

## SC 8 Service vehicle requirements

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#### 8.1 Service vehicle class requirements

Note - Service vehicle classes are defined in AS2890.2 - Offstreet parking, Part 2: Commercial vehicles

##### SC8.1.1—Minimum class of service vehicle

Use	Occasional service vehicle required	Regular service vehicle required
Adult store <sup>(1)</sup>	-	Small rigid vehicle
Agricultural supplies store <sup>(2)</sup>	Articulated vehicle	Small rigid vehicle
Air services <sup>(3)</sup>	-	Heavy rigid vehicle
Animal husbandry <sup>(4)</sup>	Heavy rigid vehicle	Articulated vehicle
Animal keeping <sup>(5)</sup>	Medium rigid vehicle	Heavy rigid vehicle
Aquaculture <sup>(6)</sup>	-	Articulated vehicle
Bar <sup>(7)</sup>	-	Heavy rigid vehicle
Brothel <sup>(8)</sup>	-	-
Bulk landscape supplies <sup>(9)</sup>	-	Articulated vehicle
Caretaker's accommodation <sup>(10)</sup>	-	-
Car wash <sup>(11)</sup>	-	Small rigid vehicle
Cemetery <sup>(12)</sup>	-	Heavy rigid vehicle
Child care centre <sup>(13)</sup>	-	Small rigid vehicle
Club <sup>(14)</sup>	-	Medium rigid vehicle
Community care centre <sup>(15)</sup>	-	Medium rigid vehicle
Community residence <sup>(16)</sup>	-	-
Community use <sup>(17)</sup>	-	Heavy rigid vehicle
Crematorium <sup>(18)</sup>	-	Medium rigid vehicle
Cropping <sup>(19)</sup>	-	Articulated vehicle
Detention facility <sup>(20)</sup>	-	Heavy rigid vehicle
Dual occupancy <sup>(21)</sup>	-	-
Dwelling house <sup>(22)</sup>	-	-
Dwelling unit <sup>(23)</sup>	-	-
Educational establishment <sup>(24)</sup>	-	Medium rigid vehicle
Emergency services <sup>(25)</sup>	-	Heavy rigid vehicle
Environment facility <sup>(26)</sup>	-	Medium rigid vehicle

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Extractive industry <sup>(27)</sup>	-	Articulated vehicle
Food and drink outlet <sup>(28)</sup>	-	Heavy rigid vehicle
Function facility <sup>(29)</sup>	-	Heavy rigid vehicle
Funeral parlour <sup>(30)</sup>	-	Medium rigid vehicle
Garden centre <sup>(31)</sup>	-	Heavy rigid vehicle
Hardware and trade supplies <sup>(32)</sup>	Heavy rigid vehicle	Heavy rigid vehicle
Health care services <sup>(33)</sup>	-	Medium rigid vehicle
High impact industry <sup>(34)</sup>	-	Articulated vehicle
Home based business <sup>(35)</sup>	-	Small rigid vehicle
Hospital <sup>(36)</sup>	-	Articulated vehicle
Hotel <sup>(37)</sup>	-	Heavy rigid vehicle
Indoor sport and recreation <sup>(38)</sup>	-	Heavy rigid vehicle
Intensive animal industry <sup>(39)</sup>	-	Articulated vehicle
Intensive horticulture <sup>(40)</sup>	-	Articulated vehicle
Landing <sup>(41)</sup>	-	Heavy rigid vehicle
Low impact industry <sup>(42)</sup>	Heavy rigid vehicle	Heavy rigid vehicle
Major electricity infrastructure <sup>(43)</sup>	-	Heavy rigid vehicle
Major sport, recreation and entertainment facility <sup>(44)</sup>	-	Heavy rigid vehicle
Marine industry <sup>(45)</sup>	-	Articulated vehicle
Market <sup>(46)</sup>	-	Articulated vehicle
Medium impact industry <sup>(47)</sup>	Heavy rigid vehicle	Heavy rigid vehicle
Motor sport facility <sup>(48)</sup>	-	Heavy rigid vehicle
Multiple dwelling <sup>(49)</sup>	Heavy rigid vehicle	Medium rigid vehicle
Nature-based tourism <sup>(50)</sup>	-	Heavy rigid vehicle
Nightclub entertainment facility <sup>(51)</sup>	-	Heavy rigid vehicle
Non-resident workforce accommodation <sup>(52)</sup>	-	Medium rigid vehicle
Office <sup>(53)</sup>	-	Medium rigid vehicle
Outdoor sales <sup>(54)</sup>	-	Articulated vehicle
Outdoor sport and recreation <sup>(55)</sup>	-	Heavy rigid vehicle
Park <sup>(57)</sup>	-	Heavy rigid vehicle
Parking station <sup>(58)</sup>	Heavy rigid vehicle	Medium rigid vehicle

