PART F –
"VEHICLE CIRCULATION & PARKING"

F.1 INTRODUCTION

F.2 CITATION

This plan, which may be cited as the "Oberon Development Control Plan 2001, Part F: "Vehicle Circulation and Parking" or as the "Oberon Car Parking Code", and constitutes part of a development control plan as provided for by Section 72 of the Environmental Planning and Assessment Act, 1979.

F.3 OBJECTIVES

To outline the vehicle parking requirements relating to all forms of development.

To encourage the creation of car parking and service vehicle areas that enhances the function and appearance of the development.

To ensure that adequate provision is made for off street parking and vehicle access in accordance with the volume and turnover of traffic likely to be generated by the development.

To assist those involved in the design of service and parking areas to provide efficient, useable space for those activities.

To preserve the safety and efficiency of the existing road system as a carrier of through traffic.

F.4 PERFORMANCE STANDARDS

In determining the position of car parking, vehicle access and associated works, the designer must take the following matters into account.

The location, types and scale of the proposed development

While this code provides detailed standards relating to the provision of car parking and vehicle access, each proposal must recognise the inherent characteristics of the site and/or the development that may necessitate some variation of standard requirements.

The availability and accessibility of existing public car parking areas

Under certain circumstances, it may be of greater benefit to utilise, enhance or expand existing public parking areas, than to provide on site parking. In such cases, Council may require a monetary contribution in lieu of on site provision of parking via Council's Contributions Plan 2000.

The compatibility of the car parking location and design with adjoining properties

Small fragmented parking areas are often not as efficient as larger, consolidated layouts. Accordingly, the developer should attempt where possible, to integrate parking areas in order to minimise traffic interference, maximise parking yields and ensure good car park design.

The existing level of on site car parking, when the proposal is for redevelopment

Council will consider the amount of car parking provided for any existing development or on street parking which complements the development.

F.5 PARKING SCHEDULES

F.5.1 General

The total parking requirement of a development will be assessed on the cumulative basis of all activities to be carried out on the site. The schedules in this section show the minimum requirement for parking spaces for different types of activity.

Applicants should also refer to other parts of this plan which give parking requirements specific to particular activities.

The requirements for any use or activity, not specifically listed in these schedules, will be determined according to the merits of the proposal and/or the guidelines provided by the NSW Roads and Traffic Authority.

Council will consider the availability of existing car parking that is not generally utilised during the peak usage times of the subject development.

F.5.2 Gross Floor Area

In this section, except in so far as the context or subject matter otherwise indicates or requires:

Gross floor area means the sum of the areas 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 1,400 mm above each floor level, excluding:

(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 thereto;

(d) Space for the loading and unloading of goods.

F.5.3 Parking Schedules

In the following schedules, where reference is made to car parking spaces per rooms, units, beds, the reference should be taken to mean that number or a part thereof, eg; 1 per 2 bedrooms, means 1 car parking space for every 2 bedrooms or part thereof.

Where the number of spaces is expressed as a decimal, eg. 1.25 per unit, the total number of spaces so determined will be rounded up to the next whole number.

For example, if 1.25 spaces are required per unit, then for 5 units, the requirement will be 6.25 spaces, i.e. when rounded up equals 7 spaces. Similarly, 7 units at 1.25 per unit will require 9 car parking spaces.

F.5.4 Residential

Type of Development	**Minimum Car Parking Spaces**
Dwelling Houses Under 200 m^2.	2 per Dwelling (outside any min. building line).
Dwelling Houses Over 200 m^2.	3 per Dwelling (outside any min. building line).
Duplex	As for Residential Flats below.

Residential Flat Building or Group Dwelling Development:

Small Unit (under 75 m^2)	1.00 per Unit – **plus** 1:4 for Visitors (or part thereof)
Medium Unit (75 - 100 m^2)	1.25 per Unit – **plus** 1:4 for Visitors (or part thereof)
Large Unit (over 100 m^2)	1.50 per Unit – **plus** 1:4 for Visitors (or part thereof)

F.5.5 Housing For The Aged And Disabled

Type of Development	Minimum Car Parking Spaces
Self Contained Units	2 per 3 Units **plus** 1 per 5 Units for Visitors
Hostel, Nursing and Convalescent Home	1 per 10 Single Beds for Visitors **plus** 1 per 2 Employees **plus** 1 Ambulance space

F.5.6 Tourist Accommodation

Type of Development	Minimum Car Parking Spaces
Bed and Breakfast Establishments	1 covered per Dwelling, **plus** 1 per Guest room.
Caravan Park	1 per Caravan Site or Camping Site, **plus** 1 per 10 sites for Visitors **plus** 1 for Manager

