



Strathfield Municipal Council

**PART I  
Of  
Strathfield  
Consolidated Development  
Control Plan**

***Provision of  
Off-Street Parking Facilities***

(Replaces DCP No.4)

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## **1.0 PART A – GENERAL GUIDELINES**

### **1.1 Introduction**

Refer to “General Introduction” of this Consolidated Plan in regards to Background, General Introduction and Definitions etc.

### **1.2 Purpose of Part I**

Part I shall be applied to all applications for development consents for alterations, extensions, additions and change of use of existing premises as well as new developments and redevelopment of existing sites. Off-street parking facilities for these types of developments should comply with the standards set out in Section 3.

### **1.3 Objective of Part I**

**The Specific objectives of Part I are:**

The objective of Part I is to inform members of the public and developers of Council's requirements concerning the number, layout and design of off-street parking spaces to be provided in association with all development applications for the erection, alteration, addition or change of use of any premises within the Strathfield Council Area.

#### **(i) Departures**

Under circumstances where it is physically impossible for an applicant to provide the code's required number of on-site parking spaces, the Council will assess whether or not any deviation from the code is justified by using the following criteria;

- (a) Will the proposed development/change of use/alteration/addition to the premises create a demand for additional parking?
- (b) The existing situation in relation to car parking in the locality;
- (c) Whether any dedication of land to Council for public parking purposes is proposed;
- (d) Proximity and adequacy of off-street parking facilities to the site, ie a public parking station within 180m of the site having the spare capacity during the premises' hours of operation;
- (e) Whether the site is located on a main or county road;
- (f) The hours of operation of the premises;
- (g) Any other factors which, in the Council's opinion, may have an impact on the amount of requisite off-street parking.

**(ii) Parking Contributions - Alterations/Additions/Change of Use of Building Only**

In lieu of off-street parking the Council may accept monetary contributions where:

- (a) in the Council's view, the proposal is only for alterations and additions to or for the change of use of premises ONLY;
- (b) it is physically impossible to provide off-street parking under the Council's code;
- (c) Council has identified parking shortages in the immediate locality of the site and envisages providing extra off-street, public carparking or where contribution funds can be utilised for the maintenance of existing nearby public parking stations.

**(iii) Traffic Generating Development**

Under "State Environmental Planning Policy No. 11 – Traffic Generating Developments" any application for traffic generating developments referred to in Appendix E have to be referred to a traffic Committee, and an additional three sets of plans should be provided for this purpose. A Traffic Impact Study prepared in accordance with the Policies, Guidelines and Procedures for Traffic Generating Developments issued by the former Traffic Authority of NSW must accompany any application for development in Table 2 of Appendix E which is required to be referred to the Regional Development Committee.

## **2.0 PART B – MAIN PROVISIONS**

### **(i) Parking Dimensions**

The minimum dimensions set out in Appendix A of Part I shall apply to all off-street parking areas.

### **(ii) Plans**

In every development application the provisions of off-street car parking, loading/unloading and service areas shall be clearly defined and dimensioned on the submitted plan.

### **(iii) Paving/Draining**

- (a) All stormwater run-off from the roof and hardpaved areas associated with the proposed development is to be collected and piped by means of a gravity induced system to an adequate Council drainage system.
- (b) A physical barrier (eg dwarf wall, rock garden, landscaped strip) at least 150mm high and 150mm wide is to be constructed along the street frontage and paved areas, with the exception of vehicular access driveways and pedestrian access points, to prevent the discharge of surface water onto the road reserve.
- (c) Full width grated drains shall be constructed across the vehicular access crossing(s) at the street alignment for the collection of surface water; such drains are to be connected to the proposed drainage system.

### **(iv) Location of parking Areas**

Parking areas should be at the front of the building, be clearly visible from the public street and should be designed so that vehicles, including service vehicles, can enter and leave the site in a forward direction.

### **(v) Garages/Covered Parking**

Garages or covered car parking spaces with a column or structure on both sides shall have clear dimensions as set out in (i) ie the column or structure shall not encroach upon the parking space.

### **(vi) Landscaping**

A 2m wide landscaped strip shall be provided along the road frontage where open car parking is proposed between the building and the street alignment. If a corner allotment is involved then a 1m wide strip shall be provided along the secondary frontage.

Large expanses of paved parking area shall be suitably screened and provided with interspersed planting to reduce their harsh appearance and to provide shaded areas.

**(vii) Crossovers/Access**

Crossovers which are to be sited across public footpaths as a consequence of new developments will be constructed by Council at the applicant's expense. An appropriate deposit must be lodged with Council before the commencement of work. Buildings and off-street parking spaces should be easily accessible and vehicles should be able to pass each other and enter and leave the site in a forward direction (see Appendix B of the DCP).

Council may permit the property owners suitably licensed contractors to carry out the crossing construction under supervision and to Council's specifications so long as the contractor is approved by Council and carries a \$5 million Public Liability Insurance Policy.

**(viii) Stacked Parking**

When assessing STACKED parking (one vehicle parked behind another) the following criteria will apply:-

- (a) only one vehicle can be obstructed, ie just one vehicle can move to allow egress of another;
- (b) the parking is only for employees of the establishment who are likely to park all day or a good part of the day;
- (c) when the site is too narrow to allow conventional forms of parking layouts in Appendix A.

**(ix) Grade of Ramps**

The slope of ramps shall not be in excess of 1 in 7 and access points into a public space shall be designed to the Municipal Engineer's satisfaction. (Refer to Appendix D).

**(x) Service Loading Facilities**

Off-street loading and unloading facilities will be required for certain uses. In such instances, the criteria outlined in Appendix C of the DCP will apply.

**(xi) Special Requirements**

Uses not referred to in Part C (Parking Schedule) shall be determined by Council. The provision of parking shall be proportional to the parking demand generated by the proposal. Such uses shall be discussed with Council's Town Planning staff prior to lodging a development application.

