parking demand and supply by proposing outcomes that the plan intends to achieve. Parking outcomes need to be more specific than the general statement or purpose of the plan.

Relevant outcomes may include:

- parking supply targets
- desired or preferred parking locations
- approaches to parking layout, urban and landscape design, street furniture and materials
- methods to deliver parking demand management or car use reduction
- the approach to be taken to parking fees and other parking management tools
- detailed proposals for applying financial measures, such as special rate or cash-in-lieu of parking contributions.

Example

If the purpose is:

- to encourage public transport use by visitors to an enhanced Gumnut retail and fashion precinct.

Then relevant parking outcomes may be that:

- parking provision in Gumnut Road will be limited to short stay, disabled and loading provision

- the pedestrian amenity and streetscape of Gumnut Road will be enhanced through the removal of existing parking areas
- public car parks will be provided at Yellowville tram intersection, Orange Junction and Blue Gum Heights train stations
- a public 'park and ride' bus service from major parking locations and surrounding residential areas to Gumnut Road will be provided and funded
- permit only resident and business parking for Gumnut Road and adjacent precincts will be provided
- a parking development charge will be introduced for new retail uses in Gumnut Road.

It is important that a parking study and strategy identifies the individual precinct's needs and suggests ways to translate these into relevant outcomes.

While it is valuable for each parking outcome to be presented as a statement that summarises a single idea in the manner shown above, it will normally be necessary to support each outcome statement with some additional detailed requirements, such as:

- articulating the actions necessary to implement the parking outcomes
- setting out any particular requirements, criteria or performance measures that new parking proposals in the plan area should meet, including changes to the standard parking requirements in the Clause 52.06-5 Car parking table
- setting out decision guidelines that the responsible authority should have regard to in exercising its parking or other related discretions
- setting out procedural guidance; for example, specifying the information that an applicant must provide to the responsible authority on how a proposed parking charge is to be calculated.

Any requirements should flow logically from, and implement, parking outcomes. If a requirement changes the normal provisions of the Clause 52.06-5 Car parking table, these need to be included in the schedule to Clause 52.06-2 so they can be implemented. Other specific requirements, such as cash contributions or changes to parking bay dimensions, must also be included. However, plan requirements do not have to be included in the schedule unless it is necessary to do so. A plan may be prepared that leaves the parking provisions of the Clause 52.06-5 Car parking table unaltered, but guides the exercise of the responsible authority's discretion. In this case, it would only be necessary to change the schedule to Clause 52.06-2 to refer to the plan as a Parking Precinct Plan.

Once written, the parking outcomes should always be checked against broader planning policies. If they contradict or repeat existing LPPF policies, the planning authority must consider which should be changed to bring the plan into general conformity with the LPPF.

Implementation

The Parking Precinct Plan needs to contain an implementation statement. An MSS objective is normally accompanied by a short description of the actions proposed to achieve it. In the same way, a Parking Precinct Plan needs

to set out the means by which the planning authority considers it will be implemented.

The specific nature of plan outcomes will often provide a strong implementation focus and it may not be necessary to provide great detail here. However, a statement of necessary actions should be set out in relation to each outcome. For each action, it will often be valuable to record:

- what is to be done
- where it is to be done, with reference to a map or plan if required
- the agency to be responsible for its delivery
- the anticipated timing of its delivery, particularly if the overall plan is required to be implemented in phases
- any other relevant financial and resource statements. These may be necessary to make the operation of a cash-in-lieu scheme transparent.

The implementation section can also include measures for monitoring the effectiveness of a plan and the time-scale for its review.

Giving the plan statutory force

A plan is given statutory force by amending the planning scheme to incorporate the Parking Precinct Plan and to introduce relevant local provisions into the schedule to Clause 52.06-2. Changes to the plan can then only be made by a further amendment to the scheme.

There will normally be at least two statutory components to a Parking Precinct Plan amendment.

A Parking Precinct Plan document

This should be an incorporated document to the scheme under Clause 81.

A schedule to Clause 52.06-2

The schedule requires the plan document to have been incorporated into the scheme: it must be referred to in the schedule as an incorporated document. The schedule can then set out the special car parking rates, off-site parking provisions and other particular provisions that apply in the precinct to implement the plan document.

It may not always be appropriate, or possible, to apply the new provisions set out in a schedule. Therefore, it is

important that the schedule always provides that a permit may be granted to reduce or waive the requirement.

An example of a schedule is shown in Appendix 2.

The example illustrates only one of many approaches that could be taken in drafting a schedule.

As suggested above, a parking study and strategy may contain actions that go beyond the scope of the Parking Precinct Plan and a schedule. The development of a Parking Precinct Plan may also:

- provide a clear strategic justification for changes to the MSS or local planning policies
- allow council to review its corporate plan
- allow financial measures (such as special rate or cash-in-lieu schemes) to be established or revised.

Monitoring and review

The characteristics of precincts will change over time.

