

**GREATER LITHGOW CITY COUNCIL**

**OFF STREET CAR PARKING**

**DEVELOPMENT CONTROL PLAN**



Environmental & Planning Services Division, 1997

## **PART 1 – PRELIMINARY**

### **1. INTRODUCTION**

This Plan provides guidelines, requirements and controls with respect to the provision of off street parking facilities for developments within the City of Greater Lithgow. This includes specification for the number of required spaces for certain types of development, construction standards and general design criteria.

The Development Control Plan (DCP) applies to development which requires consent under the provisions of Greater Lithgow Local Environmental Plan 1994. In the assessment of development applications Council will always endeavor to ensure adequate provision is made for the loading and unloading of goods, the movement of traffic and parking of vehicles having regard to the circumstances of individual developments.

Whilst the DCP will outline prescriptive standards with respect to the provision of spaces and construction materials these standards may be varied in circumstances where the proposed method of parking complies with the objectives of this Plan.

It should be noted that some developments utilising existing premises, particularly in Main Street Lithgow, will be unable to provide any additional off street parking. Parking for these particular developments will be considered on their individual merits.

### **2. CITATION**

This Plan may be cited as “Greater Lithgow City Council – Off Street Car Parking Development Control Plan”.

### **2. APPLICATION**

This Plan applies to all land within the City of Greater Lithgow to which development applications, for specific developments as outlined in this DCP, have been lodged.

### **3. OBJECTIVES**

- a) To maintain a high standard of off street car parking facilities for a variety of land uses within the City of Greater Lithgow.
- b) To ensure that off street parking is provided at a rate that meets the needs of the community.
- c) To provide off street parking that maintains or improves traffic safety.
- d) To ensure that off street parking is not detrimental in having regard to aesthetics, noise and drainage.
- e) To ensure that landscaping of parking areas is provided where appropriate.
- f) To ensure provision is made for disabled persons in parking facilities.
- g) To ensure that some degree of flexibility is built into this plan to

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allow for innovation and exceptional circumstances.

### 4. DEFINITIONS

- 4.1 The definitions outlined in Greater Lithgow Local Environmental Plan 1994 and the Environmental Planning and Assessment Model Provisions are adopted for the purposes of this Plan.
- 4.2 “GROSS FLOOR AREA” (GFA) 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 external enclosing walls as measured at a height of 1400 millimetres above floor level, excluding:
- (i) columns, fin walls and any elements, projections or works outside the general lines of the outer face of the external wall;
  - (ii) lift towers, cooling towers, machinery and plant rooms and ancillary storage space and vertical air-conditioning ducts;
  - (iii) car parking required to meet any requirements of the Council and any internal access thereto;
  - (iv) space for the loading and unloading of goods.
- 4.3 Ancillary or incidental uses will be assessed as part of the dominant use of the building. For example, an office in a supermarket will be included in the area of the supermarket and will not be treated as a separate office use.
- 4.4 A development that includes a combination of two or more uses, such as a combined motor showroom and repairs, will be assessed as if the two uses existed independently and on-site parking will be the aggregation of the two independently calculated requirements.

### 5. DEVELOPMENT APPLICATIONS

Development applications should include a plan indicating the following to enable the assessment of proposed parking facilities:

- Location and dimension of parking spaces, maneuvering areas, driveways and access points;
- Proposed construction materials;
- Gradients and levels;
- Details of drainage;
- Landscaping including the types of plantings, height at maturity and likely appearance when viewed from the street; and
- Sign posting and line marking.

