

## LAND USE LOCATION MATRIX

MAIN LAND USE TYPES		Zone Type 1	Zone Type 2	Zone Type 3	Zone Type 4
		<b>Max parking Spaces Per 1,000 m<sup>2</sup> gfa</b>	<b>Max parking Spaces Per 1,000 m<sup>2</sup> gfa</b>	<b>Parking determined locally</b>	<b>Parking determined locally</b>
<b>Person</b>	Large / regional function	0 – 5			
<b>Trip</b>	Medium/urban function	0 – 5	5 – 20		
<b>Attractors</b>	Small regional/specialised	<input type="checkbox"/>	<input type="checkbox"/>		
<b>*</b>	Small local function	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Residential</b>		<b>Max parking spaces per dwelling</b>	<b>Max parking spaces per dwelling</b>	<b>Parking determined locally</b>	<b>Parking determined locally</b>
<b>l</b>	Low density			<input type="checkbox"/>	<input type="checkbox"/>
	Medium density		1-2 per dw.	<input type="checkbox"/>	<input type="checkbox"/>
	High density	<1 per dw.	1 per dw.		
<b>Mixed use</b>	Mainly non-res	0 – 5	5 – 20		
	Mainly res		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Operational Vehicle Generators / Attractors **</b>				<input type="checkbox"/> Related to road network	<input type="checkbox"/> Related to road network
<b>Type of parking provision Allowed</b>		<i>All public off-site (Zero PNR)</i>	<i>Public On/off-site (Zero PNR)</i>	<i>Public On/off-site or PNR</i>	<i>Public On/off-site Or PNR</i>
<b>Parking management within walk catchment</b>		<i>CPZ + Public off-street provision</i>	<i>CPZ + Public off-street provision</i>	<i>CPZ or physical on-street control</i>	<i>Physical On-street control</i>

Development is appropriate, but parking should be determined locally and on merits of the scheme.

\* High Employee, Customer or Visitor intensity. E.g. office, retail, leisure, other services. Refer to Figure 2

\*\* Low Employee, Customer or Visitor intensity. High operational vehicle intensity. E.g. Transport, distribution. Refer to Figure 2

Notes: Shaded boxes indicate a presumption against such development in the zone.  
Where exceptions are made, the parking standard should be that shown in the nearest box to the left  
Standards for operational parking (without mode switch potential) are not shown, but can be locally determined.

### Criteria for Definition of Land Use Matrix Zones

<b>Likely characteristics</b>	<b>Zone Type 1</b>	<b>Zone Type 2</b>	<b>Zone Type 3</b>	<b>Zone Type 4</b>
Summary Descriptor	Urban Centre	Intermediate	Suburban	Peri-urban + Rural
Location types	<ul style="list-style-type: none"> <li>• Centres of towns and conurbations with significant service and employment function</li> <li>• Core of small towns with service or employment function</li> <li>• Historic centres</li> <li>• Core tourist areas</li> </ul>	<ul style="list-style-type: none"> <li>• Inner ring</li> <li>• Medium-high density</li> <li>• Intensive corridors with mixed activities</li> <li>• Conservation areas</li> <li>• Significant sub-centres</li> <li>• Regeneration areas</li> </ul>	<ul style="list-style-type: none"> <li>• Outer ring</li> <li>• Medium-low density,</li> <li>• Uniform residential</li> <li>• Neighbourhood centres</li> <li>• Large villages, small towns with local service function</li> </ul>	<ul style="list-style-type: none"> <li>• Rural areas</li> <li>• Green Belt</li> <li>• Open land (unless scheduled for development)</li> <li>• Outdoor Recreation</li> <li>• Villages, hamlets (with minimal service function)</li> </ul>
Default	(Zone 1 defined first)	(Zone 2 defined second)	Contiguous urban outside Zones 1 and 2	Areas other than urban zones 1-3
Date first developed	Mostly pre 1914 (except purpose-built centres)	Mostly pre 1940 (without car provision)	Mostly post 1945 (with car provision)	Varies
Walk/cycle access	Very good to good range of activities including specialised and regional facilities	Range of employment, retail, leisure and other services	Mostly residential, with local centres and (mostly non-specialised) services and employment	Some local facilities and employment
Public transport access	Serves wide catchment (i.e. node) Service frequency very good to good	Catchment covers good proportion of urban area (e.g. corridor) Service frequency good to moderate	Connected to town centre (e.g. one or two routes) Service frequency moderate to low	Service frequency moderate or sparse (e.g. < hourly service) to non-existent
Intended Catchment (of non-residential activities in zone)	Inter/national Regional Urban	Urban	Local urban	Rural
Critical mass of non-residential	Wide range of retail Professional and other services Entertainment Institutions	Grouped employment and or retail with some support services	Isolated non-residential activity Few support services	Isolated non-residential activity Few support services
Housing density	High (mostly flats)	High to medium (mostly flats and terraces)	Medium to low (mostly houses)	Varies
Conservation areas	Included if contiguous with centre	Included if integral with non-residential uses	Not a criterion for zone definition	Not a criterion for zone definition