A Parking Precinct Plan's main benefit is that it describes the parking conditions for the precinct and sets future directions. It is important that the plan is regularly monitored and reviewed to ensure it continues to reflect the precinct's actual parking characteristics, and is consistent with future plans.

It is recommended that the plan be reviewed in tandem with the MSS at least every three years to ensure the specified parking rates still reflect the parking demand for each land use. Depending on the result of the review, the plan can be amended or extended for another term.

If the plan is meeting its objectives, the review process may be limited. However, where a plan is not meeting its objectives, or new issues have arisen, it may be necessary for the review process to include a revision of the plan's purpose, outcomes and policy. Parking studies used to prepare the strategy may need to be repeated. It may also be necessary to obtain new data from areas that were not surveyed when the plan was prepared.

It is also important that monitoring and review processes are regular and transparent. The plan should contain a written commitment to monitoring and review as part of its implementation statement.

Appendix 1. The parking study and strategy process

The guidance set out below is intended to identify a typical path toward preparing a parking study and strategy to underpin the adoption and approval of a Parking Precinct

Plan. However, it is only indicative. The needs of particular precincts or areas may suggest that different processes are used in a different order. There is no single 'standard model' and planning authorities are advised to discuss processes and costs with the staff or consultants likely to be preparing the study and strategy, and the eventual plan.

1. Identify the likely issues and objectives

What is the strategic context – its relationship to other relevant policies and provisions?

What are the planning, transport or parking issues that the strategy seeks to resolve?

What objectives might the plan need to have?

It is essential to start from a sound assessment of the strategic context. Later work may change the initial assessment of issues and objectives. However, it is valuable to start from a 'hypothesis' that can be tested.

2. Define the survey area

What area appears to be subject to the identified issues?

Are there apparent 'spill-over' parking effects in nearby streets that need to be considered?

A survey will provide data on which to base the plan. Before starting survey work, the planning authority needs to identify a survey area.

The survey area may need to be larger than the anticipated plan area, especially where 'spill-over' effects could be identified.

3. Survey existing conditions

Supply data

Quantify, record and map:

- the number of parking spaces
- the location of parking spaces
- ownership or management
- restrictions on use (for example, access, time, or cost)
- enforcement data.

Demand data

What is the demand for public and private parking, on and off street?

All data needs to build a picture of how existing car parking is used in the area and the social economic and environmental effects that this might have.

Surveys are necessary to gather factual material to support the policy. It is important to establish what survey work will need to be carried out. These suggestions are likely to be a minimum and can be added to: see below.

Some data may already be available from recent surveys carried out by developers or by the planning authority for another purpose.

The planning authority should consider appointing a reference group to assist this process. The list of survey information to be gathered could be tested against knowledge of local conditions to ensure that all relevant factors are considered.

4. Define the precinct

The precinct will normally be a single area. However, it needs to encompass all the places where actions may be undertaken and could comprise more than one area.

5. Identify issues and options

Once data has been collected, it can be used to finally define the precinct, to test initial assumptions and to identify issues and options.

The detail of this process depends on the local conditions and on analysis of the survey data to:

- identify relevant trends and issues
- model options or scenarios based on predictions of likely change in the precinct
- develop preferred responses with close reference to initial objectives and relevant SPPF and LPPF policy.

The analysis of the data to test assumptions is critical. It may validate assumptions, confirm the precinct area and objectives. However, it may show the need to revise the area, change assumptions or objectives or seek further information.

The identification of issues and options should be tested with any reference group and wider stakeholders.

6. Develop objectives and strategies

Once issues and options have been identified and tested, preferred responses can be developed into final policy objectives.

Strategies for implementing those objectives will also be required.

Strategies can relate to the operation of parking provisions. These may require the introduction of new parking measures and rates to be incorporated into the schedule to Clause 52.06-2.

Other mechanisms may include management of public and private parking (for example, time restrictions, costs), cash-in-lieu schemes, special rate charges and the related provision of new spaces, shared parking requirements, permits for residents, workers and visitors, administration of properties with difficult parking histories, allowances for heritage conservation, etc.

The parking measures for uses set out in the Clause 52.06-5 Car parking table are a good starting point. They generally represent industry standard or accepted means of measurement that are appropriate to that use.

The rates set out in the Clause 52.06-5 Car parking table are much more amenable to change to respond to the needs of a local area. Most plans will need to determine suitable new parking rates for land uses or additional floor areas in the precinct. These rates will often be associated with and justified by the implementation of other mechanisms.

6. Develop objectives and strategies cont.

Strategies can also guide the exercise of broader planning discretions that have an impact on transport, traffic, parking and related issues. They can include measures which manage parking demand, limit the growth of parking supply, aim to reduce private vehicle use or support public transport.

Static rates (that is, fixed rates associated with uses) or dynamic rates (ie rates calculated for a collection of uses across typical days in the precinct) may both be used as the basis for calculating new rates.

However, if a dynamic rate model is used, it must determine fixed rates that can be incorporated into the planning scheme. A planning scheme cannot provide for the variation of parking rates, other than through an amendment process.

