

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979
CAMPBELLTOWN DEVELOPMENT CONTROL PLAN NO. 52
OFF STREET CARPARKING

Citation

1. This plan may be cited as "Campbelltown Off-Street Car Parking Policy".

Aims, objectives, etc.

2. This

Land

3. Campbelltown.

Relation

to other planning instruments

4. This includes:

- (i) Council's Off-Street Car Parking Code last amended by Minute No. 137 on 6 May, 1986; and
- (ii) Development Control Plan No. 24 - Off-Street Car Parking Policy for Campbelltown Central Business District.

Interpretation

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

"Campbelltown Central Business District" means the area shown edged by a heavy black line on the map marked "Annexure A" to this policy;

"Council" means the Council of the City of Campbelltown;

"contribution area" means an area shown edged by a heavy black broken line on a map annexed to this policy;

"development" has the meaning ascribed to it in the Environmental planning and Assessment Act, 1979;

"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 1400 millimetres above each floor level excluding:

- (i) columns, fin walls, sun control devices and any elements, projections or works outside the general line 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 needed to meet any requirements of the Council and any internal access thereto; and

- (iv) space for the loading and unloading of goods;

"leasable floor space" means the sum of areas 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 including stock storage areas but excluding loading docks, amenities, lift towers, cooling towers, plant rooms, ducts, vents, stairways and liftwells.

Number of spaces to be provided

6. (1) Except for the Campbelltown Central Business District, the number of off-street car spaces to be provided shall be calculated in accordance with Schedule 1.
- (2) The number of off-street car parking spaces to be provided within the Campbelltown Central Business District shall be calculated in accordance with Schedule 2.
- (3) Notwithstanding clauses 6(1) and (2) Council will give consideration to the requirements and guidelines of the Traffic Authority of New South Wales when assessing the off-street car parking to be provided.

Car parking credit when redeveloping

7. For the purpose of re-development credit may, with the consent of the Council, be given for existing floor space within a contribution area. When determining what floor space shall receive credit and what that credit shall be, Council shall have regard to the history of the site, including approved uses and conditions of consents granted for that floor space and those uses. Generally retail and commercial floor space credits shall be at the rate of one car space per 40 sq.m. of leasable floor space, which was the requirement generally in force prior to this plan.

Contribution in lieu

8. (1) Monetary contributions in lieu of the provision of on site off-street parking shall only be accepted where prior arrangements have been made with Council for development within a contribution area.
- (2) Contribution areas have been identified for the Campbelltown Central Business District and the Ingleburn District Centre as shown on the maps marked "Annexure A" and "Annexure B" respectively to this policy.
- (3) Monetary contributions for off-street car parking spaces shall have regard to the cost to Council of acquiring land for and the construction of off-street car parking spaces including multi-level structures and shall be fixed by Council each year.
- (4) Monetary contributions in lieu of the provision of off-street car parking spaces shall be made at the rate applicable on the date payment is received by the Council.
- (5) Council may accept the transfer of land designated for off-street car parking and the construction of off-street car parking spaces, or a combination thereof, the value of which is assessed by Council as being equal to the monetary contribution required.

Layout of car parking spaces

9. The layout of off-street car parking spaces must comply with Australian Standard No. 2890.1- 1993, Parking facilities: off street car parking; depicted in the diagrams and tables marked "Annexure C" to this plan.

Access to car parking spaces

10. On site off-street car parking shall be accessible at all times business is being conducted on any part of the site.

Signposting of car parking facilities

11. Details of signposting shall be submitted to Council for approval and shall include:
 - (i) directional signs where the car parking area is not visible from the entrance to the development;
 - (ii) a sign advising that vehicles shall park wholly within the marked parking bays; and
 - (iii) where separate off-street parking areas are provided, a sign indicating the location of visitors parking spaces.

Construction of car parking areas

12. Off-street car parking areas shall be constructed in accordance with Council's guidelines of engineering conditions to be applied to development and building applications.

Schedule 1

Number of spaces to be provided in all areas other than the Campbelltown CBD

The number of off street car parking spaces to be provided must be calculated in accordance with the following:

Brothels:- 2 car parking spaces per bedroom

Bulky goods retail:- 1 car parking space per 60m² of gross retail floor area

Car sales and motor showrooms:- car parking spaces per 200m² of the site area plus 6 spaces per service bay.