**(xii) Gross Floor Area**

The sum of the area of each floor of a building where the area of each floor is taken to be the area within the outer face of the external enclosing walls as measured at a height of 1400mm above each floor level excluding:-

- (a) columns, fin walls, sun controlled devices and any elements, projections or works outside the general line of the outer face of the external walls;
- (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 the Council and any internal access thereto;
- (d) space for the loading and unloading of goods.

## **3.0 PART C – PARKING SCHEDULE**

### **3.1 Residential**

#### **3.1.1 Dwelling Houses**

(a) Parking

- (i) 2 parking spaces shall be provided behind the building line.
- (ii) Where there is a dual occupancy of a dwelling, a minimum of 4 parking spaces is to be provided behind the building line.

(b) Driveways

- (i) Driveway width 3m minimum, combined entry and exit.
- (ii) For dwellings fronting major roads, whenever possible, turning facilities should be provided on-site so that a vehicle is always driven in a forward direction across the footpath.

#### **3.1.2 Residential Flat Buildings**

Parking shall be provided in accordance with Council's Development Control Plan for the Siting, Design and Erection of Residential Flat Buildings.

### **3.2 Casual accommodation**

#### **3.2.1 Motels**

(a) Parking

- (i) 1 space for each motel unit plus 1 space per 2 employees
- (ii) If a restaurant and/or function room is to be included as part of the development, then the amount of off-street parking should be increased or as follows;

15 spaces per 100m<sup>2</sup> gross floor area of restaurant/function room or facility;

1 space per 3 seats, whichever is the greater.

(b) Driveways

- (i) The recommended driveway type is based on the number of parking spaces being served by the driveway. Details of the seven driveway types are given in Appendix B. Where a range of driveway types is given, the choice should be based:



- (ii) on the particular circumstances of the proposed development.

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Selection of Recommended Driveway Types

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Road Frontage Type	Number of Parking Spaces					
	0-10	11-50	51-200	201-300	301-500	Over 500
Major	1 - 2	2	3	3 - 4	4 or 7	7
Minor	1	1	2	2 - 3	3 - 4	4

- (iii) Reception offices should be located so that entering vehicles travel a distance of at least 12m to the point at which the vehicle is required to stop.

**3.2.2 Non-Licensed Hotels, Boarding Houses, Houses to Let in Lodgings.**

- (a) Parking  
 1 space per bedroom; plus  
 1 space per 6 employees; plus  
 1 space for the manager.

- (b) Driveways

- (i) The recommended driveway type is based on the number of parking spaces being served by the driveway. Details of the seven driveway types are given in Appendix B. Where a range of driveway types is given, the choice should be based on the particular circumstances of the development.

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Selection of Recommended Driveway Types

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Road Frontage Type	Number of Parking Spaces					
	0-10	11-50	51-200	201-300	301-500	Over 500
Major	1 - 2	2	3	3 - 4	4 or 7	7
Minor	1	1	2	2 - 3	3 - 4	4

- (ii) Reception offices should be located so that entering vehicles travel a distance of at least 12m to the point at which the vehicle is required to stop.

### 3.2.3 Hotels

(a) Parking

- (i) 1 space per 3.5m<sup>2</sup> licensed floor area plus 1 space per room or motel unit.
- (ii) Where a proposed development includes a function room for live music, performances or for a discothque, additional parking spaces at 1 space for each 3 seats or spaces totally 1/3 the capacity of the room, whichever provides the greater number of spaces.

(b) Driveways

- (i) The recommended driveway type is based on the number of parking spaces being served by the driveway. Details of the seven driveway types are give in Appendix B. Where a range of driveway types is given, the choice should be based on the particular circumstances of the proposed development.

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#### Selection of Recommended Driveway Types

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Road Frontage Type	Number of Parking Spaces				
	0-25	26-50	51-200	201-300	Over 300
Major	2	3	3	3 – 4	7
Minor	1	2	3	3	4

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(c) Service Requirements

- (i) Provision should be made for the loading/unloading of service vehicles as set out in Appendix C.
- (ii) Consideration should be given to the type of service vehicles requiring access and their geometric movement requirements. In addition, provision should be made for the movement and parking of coaches if their use is anticipated.

(d) Drive-in Liquor Stores

Where a drive-in liquor store is included in the development, the general design principles set out in Part 4.6 of the schedule should be followed.

### 3.3 Office and commercial

#### 3.3.1 Commercial Premises

(a) Parking

1 space per 40m<sup>2</sup> gross floor area (except Strathfield Town Centre).  
1 space per 30m<sup>2</sup> gross floor area (Strathfield Town Centre).

(b) All areas

10% of spaces must be designated short stay (customer, visitor etc)  
90% of spaces must be designated long stay (employees)

(c) Courier Vehicle Requirements

Provision should be made for at least 1 courier car parking space in a convenient and appropriately signposted location preferably with access off the principal street frontage. Additional parking for courier motorcycles would be desirable.

(d) Driveways

The recommended driveway type is based on the number of parking spaces being served by the driveway. Details of the seven driveway types are given in Appendix B. Where a range of driveway types is given, the choice should be based on the particular circumstances of the proposed development.

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#### Selection of Recommended Driveway Types

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Road Frontage Type	Number of Parking Spaces				
	0-25	26-50	51-200	201-300	Over 300
Major	2	3	3	3 – 4	7
Minor	1	2	3	3	4

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(e) Service Requirements

Provisions should be made for the loading/unloading of service vehicles as set out in Appendix C.

#### 3.3.2 Professional Consulting Rooms

(a) Parking

3 spaces per surgery; plus  
1 space per 2 employees

(b) Driveways

- (i) For frontage onto a major road, a driveway of Type 1 or 2 is recommended, the choice to be based on the particular circumstances of the proposed development.
- (ii) For frontage onto a minor road, a driveway of Type 1 is recommended.
- (iii) Details of driveway types are given in Appendix B.

