

C O F F S
H A R B O U R
C I T Y
C O U N C I L



Off Street Car Parking



Development Control Plan



INTRODUCTION

PREAMBLE

- This Development Control Plan (DCP) applies to development on all lands to which the Coffs Harbour City Local Environmental Plan 2000 applies only.
- This Plan came into force on 20 April 2000 and amended on 11 December 2002 and again on 11 October 2007.

OBJECTIVES

The controls in this DCP seek to:

- provide detailed parking requirements for individual land use categories; and
- ensure car parking areas relate to site conditions and meet user needs.

HOW TO USE THIS DCP

Applicants are to comply with the controls unless it can be demonstrated that an alternative solution to all or any of the controls will be a better approach to meeting the objectives of this DCP.

DESIGN AND SAFETY

Car parking areas shall be constructed to an all weather hard stand surface and be graded and drained to Council's stormwater system.

Motorists shall easily be able to locate the car parking area. Parking spaces shall be clearly marked and signposted where appropriate. Vehicles shall be able to enter and leave the site in a forward direction where a development has access along a main route, a steep site or a battle-axe site.

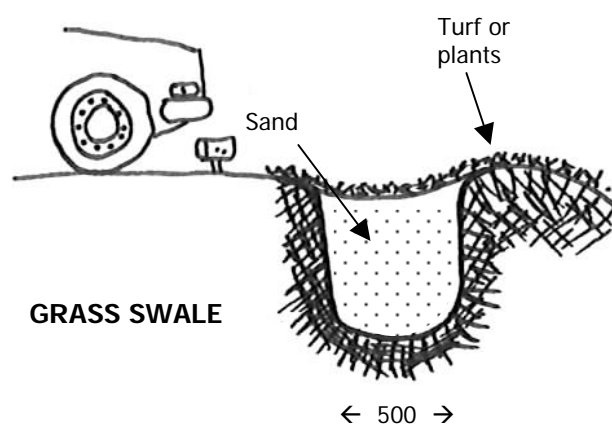
All car parking and manoeuvring areas are to be located on the development site and clear of the footpath and verge.

LANDSCAPING

Proposals for parking areas shall be accompanied by a landscape plan demonstrating means to provide shade and soften the visual impact of any parking structure or parking area. Setbacks shall be determined depending on the urban form, generally major car parks (typically exceeding 100 car spaces) require a continuous landscape setback averaging six metres from the property boundary.

Car parks for developments in residential areas shall not occupy the entire front of the allotment. Existing vegetation may require retention, protection and consideration in the overall car park design. Shade tree planting is required for every eight car spaces and include the boundary of the car park. The use of grass swales to capture pollutants shall be considered (see below).

Adequate area shall be provided for tree growth to accommodate the full trunk growth of the species i.e. a minimum of one metre from the mature growth diameter of the tree. Pits or diamonds are not permitted, as they are not adequate areas for tree growth. Root barrier and root deflector pits shall be included to protect the surrounding pavement (see Typical Layout diagram on page 3). Alternative shade structures may be considered for internal areas of the car park layout where there is no adequate area for tree growth.



CONTRIBUTION IN LIEU

Where it is not possible to provide off street parking on the development site, Council may accept contributions in lieu from developers for car parking in the business areas of Coffs Harbour, the Jetty Area and Woolgoolga (see maps on page 9).

Note: All car parking spaces required for residential uses are to be provided on site.

PARKING SPACES

The number of parking spaces required for different land uses shall be provided on-site in accordance with the Schedule.

Parking spaces shall be designed in accordance with Australian Standard 2890.1 and 2890.2. The attached diagram provides a typical layout for parking areas. Alternative layouts are shown in AS 2890.1.

Car parking for disabled persons shall be provided for developments where disabled access to the building is required. Parking spaces for disabled persons shall have a minimum dimension as per AS 2890.6 and located as close as practicable to the main entrance of the building.

The minimum vertical clearance for parking areas is 2.3m.

VISITOR/OVERFLOW CAR PARKING REQUIREMENTS FOR ALL RESIDENTIAL DEVELOPMENT

Visitor/overflow car parking is to be provided at a rate of **one space per every five dwellings or part thereof** for all residential lands zoned 2A, 2B, 2C and 2E.

Visitor/overflow car parking is to be provided within the development site. Visitor/overflow parking is to be behind the front setback and freely accessible at all times.

Visitor/overflow car parking where proposed must be clearly detailed in the development documentation.