Child-care centres:- 1 car parking space per employee plus 1 space per 20 children, plus on site set down space for three cars.

Churches:- 1 car parking space per 10 seating spaces

Cinemas and theatres:- 1 car parking space per 10 seats

Clubs:- 1 car parking space per 3.5m² of licensed floor area plus car parking for any associated use.

Commercial development:- 1 car parking space per 35m² of gross leasable floor area

Drive-in, take-away food outlets:- 1 car parking space per 8.3m² gross floor area and 1 space per 5 seats, minimum of 30 spaces. Plus a queuing area for 6 cars where there is a drive-through facility.

Dwellings including integrated housing:- 2 on-site car parking spaces, one of which is behind the building line undercover.

Hospitals:- 1 car parking space per 5 beds, plus 1 space per 2 employees, and 1 space per staff doctor

Hostel:- 1 car parking space per 10 beds, plus 1 space per 2 employees and 1 space (in a suitable position) for an ambulance.

Hotels:- 1 car parking space per 3.5m² of licensed floor area and one space per bedroom where accommodation is provided. Minimum of 100 spaces must be provided.

Industrial and warehouse buildings, bulk stores and factory units:- 1 car parking space per 80m² of gross floor area plus 1 space per 35m² of office space. Minimum of 3 spaces per industrial unit

Medical professional rooms (in residential areas):- 7 car parking spaces as per Council Policy No. 5.2.12

Motels:- 1 car parking space per unit plus 1 space per 2 employees. Parking spaces must also be provided for any associated use as per this schedule; (eg restaurant facilities)

Motor vehicle repair stations eg: tyre fitting, mobile phone installation etc:- 5 car parking spaces per work bay/work station

Multi-dwelling developments:- 1 undercover car parking space per dwelling plus 2 car parking spaces per 4 dwellings or part thereof for visitor parking.

Nursing Homes:- as per Hospitals.

Plant nurseries:- 15 car parking spaces or 0.5 spaces per 100m² of gross site/floor area, whichever is the greater.

Restaurants and function centres:- Within regional centres, district, local or neighbourhood centres, see retail stores. Within other zones, 1 car parking space per 6.6m² of gross floor area, or 1 space per 3 seats, whichever is the greater.

Retail stores and shops:- Regional and district centres- 1 car parking space per 25m² of gross leasable floor area. Neighbourhood centres- 1 car parking space per 30m² of gross leasable floor area. Campbelltown Central Business District- see schedule 2 of this plan.

Self-care dwellings- 0.5 spaces per bedroom, or 1 space per 5 dwellings where the development is made by the Department of Housing, Local Government or a community housing provider.

Service stations:- 5 car parking spaces per lube bay plus 1 space per 20m² of convenience store, plus 1 space per employee. Minimum of 10 spaces.

Squash, bowling and tennis developments:- 3 car parking spaces per alley or court.

TAB's:- 1 car parking space per 2 employees plus 2 spaces per service window.

SCHEDULE 2

Number of spaces to be provided within the Campbelltown Centre

The number of off-street car parking spaces to be provided shall be the following

- (i) Buildings on land in Zone Nos. 3(a) and 3(h):
 - (a) One car space per 25 sq.m. of leasehold area specifically designed to accommodate retailing on floors specifically designated for retailing;
 - (b) One car space per 25 sq.m. of leasehold area on all floors with direct street access; and
 - (c) One car space per 25 sq.m. of leasehold area for all other floors.
- (ii) Buildings on land within the contribution area:
 - One car space per 25 sq.m. of leasehold area.
- (iii) Buildings on land in zones other than Zone No. 3(a) located outside the contribution area as designated in accordance with Schedule 1.