### 3.4 Retail

#### 3.4.1 Shops

(a) Parking

- (i) - 6.2 spaces per 100m gross leaseable floor area.  
- 75% spaces must be designated short stay (customer, visitor, etc)  
- 25% spaces must be designated long stay (employee)

“Gross leaseable floor area” means the sum of the area at each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts, corridors and other public areas but including stock storage area.

- (ii) Where a shop includes the retailing of bulky goods the Council may, at its absolute discretion, vary the car parking requirements for any part of the building used for the storage of bulky goods; provided that the public is not admitted to this area and that there is a minimum of one space per 100m<sup>2</sup> of nett storage floor area or 1 space per 3 employees whichever provides the greater number of spaces.

(b) Driveways

The recommended driveway type is based on the number of parking spaces being served by the driveway. Details of the seven driveway types are given in Appendix B. Where a range of driveway types is given, the choice should be based on the particular circumstances of the proposed development.

Selection of Recommended Driveway Types

Road Frontage Type	Number of Parking Spaces				
	0-25	26-50	51-200	201-300	Over 300
Major	2	3	3	3 – 4	7
Minor	1	2	3	3	4

(c) Service Requirements

- (i) Provision should be made for the loading/unloading of service vehicles as set out in Appendix C.
- (ii) Consideration should be given to the type of service vehicles requiring access and their geometric movement requirements. In addition, provision should be made for the movement and parking of coaches if their use is anticipated.
- (iii) Separate driveways and circulation systems should be provided for service and customer vehicles wherever possible, particularly for proposed developments of greater than 5,000m<sup>2</sup> gross leasable floor area.

**3.4.2 Service Station/Convenience Stores**

(a) Parking

- (i) 6 spaces per work bay is suggested.
- (ii) Where a convenience store is provided on-site, additional parking at the rate of 5 spaces per 100m<sup>2</sup> gross floor area is recommended.
- (iii) Where a restaurant is provided, additional parking at the rate of 15 spaces per 100m<sup>2</sup> gross floor area or 1 space per 3 seats, whichever is the greater, is recommended.
- (iv) All parking should be clearly designated and located so as not to obstruct the normal sale of petrol and should minimise the potential for vehicular/pedestrian conflicts.

(b) Driveways

- (i) Separate driveways are recommended, with widths as follows:-

Entry driveway width	8-10m
Exit driveway width	8-10m
Minimum spacing between a pair of driveways	10m
- (ii) There should not be more than 2 driveways on any one street frontage.

(c) Car Washing Facilities

Where a single unit car wash and/or automatic conveyor type car wash is proposed it shall comply with the design criteria set out in "Policies, Guidelines and Procedures for Traffic Generating Developments" published by the Traffic Authority of NSW.

### **3.4.3 Motor Showrooms**

(a) Parking

- (i) Off-street customer/visitor parking at the rate of 1.5 spaces per 200m<sup>2</sup> of site area is recommended.
- (ii) Where vehicles servicing facilities are provided, additional off-street parking should be provided at 6 spaces per work bay.

(b) Driveways

Separate entry and exit driveways are recommended, each of width 8-10m, a minimum separation of 3m.

(c) Service Requirements

- (i) The site design should make allowance for the movement and manoeuvring requirements of the type of vehicles likely to enter the site. In particular, site design should provide for the movement of articulated vehicles, where their use is anticipated.
- (ii) The loading and unloading of vehicles from car floats and transports should be carried out onsite.
- (iii) A continuous separation between site activities and the road frontage, excluding driveways, should be provided. A separation of a minimum depth of 3m from the site boundary, with no advertising material or displays, is desirable.

### **3.4.4 Car Tyre Retail Outlets**

(a) Parking

Off-street at the rate of 3 spaces per 100m gross floor area or 3 spaces per work bay, whichever is the greater, plus 1 space for each 2 employees.

(b) Driveways

A combined entry/exit driveway of 6.8m width is recommended.

(c) Service Requirements

The loading and unloading of goods from delivery vehicles should be carried out on-site, independently of tyre fitting bays and customer parking areas.

### **3.4.5 Roadside Stalls**

(a) Parking

A minimum of 4 off-street parking spaces is recommended

(b) Driveways

(i) Where permitted on a major road separate entry/exit driveways each of 4m minimum width is recommended. However, in certain circumstances a combined entry/exit driveway of minimum width 6m may be acceptable.

(ii) On a minor road a combined entry/exit driveway of minimum width 3m is recommended.

(c) Site Design

A continuous separation between site activities and the road frontage excluding driveways should be provided. A separation of minimum depth 3m from the site boundary, with no advertising material or displays, is desirable.

### **3.4.6 Drive-In Liquor Stores**

(i) The internal roadway should be a minimum of 2 lanes wide, each lane being at least 3m wide, with one-way circulation. Off-street parking spaces for “browse-room” customers and employees should also be provided which should not inhibit the free flow of vehicles.

(ii) Adequate holding area should be provided to ensure that vehicles do not overflow onto the street. Vehicles should travel a minimum distance of 30m before reaching the servicing area.

(iii) Separate entry/exit driveways are recommended, each of minimum width 4m and with a minimum separation of 1m.

(iv) All loading and unloading should take place off-street. Where there is to be a service area adjacent to the customer driveway, it should not inhibit the free flow of vehicles. The minimum height clearance of this service area should be 3.6m.

## **3.5 Refreshments**

### **3.5.1 Drive-In Take-Away Food Outlets**

(a) Parking

12 spaces per 100m of gross floor area; plus  
1 space per 5 seats

(b) Driveways

- (i) The recommended driveway type is based on the number of parking spaces being served by the driveway. Details of the seven driveway types are given in Appendix B. Where a range of driveway types is given, the choice should be based on the particular circumstances of the proposed development.