STACKED CAR PARKING

Stacked car parking is only permissible in conjunction with single dwelling houses and dual occupancies.

BICYCLE AND MOTORCYCLE SPACES

All major development proposals shall make provision for bicycle parking in accordance with Austroads' Guide to Traffic Engineering Practice AP-14.11/99

(http://www.austroads.com.au/Publications/Resources/austroads_part14.aspx).

Provision shall be made for motorcycle parking where the development necessitates the need for it. Reference AS 2890.1:2004 (2.4.7 – Provision for Motorcycles).

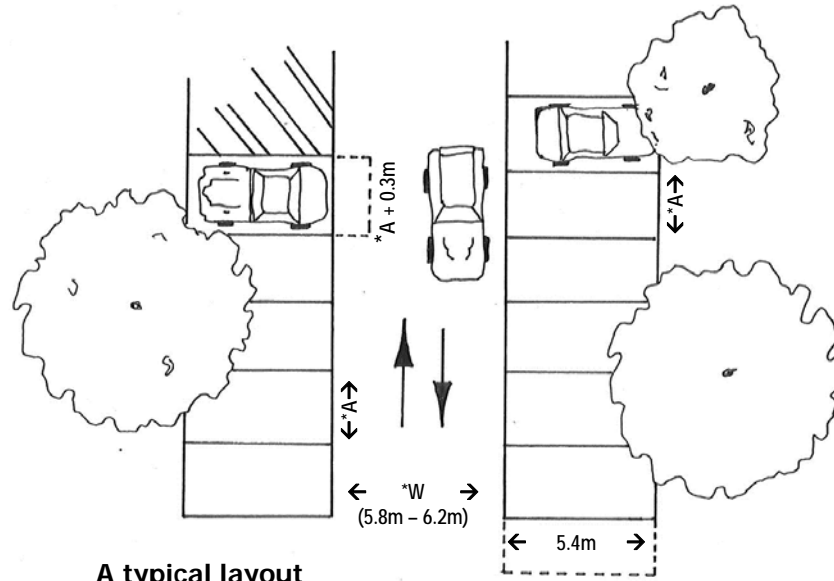
Note: These spaces are in addition to that required by the Schedule.

ACCESS

Access to parking areas shall be designed to minimise conflict between pedestrians, cyclists and traffic. Council may require road or traffic management works to ensure safe access to parking areas. Where developments front a busy road, access to rear lanes (if available) shall be provided.

Large commercial centres shall include dedicated pedestrian paths for safe access to main entry points, separated from the primary traffic circulation routes.

FOR PARKING DIMENSIONS AND LAYOUTS REFER TO AS2890



A typical layout

- * 'W' = 5.8m and 'A' = 2.4m for residential, domestic and all day staff parking (3 point turn required for entry and exit). Where possible 'W' of 6.2m is recommended and shall be provided (single turn entry and exit).
- * Customer parking 'W' = 6.2m; 'A' = 2.5m (2.6 to 2.7m in shopping centres).