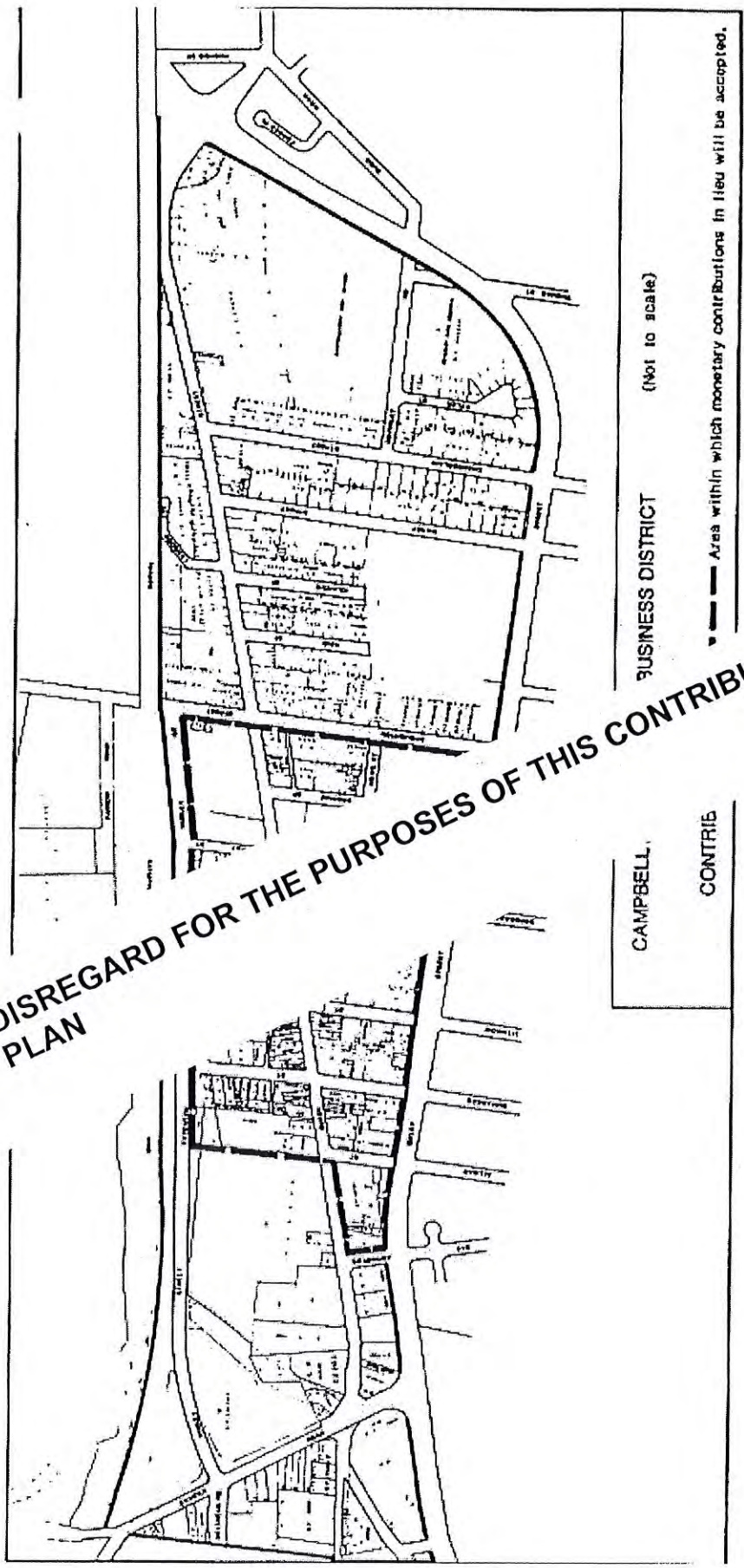
DISREGARD FOR THE PURPOSES OF THIS CONTRIBUTIONS PLAN

Zones 3(a) and 3(h) above are zones within the Draft Local Environmental Plan - District 11 (City)

Off-street car parking spaces for development on land located within the contribution area shall be provided on site unless arrangement has been made with Council for the payment of a monetary contribution in lieu.