Selection of Recommended Driveway Types

Road Frontage Type	Number of Parking Spaces				
	0-25	26-50	51-200	201-300	Over 300
Major	2	3	3	3 – 4	7
Minor	1	2	2 - 3	3	4

(c) Service Requirements

- (i) Provision should be made for the loading/unloading of service vehicles as set out in Appendix C.
- (ii) Consideration should be given to the type of service vehicles requiring access and their geometric movement requirements. In addition, provision should be made for the movement and parking of coaches if their use is anticipated.

**3.5.2 Restaurants**

Location	Requirement
<u>Strathfield Town Centre</u> A Change of use involving a shop to a restaurant	No additional requirement
B proposed new Building containing a Restaurant	1 space per 40m <sup>2</sup> GFA  The above rate may be reduced if there is, in the consent authority's opinion, suitable available parking in the vicinity during the operating hours of the proposed development, availability of public parking and proximity to public transport.
<u>All other locations</u>	1 space per 40m <sup>2</sup> GFA  The above rate may be reduced if there is, in the consent authority's opinion, suitable available parking in the vicinity during the operating hours of the proposed development, availability of public parking and proximity to public transport.



(a) Driveways

- (i) The recommended driveway type is based on the number of parking spaces being served by the driveway. Details of the seven driveway types are given in Appendix B. Where a range of driveway types is given, the choice should be based on the particular circumstances of the proposed development.

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Selection of Recommended Driveway Types

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Road Frontage Type	Number of Parking Spaces				
	0-25	26-50	51-200	201-300	Over 300
Major	2	3	3	3 – 4	7
Minor	1	2	3	3	4

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**3.5.3 Clubs**

(a) Parking

26.4 spaces per 100m<sup>2</sup> of public or licensed floor area (bar, lounge, dining plus games).

(b) Driveways

- (i) The recommended driveway type is based on the number of parking spaces being served by the driveway. Details of the seven driveway types are given in Appendix B. Where a range of driveway types is given, the choice should be based on the particular circumstances of the proposed development.

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Selection of Recommended Driveway Types

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Road Frontage Type	Number of Parking Spaces				
	0-25	26-50	51-200	201-300	Over 300
Major	2	3	3	3 – 4	7
Minor	1	2	2 - 3	3	4

---

(c) Service Requirements

- (i) Provision should be made for the loading/unloading of service vehicles as set out in Appendix C.
- (ii) Consideration should be given to the type of service vehicles requiring access and their geometric movement requirements. In addition, provision should be made for the movement and parking of coaches if their use is anticipated.

### 3.6 Recreational and Tourist Facilities

#### 3.6.1 Recreational Facilities

(a) Parking

Squash Courts:	3 spaces per court
Tennis Courts:	3 spaces per court
Bowling alleys:	3 spaces per alley
Bowling clubs:	(30 spaces for first green and 15 spaces for each additional green)
Places of Public Assembly:	1 space per 3.5 people

(b) Driveways

- (i) The recommended driveway type is based on the number of parking spaces being served by the driveway. Details of the seven driveway types are given in Appendix B. Where a range of driveway types is given, the choice should be based on the particular circumstances of the proposed development.

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#### Selection of Recommended Driveway Types

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Road Frontage Type	Number of Parking Spaces				
	0-25	26-50	51-200	201-300	Over 300
Major	2	3	3	3 – 4	7
Minor	1	2	2 - 3	3	4

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(c) Service Requirements

- (i) Provision should be made for the loading/unloading of service vehicles as set out in Appendix C.

- (ii) Consideration should be given to the type of service vehicles requiring access and their geometric movement requirements. In addition, provision should be made for the movement and parking of coaches if their use is anticipated.
- (iii) Where vehicles have to check in at a reception office, such office should be located so that entering vehicles travel a distance of at least 30m to the point at which the vehicle is required to stop. Vehicles and caravans/trailers parked at the reception office should not block vehicular access to the development.
- (iv) Speed control devices such as speed humps should be considered in areas of high pedestrian/vehicular conflict.

### **3.6.2 Recreational Facilities**

#### (a) Parking

1 parking space should be provided for each site plus one space for resident caretaker.

#### (b) Driveways

- (i) Separate entry and exit driveways are recommended, each of a minimum width of 6m.
- (ii) Two-way internal carriageways should be a minimum of 5m wide if up to 25 parking spaces for vehicles are provided and a minimum of 6.5m wide if over 25 parking spaces are provided.

#### (c) Service Requirements

- (i) Provision should be made for the loading/unloading of service vehicles as set out in Appendix C.
- (ii) Consideration should be given to the type of service vehicles requiring access and their geometric movement requirements. In addition, provision should be made for the movement and parking of coaches if their use is anticipated.
- (iii) Where vehicles have to check in at a reception office, such office should be located so that entering vehicles travel a distance of at least 30m to the point at which the vehicle is required to stop. Vehicles and caravans/trailers parked at the reception office should not block vehicular access to the development.
- (iv) Speed control devices such as speed humps should be considered in areas of high pedestrian/vehicular conflict.

## 3.7 Road Transport Facilities

### 3.7.1 Road Transport Terminals

#### (a) Parking

- (i) Off-street employee and visitor car parking should be provided to satisfy the peak demand, as determined by appropriate surveys of similar existing developments. Details of such surveys shall be submitted with the development application.
- (ii) The number of off-street truck parking spaces should be on the basis of one space for each vehicle present at the time of peak vehicle accumulation on the site. In this regard, provision should be made for both fleet vehicles and contract operator's vehicles. Under no circumstances is the parking of trucks on a public street acceptable.
- (iii) Provision shall also be provided for suitable on-site overnight truck parking.

#### (b) Driveways

- (i) Separate driveways, each of minimum width 10m, and with a minimum separation of 3m, are recommended.
- (ii) Driveways should be designed in accordance with not only the type of road frontage, number of parking spaces and service bays served, but also with the type of vehicles that will enter the terminal. Where access is permitted onto major roads, driveways should be designed so that vehicles can enter/exit to/from the kerbside lane. On any road, all vehicles should be able to complete their turning manoeuvres without crossing the road centre line whether marked or unmarked.