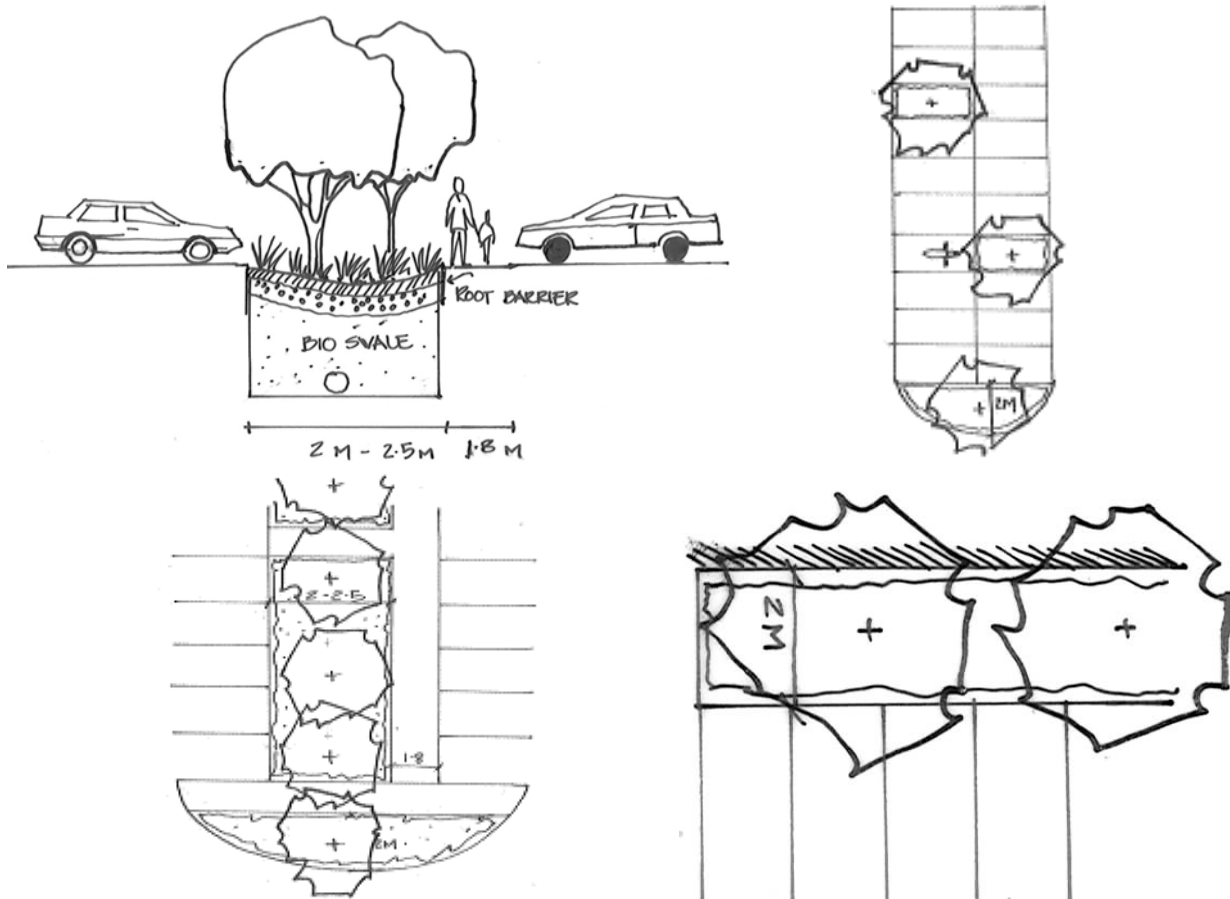
For additional information including other uses and layouts consult AS 2890.

Note:

'W' = aisle width

'A' = width of car parking space

TYPICAL LAYOUT



SCHEDULE PARKING REQUIREMENTS

The following table provides a summary of the off street car parking requirements for the differing land use categories.

<i>LAND USE</i>	<i>PARKING REQUIREMENTS</i>
RESIDENTIAL	
Housing	
Dwellings – Dual Occupancies	
• Small ($\leq 100\text{m}^2$ GFA)	1 space (behind front setback)
• Large ($> 100\text{m}^2$ GFA)	2 spaces (at least 1 space behind front setback)
Multi-Unit Housing – each dwelling, zones 2A, 2B, 2C and 2E	
• Small ($\leq 100\text{m}^2$ GFA)	1 space
• Large ($> 100\text{m}^2$ GFA)	2 spaces
Multi-Unit Housing – each dwelling, zone 2D	1 space per dwelling
Senior Livings SEPP (2004)	
• Self Contained Units	PUBLIC 1 space per 5 units PRIVATE 0.5 spaces per small unit ($< 55\text{m}^2$) 0.85 spaces per medium unit ($55 - < 85\text{m}^2$) 1 space per large unit ($> 85\text{m}^2$)
• Hostels	PUBLIC OR PRIVATE 1 space per 10 beds + 1 space per 2 employees + 1 space per ambulance