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Permanent plantation <sup>(59)</sup>	-	Articulated vehicle
Place of worship <sup>(60)</sup>	-	Small rigid vehicle
Port services <sup>(61)</sup>	-	Articulated vehicle
Relocatable home park <sup>(62)</sup>	-	Heavy rigid vehicle
Renewable energy facility <sup>(63)</sup>	-	Articulated vehicle
Research and technology industry <sup>(64)</sup>	-	Heavy rigid vehicle
Residential care facility <sup>(65)</sup>	-	Medium rigid vehicle
Resort complex <sup>(66)</sup>	-	Medium rigid vehicle
Retirement facility <sup>(67)</sup>	Heavy rigid vehicle	Medium rigid vehicle
Roadside stall <sup>(68)</sup>	-	Medium rigid vehicle
Rooming accommodation <sup>(69)</sup>	-	Medium rigid vehicle
Rural industry <sup>(70)</sup>	Heavy rigid vehicle	Articulated vehicle
Rural workers' accommodation <sup>(71)</sup>	-	Medium rigid vehicle
Sales office <sup>(72)</sup>	-	Small rigid vehicle
Service industry <sup>(73)</sup>	Heavy rigid vehicle	Heavy rigid vehicle
Service station <sup>(74)</sup>	-	Articulated vehicle
Shop <sup>(75)</sup>	-	GFA of 500m <sup>2</sup> or less Heavy rigid vehicle; or GFA of greater than 500m <sup>2</sup> Articulated rigid vehicle
Shopping centre <sup>(76)</sup>	-	GFA of 500m <sup>2</sup> or less Heavy rigid vehicle; or GFA of greater than 500m <sup>2</sup> Articulated rigid vehicle
Short-term accommodation <sup>(77)</sup>	-	Medium rigid vehicle
Showroom <sup>(78)</sup>	Heavy rigid vehicle	Heavy rigid vehicle
Special industry <sup>(79)</sup>	-	Articulated vehicle
Substation <sup>(80)</sup>	-	Heavy rigid vehicle
Telecommunications facility <sup>(81)</sup>	-	Heavy rigid vehicle
Theatre <sup>(82)</sup>	-	Heavy rigid vehicle
Tourist attraction <sup>(83)</sup>	-	Heavy rigid vehicle
Tourist park <sup>(84)</sup>	-	Heavy rigid vehicle
Transport depot <sup>(85)</sup>	-	Articulated vehicle

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Utility installation <sup>(86)</sup>	-	Heavy rigid vehicle
Veterinary services <sup>(87)</sup>	Heavy rigid vehicle	Medium rigid vehicle
Warehouse <sup>(88)</sup>	Articulated vehicle	For self-storage, Medium rigid vehicle; or For other, Articulated vehicle
Wholesale nursery <sup>(89)</sup>	-	Heavy rigid vehicle
Winery <sup>(90)</sup>	-	Heavy rigid vehicle

Note - table 8.0.1 does not include the minimum requirements for waste collection. Refer to Planning scheme policy - Waste for relevant requirements.

Note - service vehicle requirements for certain commercial uses in the Centre zone.

For Health care services<sup>(33)</sup>, Office<sup>(53)</sup>, Food and drink outlet<sup>(28)</sup> and Shop<sup>(75)</sup> uses in the Centre zone a standardised service vehicle requirement has been specified. This approach has been taken in recognition that:

- a. The class of use occupying a tenancy is likely to change;
- b. Should different rates be specified for the selected uses, difficulties may be experienced if a use requiring higher service vehicle requirement takes over from a use that required a lesser service vehicle requirement.