7. Develop implementation mechanisms

What action will be taken?

When will the action be taken?

Who will take the action?

The proposed implementation mechanisms should be tested with any reference group and wider stakeholders.

The strategy making process is also likely to require the following:

- **A commitment to information, consultation and partnership**

To pass through a planning scheme amendment process and be successfully implemented through a Parking Precinct Plan, a strategy needs to be widely understood and, where possible, supported by the community it affects. For example, there is little value in preparing a technically 'perfect' strategy and plan that does not respond to local retailers' needs or concerns when these could have been identified using an appropriate process. The cost of involving stakeholders in key decisions from the earliest part of the parking strategy process is likely to pay dividends once the Parking Precinct Plan is exhibited as a planning scheme amendment.

- **A multidisciplinary team**

It is normal for parking strategy content to make responses to the precinct that extend beyond the scope of traffic engineering. This suggests that preparation will benefit from a multi-disciplinary team that includes traffic engineers and land use planners. For a larger strategy or more specialised precinct, the team may also include people with social planning/social research, urban design and economics expertise. Considerations such as the impact of parking on a heritage precinct, vegetation or landscape interest can also merit the inclusion of additional professional advisers in the team.

- **A commitment to research**

To make a rational and soundly based plan, it will be necessary to carry out research. Basic parking supply and demand data is essential; however, this will often need to be supplemented by a wider range of data (including behavioural data) outlined below.

It may seem that data collection on this scale is expensive. However, the cost of collecting necessary data should be balanced against the cost of not collecting it, which can be large when the eventual operation of the parking policy is adversely reviewed by VCAT. It should also be balanced against the cost of providing car spaces.

There are methods of reducing the cost of some forms of data collection, such as using schools, TAFEs, universities, volunteers from local community and business organisations. However, where data is obtained at low cost, additional quality control may be required or expectations about its usefulness lowered.

Possible research approaches

Time-based observation can establish:

- the turnover of parking use
- the number and location of spaces used
- the flow of cars in and out of car parking areas.

User behaviour questionnaire surveys of parking users can examine:

- trip origin and destination(s)
- mode(s) of travel
- reasons for using the area
- frequency of using the area
- time spent in the area, and at each destination or attraction
- time spent in each parking space
- travel and parking preferences
- sensitivity to change (for example, whether parking factors enhanced or reduced the attractiveness of the area)
- the likelihood of measures influencing behaviour to support strategic outcomes.

A land use survey can:

- identify and map existing and approved land uses
- obtain critical parking measures (for example, relationships between numbers of users or customers over time and retail or office floor areas, restaurant seats or hours of operation)
- identify particular sites that need to be protected from the adverse impacts of parking (for example, heritage places, public open space)
- identify particular sites that represent parking opportunities.

The availability of alternative modes of transport from relevant catchment areas can be studied, including:

- the existence of public transport routes and patronage
- taxi use and patronage
- the feasibility of bike and pedestrian access.

Planning histories can be reviewed to:

- understand the influence of current and previous policies and controls on parking availability
- identify and understand the operation of any parking finance measures.

Appendix 2. Example Schedule

This example schedule has been prepared to support a Parking Precinct Plan for a revitalised large strip shopping centre. The centre has shops specialising in fashion retail with limited parking provision and no rear access.

A retail development and parking strategy was prepared. It identified the potential to combine small shops to create larger units and proposed parking improvements.

Significant outcomes included the development of 'park

and ride' schemes from nearby public transport nodes.

A 'cash-in-lieu' scheme was established to fund its development. Part of the funds raised would be used for streetscape and forecourt enhancements that would reduce the number of on-site car spaces. Remaining spaces would be large and enable flexible use for loading.

A discretion to consider a permit to reduce or waive these parking provisions was provided in the schedule.

GUMNUT PLANNING SCHEME		LOCAL PROVISION	
SCHEDULE TO CLAUSE 52.06-2			
Name of Incorporated Parking Precinct Plan	Requirement		
Gumnut Parking Precinct Plan, ABC & Associates for Gumnut City Council, August 2000	1.0 Car Parking Rates		
	USE	CAR SPACE MEASURE	RATE
	Shop	Car spaces to each 100 sq m of leasable floor area.	2
	2.0 Off-Site Parking Provision		
	USE	CAR SPACE MEASURE	RATE
	Shop	Cash contribution of \$8,000 in lieu of car spaces to each 100 sq m of leasable floor area.	6
3.0 Other Requirements			
<ul style="list-style-type: none"> ▪ One on site car space shall be at least 7.6 metres long and 3.6 metres wide to facilitate use by delivery vehicles. On site spaces shall be subject to a 1 hour limit. ▪ A permit may be granted to reduce the number or dimensions of car spaces required to be provided on site or to waive the requirement. ▪ A permit may be granted to reduce or waive the number of car spaces required to be provided off site or to waive the requirement. 			
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