Motel, Motel Units or Holiday Cabins:

(a) Manager's Accommodation as per F5.4
(b) Restaurant/Function Room as per F5.8
(c) plus1 per 2 Employees

THEN :

Small Unit (under 20 m^2)	1 per Unit
Medium Unit (20 - 30 m^2)	1.5 per Unit
Large Unit (over 30 m^2)	1.5 per Unit plus 1.5 per 10 m^2 over 30 m^2 gross floor area **or** 1 per 3 single beds; whichever is the greater
Hostel	1 per 5 Single Beds.
Recreation Establishment	Determined on merit

F.5.7 Industrial

Type of Development	Minimum Car Parking Spaces
Retailing of Bulky Goods	1 per 50 m^2 gross floor area
Bulk Store Warehouse	1 per 300 m^2 gross floor area **or** 0.75 per employee (rounded up) whichever is the lesser.
Factory	1 per 100 m^2 gross floor area **or** 2 per factory unit, or 0.75 per employee per shift (rounded up), whichever is the greater
Transport Terminal	1 truck space for each truck associated with the development. **plus** 1 car space per Driver

	plus 1 per 2 on site Employees

The number of truck parking spaces must recognise both fleet vehicles and contract operators vehicles.

F.5.8 Commercial

Type of Development	**Minimum Car Parking Spaces**
Commercial / Retail Premises	1 per 70 m^2 floor area.
Home Office	1 per Practitioner **plus** 1 per Employee (in addition to parking requirements for the dwelling.)
Professional Consulting Room	3 per Surgery or Consulting Room
Refreshment Room /Restaurant	1 per 20 m^2 gross floor area **or** 1 per 6 seats, whichever is greater.
Drive-in / Takeaway Outlet	1 per 50 m^2 **plus** 1 per 5 seats **or** 1 per 20 m^2 whichever is the greater
Service Station	4 per work bay **plus** 1 per 50 m^2 gross floor area of Convenience Store.

F.5.9 Other Development

Type of Development	**Minimum Car Parking Spaces**
Club	1 per 6 m^2 public area in Bars and Lounges **plus** 1 per 10 m2 public area in Dining Rooms **plus** 1 per 3 seats in Auditorium **plus** 1 per 2 Employees
Educational Establishment	1 per Staff member **plus** 1 per 10 Students aged 17 and over. Additional requirements at Council's discretion.
Hospital	1 for Visitors **plus** 2 for Employees per 10 beds **plus** 1 Ambulance space.
Hotel	1 per 5 m^2 public area In Bars and Lounges **plus** 1 per Bedroom.
Hall	1 per 10 seats
Place of Worship	1 per 10 seats
Bowling Club	30 per Bowling Green
Squash / Tennis Courts	3 per Squash or Tennis Court
Gymnasium	1 per 20 m^2
Recreation Facility	Determined on merit

NOTE: ***Council will take into consideration the availability of existing car parking that is not generally used during peak usage times of the subject development.***

F.6 CAR PARKING LAYOUTS

F.6.1 General

Many factors will influence the design and layout of parking areas. The minimum standards that will be acceptable for approval are contained in AS. 2890.1 (1993 or equivalent).

Where a dimension range is shown, the greater dimension must be adopted for areas of high turnover (parking for less than three hours).

F.7 DESIGN, ACCESS AND CONSTRUCTION

F.7.1 Materials

All internal roads and car parking access aisles shall be constructed of hard standing all weather surface and shall be drained and marked to the appropriate Australian Standard. A Construction Certificate is to be obtained for the design plans and specifications prior to work commencing.

Wheel stops in the form of extended kerbing shall be provided to protect walls, landscaping, shade trees and pedestrian areas from vehicle encroachment.

F.7.2 Design For Disabled

Disabled parking shall be provided where practical, as close as possible to the entry and exit points of buildings where appropriate and comply with the appropprriate Australian Standard.

F.7.3 Landscaping

Suitable landscaping shall need to be provided. Detailed plan and specifications are to accompany ther application.

F.7.4 Visibility

On corner sites, applicants shall ensure that there is no loss or restriction of visibility by motorists on adjacent lands. The dedication of a 3 metres by 3 metres corner splay is suggested.

F.7.5 Signs And Marking

Parking areas shall be well signposted to indicate the availability of off street parking. The location and signposting of entry and exit points shall be clearly visible from both the street and within the site.

Vehicle circulation shall be clearly indicated by pavement arrows. Parking spaces for specific uses, eg. disabled employees, visitors shall be clearly signposted. Pedestrian and other hazard areas should be clearly indicated.