<i>LAND USE</i>	<i>PARKING REQUIREMENTS</i>										
COMMERCIAL AND RETAIL											
Business and Office Premises	1 space per 40m ² GFA										
Medical Centres	1 space per 40m ² GFA										
Veterinary Clinics and Veterinary Hospitals	1 space per 40m ² GFA										
Shops	1 space per 23m ² GLFA										
Shopping Centres	<table style="width: 100%; border: none;"> <thead> <tr> <th style="text-align: left;">GLFA (m²)</th> <th style="text-align: left;">Spaces per 100m² GLFA</th> </tr> </thead> <tbody> <tr> <td>0 – 10,000</td> <td>6.1</td> </tr> <tr> <td>10,000 – 20,000</td> <td>5.6</td> </tr> <tr> <td>20,000 – 30,000</td> <td>4.3</td> </tr> <tr> <td>over 30,000</td> <td>4.1</td> </tr> </tbody> </table>	GLFA (m ²)	Spaces per 100m ² GLFA	0 – 10,000	6.1	10,000 – 20,000	5.6	20,000 – 30,000	4.3	over 30,000	4.1
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20,000 – 30,000	4.3										
over 30,000	4.1										
Service Stations and convenience stores	Requirements are additive: 6 spaces per work bay (Note: stack parking acceptable) 1 space per 20m ² GFA of convenience store <i>If restaurant present, then greater of:</i> 1 space per 6.6m ² GFA, or 1 space per 3 seats)										
Vehicle repair stations	6 spaces per work bay (Note: stack parking acceptable)										
Vehicle body repair workshops	6 spaces per work bay (Note: stack parking acceptable)										
Motor showrooms	1 space per 135m ² site area of car display areas + 6 spaces per work bay (for vehicle servicing facilities) (Note: stack parking acceptable for vehicle servicing)										
Car tyre retail outlets	Whichever is the greater of: 1 space per 33m ² GFA; or 3 spaces per work bay (Note: stack parking acceptable)										
Bulky goods salesrooms	1 space per 50m ² GFA										

LAND USE	PARKING REQUIREMENTS
REFRESHMENTS	
Drive-in takeaway food outlets	<p>Developments with no on-site seating: 1 space per 8.3m² GFA</p> <p>Developments with on-site seating: 1 space per 8.3m² GFA plus greater of: 1 space per 5 seats (internal and external); or 1 space per 2 seats (internal)</p> <p>Developments with on-site seating and drive through facilities: Greater of: 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external) plus queuing area for 5 to 12 cars</p>
Restaurants	<p>For new development sites: 1 space per 6.6m² GFA</p> <p>For change of use of existing premises: 1 space per 23m² GFA</p>
Clubs	Subject to Parking Study (see Note 2.4 and 2.5)
RECREATIONAL AND TOURIST FACILITIES	
Recreational facilities – public use	
<ul style="list-style-type: none"> • Squash courts • Tennis courts • Bowling alleys • Bowling greens • Gymnasiums 	<p>3 spaces per court</p> <p>3 spaces per court</p> <p>3 spaces per alley</p> <p>30 spaces for first green + 15 spaces for each additional green</p> <p>Regional centres 1 space per 33m² GFA</p> <p>Sub-regional centres 1 space per 22.2m² GFA (minimum)</p>

LAND USE	PARKING REQUIREMENTS
RECREATIONAL AND TOURIST FACILITIES	
Tourist facilities <ul style="list-style-type: none"> • Motels • Hotels • Caravan parks • Marinas 	<p>1 space per unit + 1 space per 2 employees <i>If restaurant included then add the greater of:</i> 1 space per 13.2m² GFA of restaurant/function room, or 1 space per 6 seats + 1 space for managers residence</p> <p>Subject to parking study (see Note 2.4 and 2.5)</p> <p>1 space per caravan and tent site + 1 visitor space per 10 long term sites and 1 per 20 short term sites 1 visitor space per 40 tent sites A minimum of 4 visitor spaces must be provided in any caravan park</p> <p>If a survey of a similar existing development has not been undertaken, the following figures may serve as a general guide: 0.6 spaces per wet berth 0.2 spaces per dry storage berth 0.2 spaces per swing mooring 0.5 spaces per marina employee</p>
ROAD TRANSPORT FACILITIES	
Road transport terminals Container depots Truck stops	<p>Subject to Parking Study (see Note 2.4 and 2.5)</p> <p>Subject to Parking Study (see Note 2.4 and 2.5)</p> <p>1 truck parking space per motel unit + 1 car space per 2 employees</p> <p>For restaurants facilities, the greater of: 1 space per 6.6m² GFA; or 1 space per 3 seats</p>
INDUSTRY	
Factories/Warehouses	1 space per 100m ² GFA

<i>LAND USE</i>	<i>PARKING REQUIREMENTS</i>
<i>HEALTH AND COMMUNITY SERVICES</i>	
Child care centres	1 space per staff member + the provision of a safe set-down and pick-up area of 1 space per 10 children, with a minimum of 2 spaces
<i>OTHER</i>	
Places of Worship	Subject to Parking Study (see Note 2.4 and 2.5)
Other developments not specified	Subject to Parking Study (see Note 2.4 and 2.5)

Note 1:

GFA – Gross Floor Area – see glossary for definition.