#### (c) Site Design

- (i) Transport terminals should be located in industrial areas and should be sited so as to be adequately served by major roads with access, desirably from industrial collector roads. In all cases, intrusion of heavy vehicles into residential areas should not occur and the terminal itself should be sited so that it will not be a source of annoyance to dwellings, schools or hospitals.
- (ii) Minimum carriageway width of 6.5m for two-way operation and 4.5m for one-way operation are recommended for internal roads on which parking is not permitted. Where parking is permitted, these widths should be increased by 2.4m for each lane of truck parking.

- (iii) Where possible, trucks should travel a minimum distance of 30m before being required to stop. This should be increased where necessary to ensure that drivers are not forced, induced or encouraged to stand their vehicles on a public road.
- (d) Service Requirements
  - (i) Provision should be made for the loading/unloading of service vehicles as set out in Appendix C.
  - (ii) Consideration should be given to the type of service vehicles requiring access and their geometric movement requirements. In addition, provision should be made for the movement and parking of coaches if their use is anticipated.
  - (iii) A minimum height clearance of 5m is recommended for all loading areas, to assist the efficient loading/unloading of goods.

### **3.7.2 Container Depots**

- (a) Parking
  - (i) Off-street employee (ie fleet and contract operated) and visitor parking should be provided to satisfy the peak demand, as determined by appropriate surveys of similar existing developments. Details of the survey must be submitted with the development application.
  - (ii) An area of 50m<sup>2</sup> per vehicle should be provided for vehicles held or queued on the site.
  - (iii) Suitable on-site overnight parking shall also be provided.
- (b) Driveway

Separate driveways each of 10m minimum width with a minimum separation of 3m, are recommended.
- (c) Site Design
  - (i) Container depots should be located in industrial areas and should be sited as to be adequately served by major roads thereby ensuring that the intrusion into residential streets does not occur or is minimised.
  - (ii) There should be adequate provision made for the manoeuvring, loading and unloading of vehicles on the site.

- (iii) Container depots should be provided with rail sidings wherever possible. The construction of a railway siding shall be subject to approval of the State Rail Authority.
- (iv) Minimum carriageway width of 6.5m for two-way operation and 4.5m for one-way operation are recommended for internal roads on which parking is not permitted. Where parking is permitted, these widths should be increased by 2.4m for each lane of truck parking.
- (v) Trucks should travel a minimum distance of 30m before being required to stop. This should be increased where necessary to ensure that drivers are not forced, induced or encouraged to stand their vehicles on a public road.
- (vi) A minimum height clearance of 5m is recommended for all loading areas, to assist the efficient loading/unloading of goods.

### **3.7.3 Truck Stops**

#### (a) Parking

- (i) One truck parking space should be provided for each motel unit, with suitable space for the safe manoeuvring of trucks. In addition, the provision of 1 car space per 2 employees is recommended.
- (ii) Where a public restaurant is included, additional parking should be provided at the rate of 15 spaces per 100m<sup>2</sup> gross floor area or 1 space per 3 seats, whichever is the greater. Of these spaces, 50% should be truck parking spaces.

#### (b) Driveways

Separate entry and exit driveways are recommended, each of 8.1m minimum width, with a minimum separation of 1m.

#### (c) Site Design

- (i) The internal roadways should be designed so that drivers can enter the site and park their vehicles in an easy and convenient manner. Drivers should not be forced, induced or encouraged to stand their vehicles on the road.
- (ii) Minimum carriageway width of 6.5m for two-way operation and 4.5m for one-way operation are recommended for internal roads on which parking is not permitted. Where parking is permitted, these widths should be increased by 2.4m for each lane of car parking and by 3m for each lane of truck parking.

(d) Service Requirements

- (i) Provision should be made for the loading/unloading of service vehicles as set out in Appendix C.
- (ii) Consideration should be given to the type of service vehicles requiring access and their geometric movement requirements. In addition, provision should be made for the movement and parking of coaches if their use is anticipated.
- (iii) A minimum height clearance of 5m should be available throughout all areas traversed by trucks.

### 3.8 Industry

#### 3.8.1 *This section shall apply to all developments involving:-*

- (i) the erection of a new building;
- (ii) the extension of an existing building;
- (iii) the commencement of an industry in an existing building.

(a) Parking

- (i) 1 space per 55 m<sup>2</sup> gross floor area (where the office component is less than 20% of the floor area); or 1 space per 2 employees whichever provides the greater number of spaces.
- (ii) 1 space per 55 m<sup>2</sup> gross floor area (excluding office); plus 1 space per 40 m<sup>2</sup> gross floor area of office (when the office component is over 20% of the total floor area); or 1 space per 2 employees whichever provides the greater number of spaces.
- (iii) With some types of industrial developments, a lower parking rate might seem appropriate initially. However, provision should be made for any additional future use by setting aside (but not necessarily surfacing) space for carparking.
- (iv) On-site parking for staff should be located in places readily accessible to the principal staff entrances to buildings.
- (v) The number of on-site truck parking spaces provided should be on the basis of 1 space for each vehicle present at any one time, excluding those vehicles in loading docks. Under no circumstances is the parking of trucks on continuous public streets acceptable.

(b) Driveways

- (i) Driveways should be designed in accordance with not only the type of road frontage and number of parking spaces and service bays served, but also with regard to the type of vehicles which will enter the premises. Where direct access is allowed on to major roads, driveways should be designed so that vehicles can enter from or exit to the kerbside lane. On any road, all vehicles should be able to complete their turning manoeuvres without crossing the road centre line.
- (ii) In general, separate driveways each of 8m minimum width, with a minimum separation of 1m, are recommended.