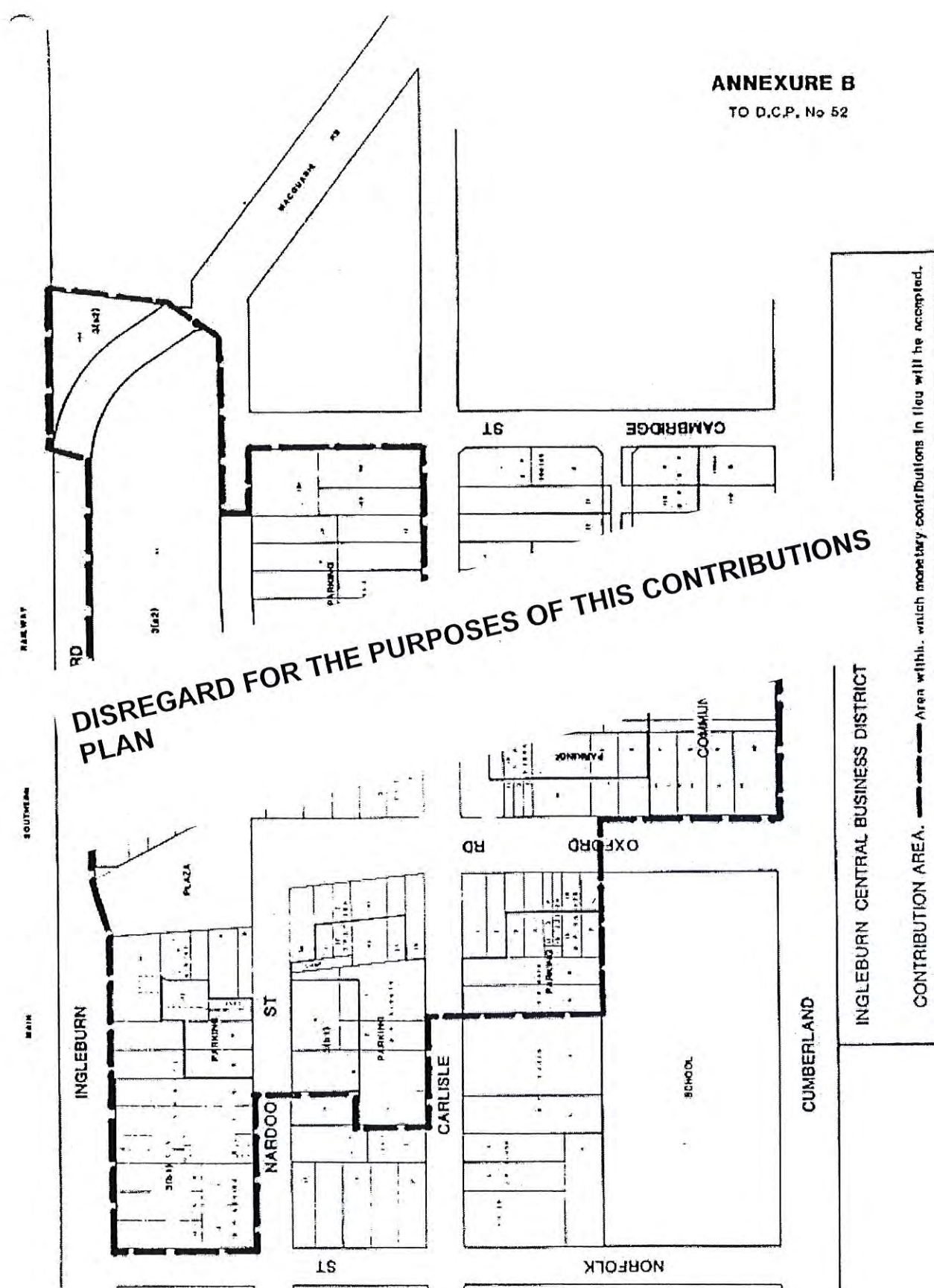
Development Control Plan No. 52 Adopted by Council 5 August 1980 Amendment No. 1 Effective from 1 August 2000	Minute No. 263 Minute No. 141
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ANNEXURE A
TO D.C.P. No 52



DISREGARD FOR THE PURPOSES OF THIS CONTRIBUTIONS PLAN

ANNEXURE B
TO D.C.P. No 52



DISREGARD FOR THE PURPOSES OF THIS CONTRIBUTIONS PLAN

INGLEBURN CENTRAL BUSINESS DISTRICT
CONTRIBUTION AREA. ——— Area within which monetary contributions in lieu will be accepted.