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6. CAR PARKING STANDARDS

COLUMN 1	COLUMN 2
LAND AND BUILDING USE	RATE OF PROVISION
BED & BREAKFAST	1 SPACE PER BEDROOM
CAR REPAIR STATIONS (includes panel beating and spray painting workshops, general repair or servicing of motor cars and light commercial vehicles and trucks)	1 SPACE PER 33m <sup>2</sup> OF GFA OR 3 SPACES PER WORK BAY WHICHEVER IS GREATER PLUS 1 SPACE PER EMPLOYEE
BOARDING HOUSES, HOSTELS, GUEST HOUSES AND SIMILAR USES	1 SPACE PER MANAGER 1 SPACE PER STAFF ON SITE AT ANY ONE TIME PLUS 1 SPACE PER BEDROOM
CHILD CARE CENTRES	1 SPACE PER STAFF PLUS 1 SPACE PER 8 CHILDREN
EDUCATIONAL ESTABLISHMENTS	
(a) INFANTS AND PRIMARY SCHOOLS AND	1 SPACE PER STAFF (ALL SCHOOLS) PLUS 1 SPACE PER 10 STUDENTS 17 YEARS OF AGE OR OLDER, PLUS ADEQUATE STUDENT SET DOWN/PICK UP AREAS, BUS TURNING AREAS PLUS PARKING FOR AUDITORIUMS AND SPORTS STADIUMS
(b) SECONDARY SCHOOLS	
(c) HIGHER EDUCATION ESTABLISHMENTS, TERTIARY SCHOOLS AND COLLEGES	1 SPACE PER STAFF PLUS 1 SPACE PER 5 STUDENTS PLUS BUS TURNING AREAS FOR AUDITORIUMS AND SPORTS STADIUMS
DUPLEX'S	1 ENCLOSED GARAGE PER 1 OR 2 BEDROOM UNIT 1 ENCLOSED GARAGE PLUS 1 VISITOR CAR PARKING SPACE PER 3 BEDROOM UNIT
RESIDENTIAL FLAT BUILDINGS - (CONTAINING MORE THAN TWO DWELLINGS)	ONE BEDROOM UNIT - 1 ENCLOSED GARAGE PER UNIT; TWO BEDROOM UNIT - 1 ENCLOSED GARAGE PLUS 0.3 CAR PARKING SPACES PER UNIT; THREE BEDROOM UNIT - 1 ENCLOSED GARAGE PLUS 0.5 CAR PARKING SPACES PER UNIT; VISITOR'S PARKING - 1 CAR PARKING SPACE FOR EVERY 4 UNITS

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SEPP 5 HOUSING FOR AGED AND DISABLED PERSONS	
HOSTELS	NOT LESS THAN:- 1 SPACE PER 10 BEDS 1 SPACE FOR 2 EMPLOYEES/STAFF ON DUTY AT ANY ONE TIME 1 SPACE FOR AMBULANCE
SELF CONTAINED DWELLINGS	NOT LESS THAN THE SUM OF NUMBERS CALCULATED BY THE FOLLOWING:- - SMALL (<55m <sup>2</sup> ) 0.5 SPACES PER DWELLING - MEDIUM (55-85m <sup>2</sup> ) 0.85 SPACES PER DWELLING - LARGE (>85m <sup>2</sup> ) 1.0 SPACE PER DWELLING CROWN BASED APPLICATIONS FOR SELF-CONTAINED DWELLINGS SHALL PROVIDE NO LESS THAN 1 PARKING SPACE PER 5 DWELLINGS
HOTELS	1 SPACE PER 5m <sup>2</sup> OF BAR, LOUNGE RESTAURANT AND SERVICE AREAS <u>PLUS</u> 1 SPACE PER BEDROOM OR UNIT
LICENSED CLUBS & RECEPTION CENTRES	1 SPACE PER 5m <sup>2</sup> OF LICENSED FLOOR AREA <u>PLUS</u> 1 SPACE PER 5m <sup>2</sup> OF DINING AREA
MOTELS	1 SPACE FOR EACH MOTEL UNIT <u>PLUS</u> 1 SPACE FOR MANAGER <u>PLUS</u> 1 SPACE PER 2 EMPLOYEES ON SITE AT ANY ONE TIME BEFORE 9.00am; <u>PLUS</u> OTHER USES (RESTAURANT AND CONFERENCE ROOMS) AT THEIR RESPECTIVE RATES
MOTOR SHOWROOMS	1 SPACE PER 40m <sup>2</sup> OF OFFICE/ADMINISTRATION AREA <u>PLUS</u> 1 SPACE PER FULL TIME EMPLOYEE <u>PLUS</u> 3 SPACES PER WORK BAY
OFFICES, INCLUDING BANKS, PROFESSIONAL OFFICES AND OTHER SIMILAR USES	1 SPACE PER 40m <sup>2</sup> OF GFA
PLACE OF PUBLIC WORSHIP	THE GREATER OF 1 SPACE PER 5 SEATS <u>OR</u> WHERE NO SEATS 1 SPACE PER 6.5m <sup>2</sup> <u>AND</u> ADDITIONAL PROVISION FOR OVERFLOW PARKING ON SITE
PROFESSIONAL CONSULTING ROOMS (COMMERCIAL AREAS ONLY)	3 SPACES PER SURGERY/PROCEDURES ROOM <u>PLUS</u> 1 SPACE
PROFESSIONAL CONSULTING ROOMS (AREAS OTHER THAN COMMERCIAL)	1 SPACE PER 45m <sup>2</sup> OF GFA
RECREATION FACILITIES:- - SQUASH COURTS - TENNIS COURTS - BOWLING ALLEYS - BOWLING GREENS	3 SPACES PER COURT 3 SPACES PER COURT 3 SPACES PER ALLEY 10 SPACES PER GREEN