(c) Site Design

- (i) Minimum carriageway width of 6.5m for two-way operation and 4.5m for one-way operation are recommended for internal roads on which parking is not permitted. Where parking is permitted, these widths should be increased by 2.4m for each lane of car parking and by 3m for each lane of truck parking. For every small developments, a two-way internal road of width 4.5m with no parking permitted might be acceptable if visibility is adequate, if passing bays are provided for each 30m length and if it can be shown that such an arrangement will not cause queuing back onto the public road.
- (ii) Where possible, trucks should travel a minimum distance of 30m before being required to stop. This should be increased where necessary to ensure that drivers are not forced, induced or encouraged to stand their vehicles on a public road.

(d) Service Requirements

- (i) Provision should be made for the loading/unloading of service vehicles as set out in Appendix C.
- (ii) Consideration should be given to the type of service vehicles requiring access and their geometric movement requirements. In addition, provision should be made for the movement and parking of coaches if their use is anticipated.

**3.8.2 Warehouses and Bulk Stores**

This section shall only apply to existing buildings proposed to be used as a warehouse or bulk store and where no building work is proposed. If alterations which would increase the floor area are proposed then the development shall comply with the requirements of Part 8.1.



(a) Parking

1 space per 100m<sup>2</sup> gross floor area; or  
1 space for each 2 employees whichever provides the greater number of spaces.

**3.9 Other Uses**

(a) Parking

Place of Public Worship	-	1 space per 6 seats; or 1/6 the capacity, whichever provides the greater number of spaces.
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Primary and Secondary Schools	-	1 space per 1.5 staff; plus 1 space per 10 pupils in Years 11 and 12.
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Rest homes, Private Hospitals, Convalescent Homes and like uses	-	Parking to be provided in accordance with Council's Code to control the Siting, Design and Erection of and Alterations and Additions to Private Hospitals, Rest Homes, Convalescent Homes and Like Uses.
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(b) Driveways

(ii) The recommended driveway type is based on the number of parking spaces being served by the driveway. Details of the seven driveway types are given in Appendix B. Where a range of driveway types is given, the choice should be based on the particular circumstances of the proposed development.

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Selection of Recommended Driveway Types

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Road Frontage Type	Number of Parking Spaces				
	0-25	26-50	51-200	201-300	Over 300
Major	2	3	3	3 - 4	7
Minor	1	2	2 - 3	3	4

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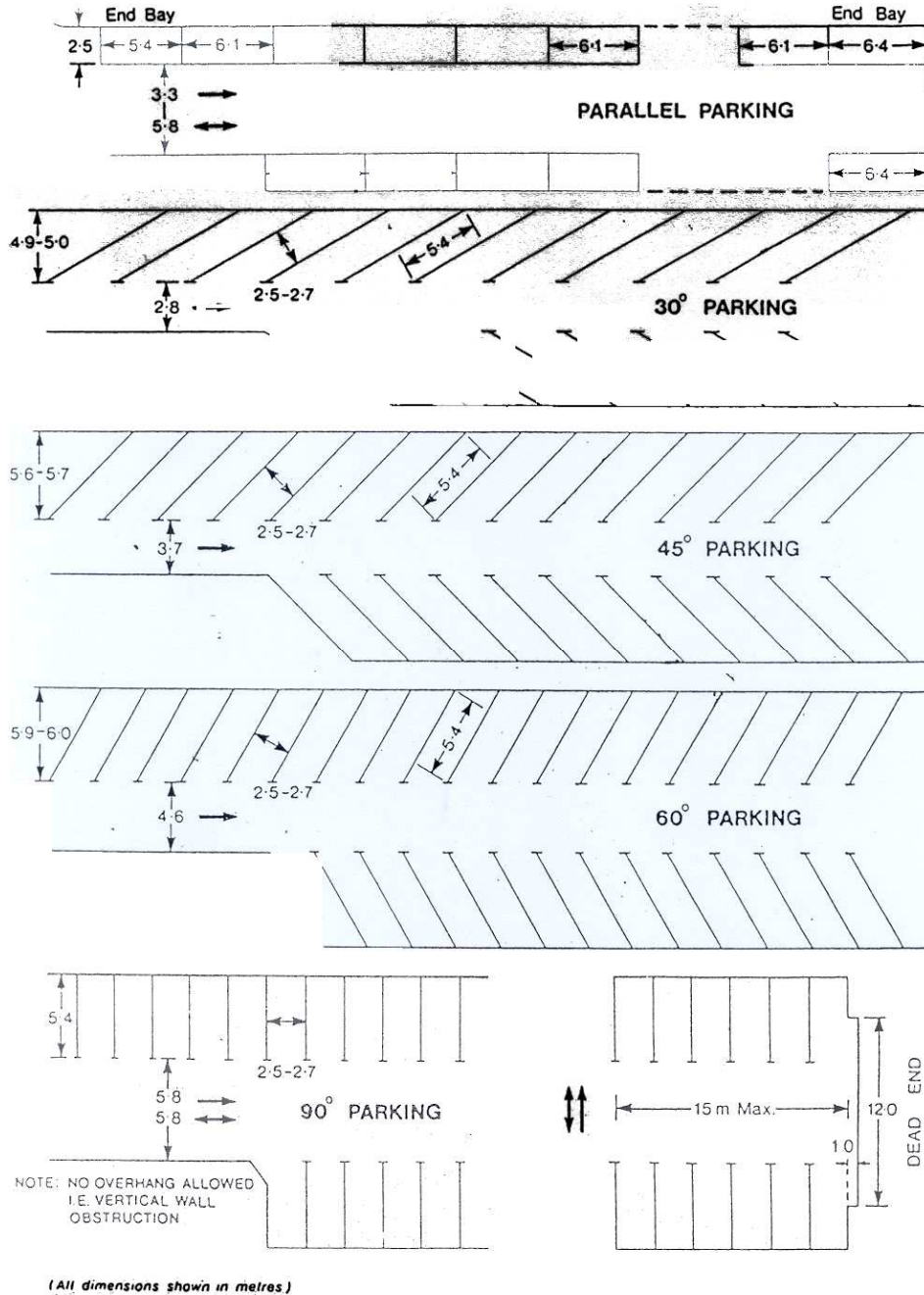
## 4.0 REFERENCES