TABLE 1.1
CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

Class	Examples of uses	Required door opening
1	Tenant, employee and commuter parking, universities (generally all day parking)	Front door, first stop
2	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)	Front door, second stop
3	Short-term city and town centre parking, shopping centres, department stores, supermarkets, hospitals and medical centres (generally short-term parking and where children and goods can be expected to be loaded into the vehicles)	Rear door, full opening
4	Parking for people with disabilities	Front door, full opening plus wheelchair manoeuvre space (see Clause 2.4.5)

NOTE: The above examples are not rigid classifications, e.g. higher standards of door opening (wider bays) may be required in some designs, and a class lower in the standard of door opening (narrower bays) may be required in a central business district and at other high land cost locations.

- (b) **Width** The minimum width of parking spaces required for each user class is shown in Figure 2.2. If necessary, widths may be varied as follows:
- (i) **Small car space** The specified minimum width is given in Clause 2.4.1(a)(ii).
 - (ii) **Adjacent obstruction** If the side boundary of a space is a wall or fence, or if there are obstructions such as columns placed so as to restrict door opening, 300 mm should be added to the width of the space.
 - (iii) **Blind aisles** End spaces should be increased in width (see Clause 2.4.2).
 - (iv) **Disabled users** Parking spaces for people with disabilities should, wherever practicable, be made wider than the specified minimum (see Clause 2.4.5(b)).

Attention is also drawn to the reduced width requirement for 30 degree parking as shown in Figure 2.2.

In the design of buildings to be used exclusively as parking stations, the location of obstructions such as columns should be in accordance with Clause 5.2. Where practicable, the same requirement should be observed when designing part of a multi-purpose building as a car park.

2.4.2 Parking aisle The width of parking aisles is determined from either the width needed for circulating traffic or the width needed to manoeuvre into and out of a parking space. In the latter case, the width will vary according to the width of the parking spaces, wider spaces needing less aisle width for the parking manoeuvre. The minimum aisle widths required for angle parking are shown in Figure 2.2. To cater for circulating traffic, aisle widths shall not be less than 2.9 m for one-way aisles, or 5.5 m for two-way aisles.

Two way aisles are not recommended for parking angles other than 90 degrees.

When designing for turns between an aisle and a ramp or circulation roadway, or between two aisles, adequate area needs to be provided for the turning movements (see Clause 2.5.2(c)).

At blind aisles, the end spaces shall be made 1 m wider than the adjacent spaces, as shown in Figure 2.3. In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces, unless provision is made for cars to turn around at the end and drive out forwards.

2.4.3 Parking module layout Layouts of typical parking modules are shown in Figure 2.4.

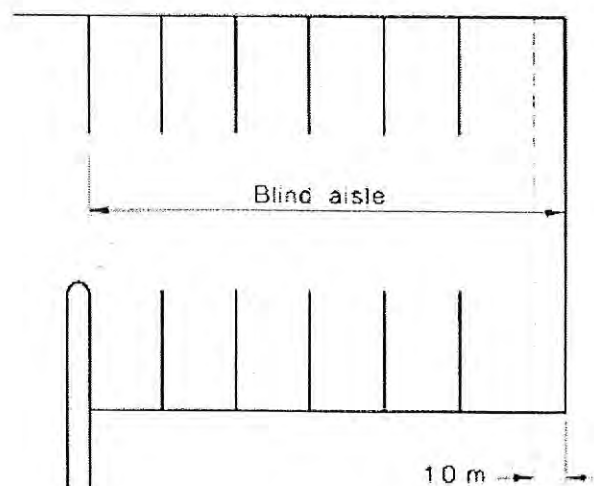
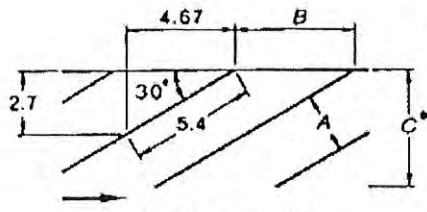
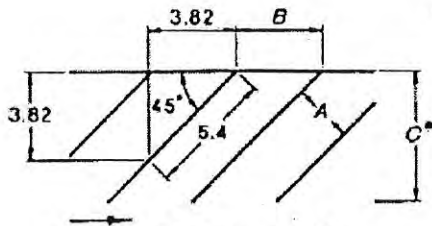