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REFRESHMENT ROOMS (INCLUDING RESTAURANTS AND CAFES)	1 SPACE PER 6.5m <sup>2</sup> OF GFA OR 1 SPACE PER 3 SEATS (WHICHEVER IS GREATER) PLUS QUEUING AREA FOR A MINIMUM OF 5 CARS IF A DRIVE THROUGH FACILITY IS PROVIDED
ROAD TRANSPORT TERMINALS	1 CAR SPACE PER STAFF PLUS TRUCK PARKING AS REQUIRED WHERE OTHER USES INCORPORATED, SEE RESPECTIVE RATES
SHOPS (INCLUDING SUPERMARKETS, DEPARTMENT STORES AND SHOPPING CENTRES)	1 SPACE PER 25m <sup>2</sup> OF GFA
SERVICE STATIONS	3 SPACES PER WORK BAY PLUS 1 SPACE PER 2 EMPLOYEES
PLACE OF ASSEMBLY (INCLUDES THEATRES, CONCERT HALLS, CINEMAS AND SIMILAR USES)	1 SPACE PER 10 SEATS OR 1 SPACE PER 6.5m <sup>2</sup> OF GFA WHICHEVER IS GREATER
TOURIST FACILITIES:- ACCOMMODATION, CARAVAN PARKS, CAMPING GROUNDS, CABINS	1 SPACE PER MANAGER PLUS BUS PARKING PLUS 1 SPACE PER SITE PLUS VISITOR PARKING OF 1 SPACE PER 10 TOURIST SITES AND/OR 1 SPACE PER 5 PERMANENT SITES

**7. CONSTRUCTION STANDARDS**

As a general rule the following surfaces will be required as a minimum standard.

Residential Flat Development - driveways, turning areas, loading areas and car parking areas - 2 coat bitumen seal.

Motel Development - driveways, turning areas and loading areas - bituminous or asphaltic concrete; car parking areas - 2 coat bitumen seal.

Commercial Development - driveways, turning areas and loading areas - bituminous or asphaltic concrete; car parking areas - 2 coat bitumen seal.

Industrial Development - driveways, turning areas and loading areas - concrete, bituminous or asphaltic concrete; car parking areas - 2 coat bitumen seal, provided such area is not used as a driveway, turning or loading area. In rural areas paving materials for driveways, turning areas, loading areas and car parking areas shall be considered on their individual merits.