1. Auburn Council – Industrial Requirements
2. Burwood Council – Off-Street Car Parking Code, 1982
3. Concord Council – Development Control Plan No. 4 (Off-Street Car Parking Requirements, 1986)
4. Marrickville Council – Code for Off- Street Parking, Loading and Unloading of Vehicles, 1985
5. Strathfield Council – Parking Code, 1976
6. Traffic Authority of NSW – Policy and Guidelines for Traffic Generating Development, 1982
7. Traffic Authority of NSW – Policy, Guidelines and Procedures for Traffic Generating Developments, 1984

## 5.0 APPENDIX A – RECOMMENDED MINIMUM PARKING DIMENSIONS

These dimensions apply to non-critical manoeuvring areas which are areas generating a low amount of traffic and have a minimum traffic turnover.

For critical manoeuvring areas, e.g., shopping centres, car parks and visitor parking associated with large commercial development, where the intensity of traffic generation and parking turnover is high, Council may accept a minimum aisle width of 7m.



## 6.0 APPENDIX B – RECOMMENDED DRIVEWAY TYPES

The Table below shows details of the seven driveway types referred to on Part I. For further information reference should be made to Appendix C in Policies, Guidelines and Procedures for Traffic Generating Developments published by the Traffic Authority of New South Wales, 1984.

RECOMMENDED DRIVEWAY TYPES					
Type	Entry Width (m)	Exit Width (m)	Minimum Separation of Driveways (m)	Splay at Kerblines (m)	Kerb Return Turnouts Radius (m)
1	3-6	Combined	N/A	0.5	-
2	6-9	Combined	N/A	1	-
3	6	4-6	1-3	1	2-9
4	6-8	6-8	1-3	1	2-9
5	8-10	8-10	3	1	2-9
6	10-12	10-12	3	1	2-9
7	Direct feed from a controlled intersection via a dedicated public roadway.				

## APPENDIX C

### Service Vehicle Areas

#### Design Considerations

The principles of design for service vehicle areas are similar to those for car parking areas with the exception that consideration must be given to the larger sizes of service vehicles and the types of goods they will be loading/unloading. Because there are many different dimensions of service vehicles, it is not possible to specify dimensions which are suitable for all situations. A service area may have to be designed to meet certain requirements which are peculiar to the vehicles or to the operations to be performed within the service area. The following design principles, however, are generally applicable to all service vehicle areas:

- The layout of the service area should be designed to facilitate operations and to thus discourage on-street loading and unloading. The service area should be a physically defined location which is not used for other purposes such as the storage of goods and equipment;
- Separation of service vehicle and car movements should be a design objective, although such an arrangement may not always be feasible;
- All vehicles should enter and leave a site in a forward direction; and
- Internal roadways should be adequate for the largest vehicle anticipated to use the site.

Where existing buildings are being redeveloped, all of the above design principles might not be able to be met. In these situations every effort must be made to ensure that public safety is not compromised in any way.

#### Dimensions of Service Areas

As discussed above, specific dimensions to cover all situations cannot be specified. Some knowledge of the type of service vehicle to be used is required. Table 1 provides dimension details on a range of service vehicle types.

Vehicle Type	Length	Width	Maximum Height	Turning Circle (kerb-to-kerb)
Station wagon	4.7	1.9	1.4	11.0
Utilities	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
Maximum rigid truck	11.0	2.5	4.3	21.7
Maximum articulated truck	16.7	2.5	4.3	16.2

The dimensions of a service bay will depend on the vehicle to be accommodated. Generally, the minimum width should be 3.5 metres. For courier vehicles, standard car parking space dimensions are usually satisfactory.

The heights of the loading platform in the service bay and of the service bay itself will vary with vehicle type and loading/unloading methods. The following dimensions are presented as a guide:

VEHICLE	PLATFORM HEIGHT	BAY HEIGHT*
	h (mm)	H (mm)
Utilities & Panel Vans	635 - 740	2300
Vans	960 - 1120	3600
Large trucks & Semi-trailers	1120 - 1300	3600 - 5000

\* For maximum height trucks, a bay height of 5000mm is recommended where access to the top of the load is required. Bay height should be clear of sprinkler systems, air ducts and other protruberances.

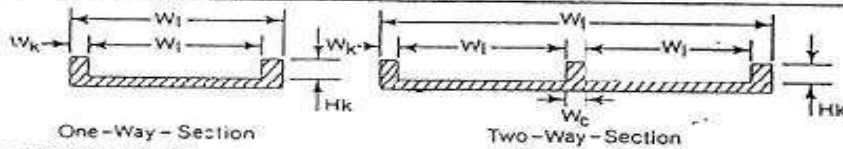
Where vehicles with hydraulic tailgate loaders might use a dock, the provision of a cavity 3.0 metres wide by 2.4 metres deep at the base of the dock would allow normal dock face rear end loading in most situations.

In situations where the bed heights of the trucks likely to use the dock will vary substantially, the installation of a dock leveller would aid loading and unloading.