FIGURE 2.3 BLIND AISLE EXTENSION



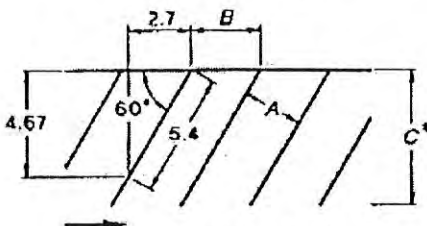
(a) Bays at 30°

User class (Note 1)	A (Notes 2 & 3)	B	C ₁	C ₂	C ₃	Aisle width
1	2.1	4.2	4.4	4.1	4.5	3.1
2	2.3	4.6	4.4	4.1	4.7	3.0
3	2.5	5.0	4.4	4.1	4.9	2.9
4	3.2	6.4	4.4	4.1	5.5	2.9



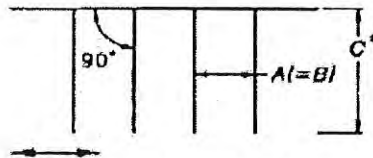
(b) Bays at 45°

User class (Note 1)	A (Note 3)	B	C ₁	C ₂	C ₃	Aisle width
1	2.4	3.4	5.2	4.8	5.5	3.9
2	2.5	3.5	5.2	4.8	5.6	3.7
3	2.6	3.7	5.2	4.8	5.7	3.5
4	3.2	4.5	5.2	4.8	6.1	3.3



(c) Bays at 60°

User class (Note 1)	A (Note 3)	B	C ₁	C ₂	C ₃	Aisle width
1	2.4	2.75	5.7	5.1	5.9	4.9
2	2.5	2.90	5.7	5.1	6.0	4.6
3	2.6	3.00	5.7	5.1	6.0	4.3
4	3.2	3.70	5.7	5.1	6.3	4.0



(d) Bays at 90°

User class (Note 1)	A (Note 3)	B	C ₁	C ₂	C ₃	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.4
4	3.2	3.2	5.4	4.8	5.4	5.0

DIMENSIONS IN METRES

*Dimension C is selected as follows (see Note 5):

C₁—where parking is to a wall or high kerb not allowing any overhang.

C₂—where parking is to a low kerb which allows 600 mm overhang in accordance with Clause 2.4.1(a)(i).

C₃—where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of parking spaces form a sawtooth pattern, e.g. as shown in the upper half of Figure 2.4(b).

NOTES:

- 1 User class is defined in Table 1.1.
- 2 30 degree parking spaces can be made narrower than spaces at other angles because of the reduced chance of open doors hitting adjacent vehicles.
- 3 The preferred design envelope around each parking space, to be kept clear of obstructions, is shown in Figure 5.2.
- 4 Dimensions are for one-way aisles. For two-way aisles see Clause 2.4.2.
- 5 The values for dimension C have been calculated as follows:

$$C_1 = 5.4 \sin \theta + 1.9 \cos \theta$$

$$C_2 = C_1 - 0.6 \sin \theta$$

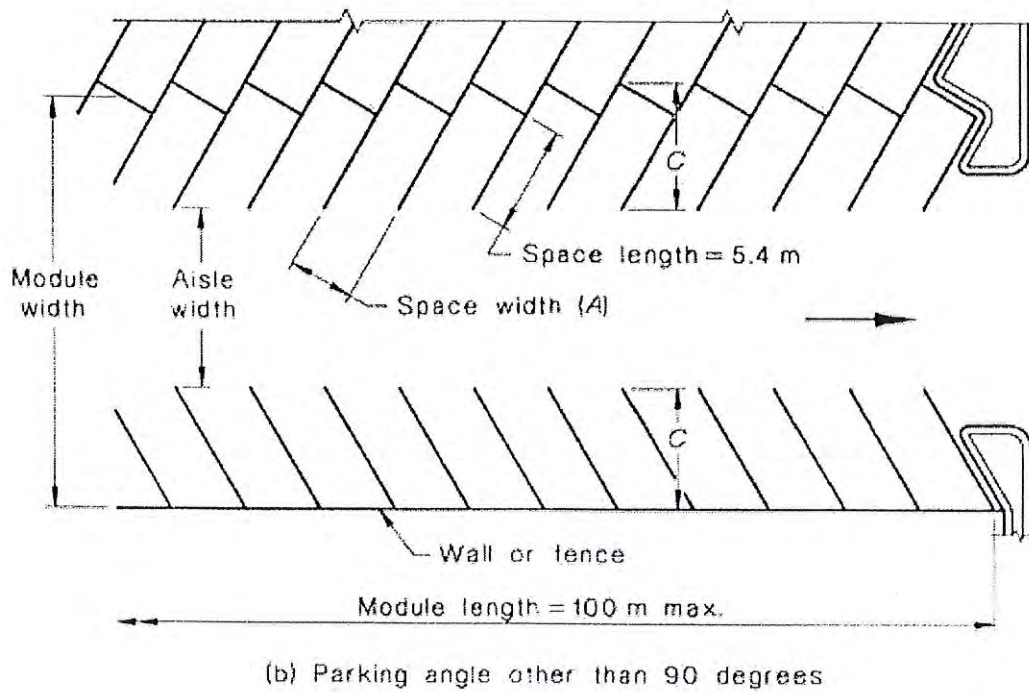
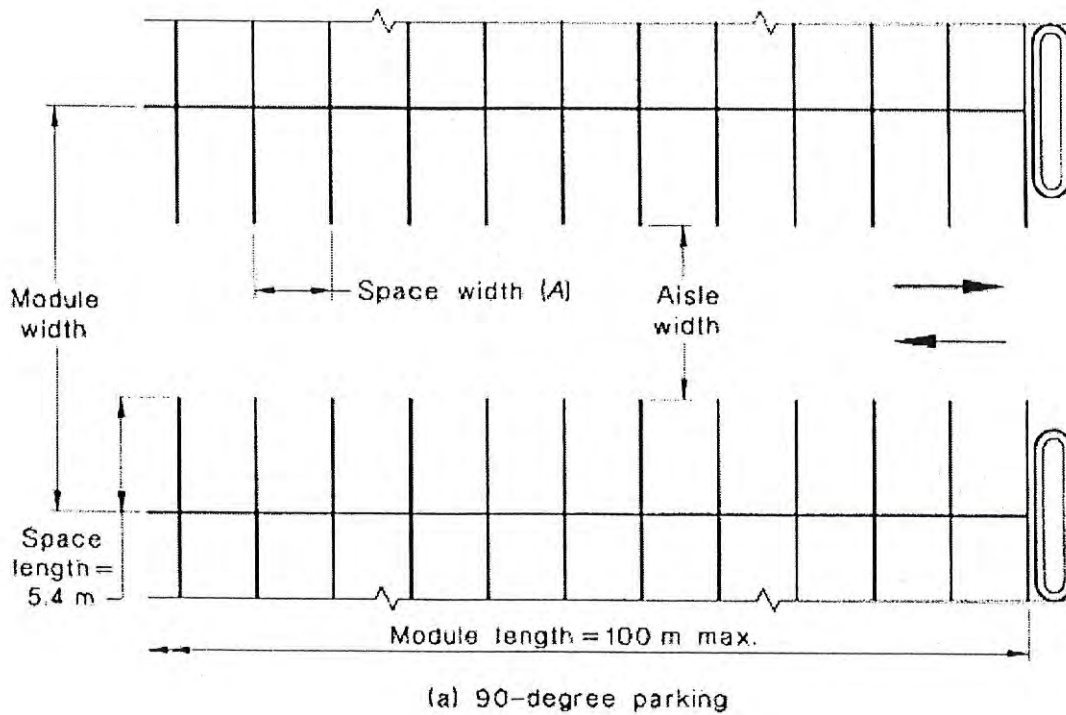
$$C_3 = C_1 + (A - 1.9) \cos \theta$$

where

θ = parking angle

A = space width, metres

FIGURE 2.2 LAYOUTS FOR ANGLE PARKING SPACES



NOTE: Dimensions A and C are as shown in Figure 2.2.
 FIGURE 2.4 PARKING MODULE LAYOUTS