Where car parking areas are used frequently at night, signposting and line marking using reflective background materials or paint shall be used. Adequate lighting will be required during normal hours of operation.

Signs shall be simple in character and be well designed so that it is not out of character with the surrounding area.

Details of proposed signs are to be detailed on the Development Application.

F.7.6 Vehicle Access

In determining the suitability of proposed locations for vehicle entry and exit points, Council will consider the following principles:

(a) Parking areas should have a limited number of entry points;

(b) Good lighting should be provided;

(c) Exit and entry point shall not be closer than 6 metres to an intersection.

All vehicles must move in a forward direction when entering and leaving the site and entry and exit points are to be separated in major developments..

F.7.7 Existing Access Points

All new entry and exit points shall achieve a minimum of potential conflict with existing access points

F.7.8 Sight Distance

The maximum sight distance should be utilised.

F.7.9 On Street Queuing / Street Intersections

Design and location of access should ensure the minimum potential for on street vehicle queuing.

F.7.10 Pedestrian Movements

Parking areas shall be designed to minimise conflict with vehicles and pedestrians.

F.7.11 Coach, Bicycle And Motor Cycle Parking

Adequate provision shall be made for access, safe manoeuvring and parking of coaches in proposals for tourist, commercial and recreational developments.

Provision should also be made for the parking of bicycles and motor cycles as appropriate.

F.8 SERVICE, LOADING AND GARBAGE AREAS.

F.8.1 General

As the size of service vehicles varies considerably, it is not possible to specify parking and access dimensions which will be suitable for all situations. Accordingly, the design of service areas will have to be tailored to each particular site, type of development and the anticipated types of service vehicles. **Loading and unloading from the street and laneways must comply with current traffic regulations and is generally discouraged for new development.**

F.8.2 Design Principles

Council shall give consideration to the following principles in determining the appropriateness of service areas:

The service area should be physically defined, screened from public view and not used for purposes other than servicing, loading and unloading.

Requirements for storage and collection of waste should be taken into account in service area design.

All service vehicles should be able to enter and leave the site in a forward direction and therefore, adequate manoeuvring space is required on site.

Internal roadways should be of a size adequate for the largest vehicle likely to use the site.

F.9 MONETARY CONTRIBUTION

F.9.1 General

For commercial and/or industrial development, Council may accept a cash contribution in lieu of the provision of on site car parking spaces as per Council's Development Contribution Plan 2000. Such cases will be considered on merit with reference to:

(a) The size of the development.

(b) The sites proximity to and the accessibility of existing or proposed public car parking areas.

(c) The demand for car parking generally in the locality.

(d) The general flow of traffic in the area.

(e) On street parking in the vicinity

(f) Hours of operation in the light of demand in the vicinity for on-street parking during those hours.

(g) Provision for "staff" on site parking at all times.

In the commercial area, Council may favour the development and use of public car parks in preference to small parking areas associated with individual developments. Where Council considers it appropriate in such circumstances, a contribution will be required in accordance with the charges applicable at the time, notwithstanding the availability of adequate areas on site for parking.

In locations away from the centre of town or where no public car parks are available, on-site parking shall be provided with the development unless it can be demonstrated that on-street parking is adequate and does not inconvenience any residents or other activity in the vicinity.

F.9.2 Rate Of Contribution

The required contribution will be made at the rate applicable in the schedule of fees and charges at the date of lodgement of the development application.

The monies shall be placed in the Contribution Fund by Council and must be spent solely on the provision of car parking.

F.10 DESIGN / DIMENSIONS

F.10.1 Car Spaces

Parking spaces are not normally permitted to be between the building line and the property boundary.

F.10.2 Driveways

A minimum driveway width adjacent to garages is to be 6.5 metres to allow for manoeuvring.

A combined entry / exit driveway is to be a minimum 6 metres *(minor road)* and a minimum 9 metres *(major road)* in width at the footpath crossing.

Internal driveway widths are to be minimum 3.5 metres *(25 vehicles per day)* and 5 metres *(over 25 per day).*

Passing bays are to be provided on longer lengths of driveways where necessary.

Adequate visibility is to be provided at corners and intersections.

As a minimum requirement, vehicle parking and manoeuvring areas are to be constructed of all weather, compacted, and decomposed granite or, similar hard stand approved material.

The access crossing over the footpath from the kerb of the road/street to the gateway of the development is to be concreted.

Maximum driveway grades for ramps shall be 1:20 for the first 3 metres from the property boundary and then 1: 7.

Recommended Minimum parking Dimensions – insert sketch.