All parking spaces shall be suitably marked by lines or other approved means.

**8. LANDSCAPING**

The landscaping of a surfaced car park is an important feature that serves to reduce the harsh effect often created by large open asphalt or concrete areas. Landscaping design

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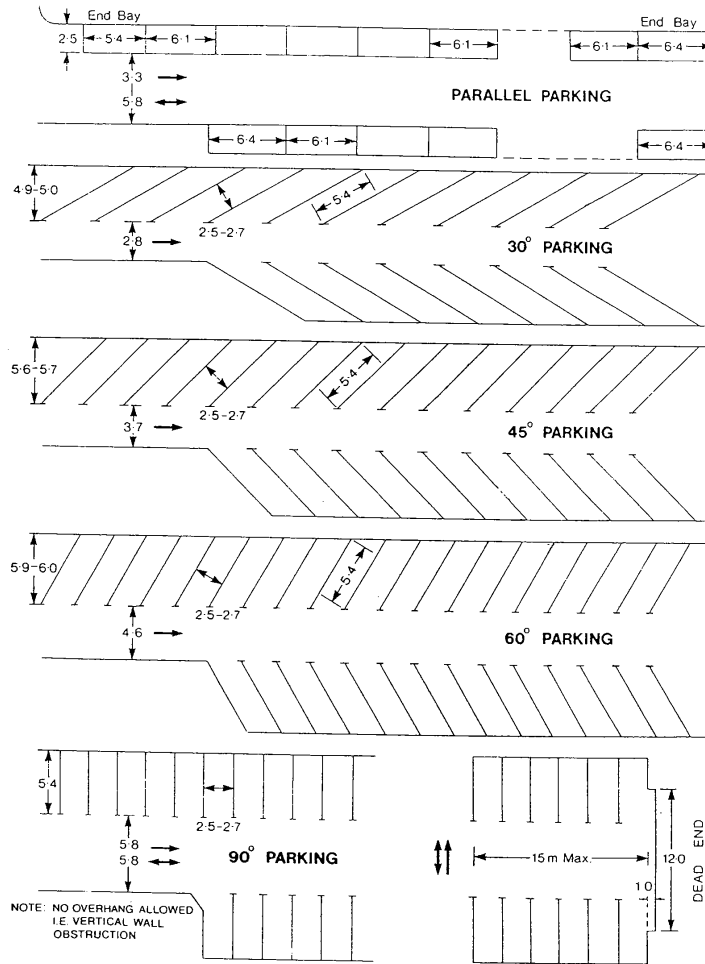
should be an integral part of the car park layout design..

Landscaped areas should be used throughout the car park rather than placed only on the perimeters. They can often be used in conjunction with the provision of pedestrian thoroughfares and in the separation of conflicting traffic movements. Pedestrian desire lines should be incorporated to ensure pedestrian traffic can move from the car park to the desired destination without the need for walking on landscaped areas.

### **8. DESIGN GUIDELINES**

### 3.4.1 Parking Spaces and Aisles

Recommended minimum dimensions of parking spaces and aisles for parallel and angle parking are illustrated in Figure B.1 which is repeated below.



(All dimensions shown in metres) **Figure 3.1/B.1 Recommended Minimum Parking Dimensions**  
For non-critical manoeuvring areas.

### 3.4.2 Ramps

Table 3.2 presents the recommended minimum dimensions for the design of straight ramps in parking structures.



**9. PARKING FOR PEOPLE WITH DISABILITIES**

Parking spaces for disabled persons are to be provided and signposted in accordance with the requirements of Section 2.4.5 of the Australian Standard AS 2890.1. Clear access from these carparks to the building/facility being served must be provided. Where spaces are provided under cover, vertical headroom clearance must be designed in accordance with Section 5.3 .2 of AS 2890.1.