Through standardising rates this approach aims to avoid these difficulties, therefore making centres and industrial areas more desirable for prospective businesses.

Should a proposal be designed to expressly cater for a single use and that use requires a lesser service vehicle requirement than that specified, Council may consider varying the specified requirement.

### 8.2 On-site access and manoeuvring

The design of the access to a service area is dependant on a combination of:

- The maximum size of the vehicle likely to use the facility;
  - The frequency with which the vehicle will access the site;
  - The hierarchy classification of the road frontage.
- a. Occasional access  
Occasional access is described as an occasional service to a site. Examples of this are a furniture removal van for a multi-unit development or office development. Requirements for providing occasional access are as follows:
    - i. The vehicle shall be able to stand wholly within the site, or be able to park on-street (providing the vehicle stands clear of travel lanes);
    - ii. Reverse manoeuvres at the property boundary shall be limited to one only, whether on entering or departing, and shall be subject to consideration of both safety and obstruction to other on-street traffic;
    - iii. The swept path plus clearances shall be accommodated within the access driveway of circulation roadway;
    - iv. The full width of the access driveway may be used for both entering and leaving the site.
  - b. Regular road access  
Regular access is described as the design vehicle that would be expected on a daily to weekly basis. A road is defined as a trunk road that predominately caters for the through movement of vehicles. These are the collector, sub-arterial and arterial roads in Council's road hierarchy. Requirements for providing regular road access are as follows:
    - i. All manoeuvring associated with parking, loading and unloading shall be able to be confined to the service area;
    - ii. Both entry and exit at the property boundary shall be in the forward direction;

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- iii. Circulation roadways shall be provided to connect the access driveway with the service area;
  - iv. In Residential developments, a refuse vehicle must not reverse on to the road for the sole purpose of collecting bins.
- c. Regular street access
- Regular access is described as the design vehicle that would be expected on a daily to weekly basis. A street is defined as a non-trunk street that predominately caters for the movement of traffic within a confined catchment, where there is no through movement of external traffic. These are the local roads in Council's road hierarchy. Requirements for providing regular street access are as follows:
- i. Manoeuvring on-street shall be strictly limited to one reverse movement either onto or off the street, and furthermore, shall be subject to consideration of both safety and obstruction to other on-street traffic;
  - ii. The swept path of the maximum size design vehicle using the facility may be allowed to occupy the entire width (less specified clearances) of a two-way access driveway when the vehicle is entering or leaving the minor road
  - iii. In Residential developments, a refuse vehicle must not reverse for more than 10m on to the street for the sole purpose of collecting bins.

### 8.3 Queuing requirements

Internal intersections and parking manoeuvre areas must be positioned so that they are clear of the potential queuing areas in entry and exit driveways. Potential queuing areas in entry and exit driveways are defined in the following table. The queue is measured internally from the property boundary.

**Table 8.0.1**

Car park spaces	No of vehicles in the queue
1-50	1
51-75	2
76-100	3
101-150	4
151-200	5
201-250	6
Greater than 250	To be determined in traffic impact assessment report

Where vehicle queuing or special vehicle parking is expected, an adequate queuing or parking area that enables vehicles to stand without obstructing the free flow of moving traffic or unduly conflicting with pedestrian movement must be provided. The following uses must cater for the on-site queuing or standing of vehicles.

- i. Hotel<sup>(37)</sup> with drive through facilities – queuing space, clear of the road reserve, for ten vehicles being or waiting to be served;
- ii. Food and drink outlet<sup>(28)</sup> with drive through facilities – queuing space, clear of the road reserve, for ten vehicles being or waiting to be served;
- iii. Car wash<sup>(11)</sup> – queuing space, clear of the road reserve, for four vehicles using or waiting to use each washing bay;
- iv. Service station<sup>(74)</sup> – queuing space, clear of the road reserve, for four vehicles for each service bay;
- v. Health care services<sup>(33)</sup> – standing area for ambulance;
- vi. Roadside stall<sup>(68)</sup> – queuing for four vehicles, clear of the through traffic lanes.