**APPENDIX D**  
**Grade of Ramps**

**TABLE 3.2 RECOMMENDED MINIMUM DIMENSIONS FOR STRAIGHT RAMP IN PARKING STRUCTURES (metres)\***

MEASUREMENT	ONE-WAY		TWO-WAY	
	Straight approach	Sharp turn approach	Straight approach	Sharp turn approach
Total width $W_t$	3.5	4.2	6.4	8.6
Lane width $W_l$	2.9	3.6	2.9	4.0
Kerb width $W_k$	0.3	0.3	0.3	0.3
Centre kerb width $W_c$	none	none	.	.
Height of kerb $H_k$	0.15	0.15	0.15	0.15
Maximum gradient (measured on centre line)	16.7% dn.	16.7% dn.	16.7% dn.	16.7% dn.
Maximum gradient for ramps in excess of 20m in plan	14.3% up	14.3% up	14.3% up	14.3% up
	12.5%	12.5%	12.5%	12.5%

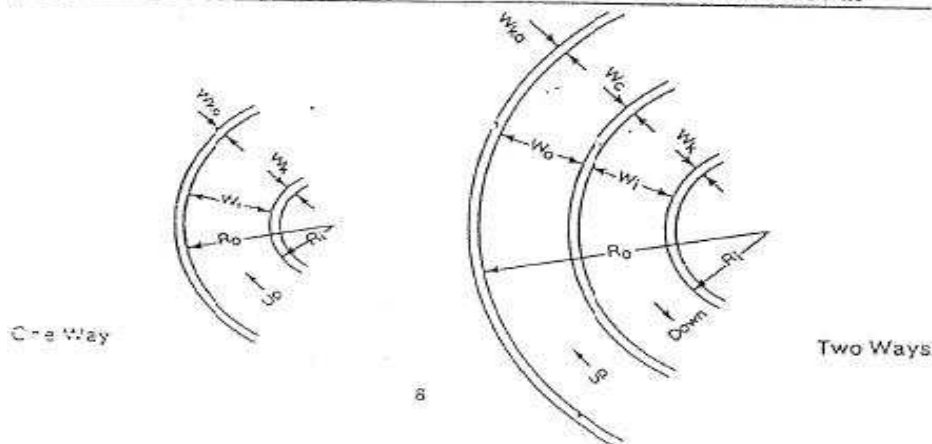


- \* NOTES: (i) Where a ramp gradient greater than 12.5% is used, a 4.0 metre long transition at half the ramp gradient should be provided at both ramp ends, as shown on Figure B.5. Care should be taken in the design of ramps that the required height clearances are maintained at transition points.  
(ii) Dimensions given are for ramps on which no direct access to parking bays is available, except by connecting aisles.  
(iii) The centre kerb width is optional. Side kerb widths provide for 300mm horizontal clearances.

Table 3.3 presents the recommended minimum dimensions for the design of circular ramps in parking structures.

**TABLE 3.3 RECOMMENDED MINIMUM DIMENSIONS FOR CIRCULAR RAMP IN PARKING STRUCTURES (metres)**

MEASUREMENT	ONE-WAY	TWO-WAY
Inside lane width $W_i$	3.6	3.6
Outside lane width $W_o$	-	3.6
Inside kerb width $W_k$	0.3	0.3
Outside kerb width $W_{ko}$	0.5	0.5
Centre kerb width $W_c$	none	.
Height of kerb $H_k$	0.15	0.15
Inside kerb radius $R_i$	4.0	4.0
Outside kerb radius $R_o$	7.6	11.2
Superelevation	8.3%	8.3%
Maximum gradient (measured on centre line)	10%	10% on inside lane



- \* NOTE: (i) Should the width of the cross aisle be less than 3.0 metres, the ramp width at the point of entry must increase accordingly.  
(ii) Dimensions given are for ramps on which no direct access to parking bays is available, except by connecting aisles.  
(iii) The centre kerb width is optional. Side kerb widths provide 300mm horizontal clearances.  
(iv) Where service vehicles are used  $R_i$  and  $R_o$  are to satisfy the requirements of small trucks.

APPENDIX E

Traffic Generating Development

Item No.	Type of Development	Scale of Development
1	Residential Flat Building	75-300 dwellings (includes housing for aged and disabled)
2	Retail and/or commercial	1000 - 4000m <sup>2</sup> GFA
3	Commercial and/or industry	5000 - 20000m <sup>2</sup> GFA
4	Residential Subdivision	50 - 200 allotments
5	Industrial Subdivision	5 -20 allotments
6	Educational Establishments	50 - 500 students
7	Transport Terminals	<4000m <sup>2</sup> site area
8	Extractive Industry	250 - 1000 tonnes/day leaving site by road
9	Parking Facility	75 - 250 parking spaces
10	Tourist/Recreational Facilities (including motels, hotels, caravan parks, show and sports grounds)	75 - 250 parking spaces
11	Clubs	50 - 4000m <sup>2</sup> GFA
12	Restaurants	>300m <sup>2</sup> GFA
13	Take-away Restaurants	All
14	Service Stations	All
15	Motor Showrooms	>50 parking spaces
16	Hospitals	100 - 250 parking spaces
17	Roadside stalls	All
18	Churches	75 - 250 parking spaces

NOTE: Any type of development with more than 250 parking spaces, regardless of whether it falls within this table, is to be considered by the appropriate Regional Development Committee.



**APPENDIX E (PAGE 2)**

**Traffic Generating Development**

Item	No. Type of Development	Scale of Development
1	Residential Flat Building	300 dwellings (includes housing for aged and disabled)
2	Retail and/or commercial	>40000m <sup>2</sup>
3	Commercial and/or residential	>20000m <sup>2</sup> GFA
4	Residential Subdivision	>200 allotments
5	Industrial Subdivision	>20 allotments
6	Drive-in Theatres	All
7	Educational Establishments	>500 students
8	Transport Terminals	>4000m <sup>2</sup> site area
9	Junk yards or depots or waste depots	All
10	Heliports, airports	All
11	Extractive Industry	>1000 tonnes/day leaving site by road
12	Parking Facility	>250 parking spaces
13	Highway service area/truck stops	All
14	Tourist Facilities (includes motels, hotels, caravan parks, show and sports grounds)	>250 parking spaces
15	Clubs	>4000m <sup>2</sup> GFA
16	Hospitals	>250 parking spaces
17	Churches	>250 parking spaces