GLFA = Gross Leaseable Floor Area – see glossary for definition.

Note 2:

- 1. Depending on land use type, parking for delivery/service vehicles, courier vehicles, bicycles, buses, taxis shall also be provided.***
- 2. For mixed use developments the number of car parking spaces shall be calculated on the basis of each separate use eg shops with housing above would be calculated on the basis of the number of dwellings and gross floor area.***
- 3. Calculations shall be rounded up to the nearest whole number eg if the calculation determines that 2.3 spaces are required then 3 spaces would be required.***
- 4. Where developments are subject to a parking study, the applicant will be required to undertake a parking study of a similar type of development in a similar location to determine the number of parking spaces required for the proposed development. The study shall reference the RTA Guide to Traffic Generating Developments.***
- 5. Where developments are subject to a parking study, it must be prepared by a suitably qualified professional.***

Note 3:

Refer to page 2 of this DCP for requirements for visitor car parking for residential developments, car parking for disabled persons, bicycle and motorcycle parking.

GLOSSARY

“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 1.4m above each floor level, excluding:

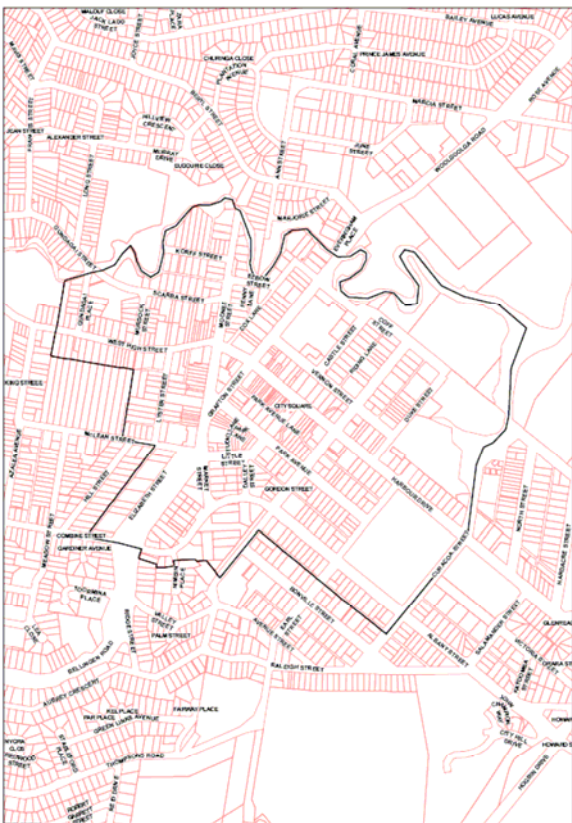
- (a) columns, fin walls, sun control devices, awnings and any other elements, projections or works outside the general lines of the outer face of the external wall, and
- (b) lift towers, cooling towers, machinery and plant rooms, ancillary storage space and air-conditioning ducts, and
- (c) car parking needed to meet any requirements of the Council and any internal designated vehicular or pedestrian access, and
- (d) space for the loading and unloading of goods, and
- (e) internal public arcades and thoroughfares, and
- (f) terraces and balconies with outer walls less than 1.4m high.

Gross leasable floor area (GLFA): 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 internal faces of the walls, excluding stairs, amenities, lifts, corridors and other public areas but including stock storage area.

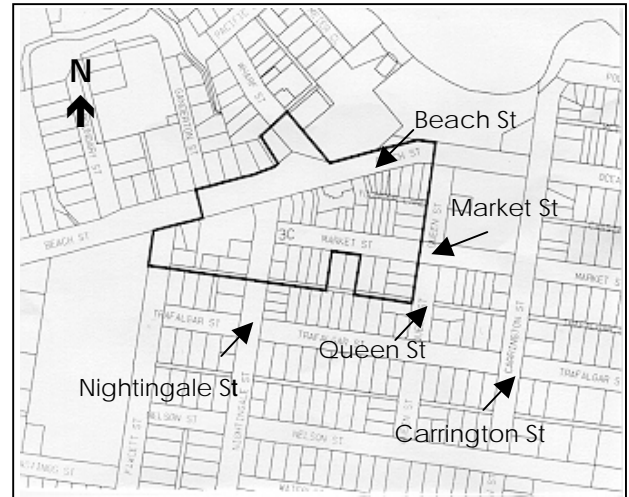
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COFFS HARBOUR BUSINESS AREA



WOOLGOOLGA BUSINESS AREA



JETTY AREA

