

COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS

Applies to

All development within the Coffs Harbour Local Government Area

Note that Local Environmental Plan 2013 has been deferred in some locations of the Local Government Area. This Development Control Plan does not apply to those deferred locations.

Date adopted by Council

13 December 2012

Effective Date

2 October 2013

Amendments

8 August 2013

Disclaimer

The hyperlinks to various State or Federal Government legislation have been included in this Development Control Plan in good faith and were current at the time that this document was prepared.

Applicants, landowners and any person(s) using the hyperlinks should ensure that the relevant legislation or policy is the most up-to-date version. This information may be obtained from the relevant government authority administering the legislation.

This Component contains detailed objectives and controls on access, parking and site servicing/facilities for the development of land in the Coffs Harbour Local Government Area.

C2.1 ROAD AND ACCESS DESIGN

C2.1.1 Objective

1. To encourage road design that is responsive to the characteristics of a locality, the subject site and that reflects appropriate road functions.

C2.1.2 Controls

a) Road Hierarchy

- i) The road hierarchy of subdivisions should reflect road function, and should be designed in accordance with Table 1.

DCP COMPONENTS

PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS
COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS
COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS
COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS
COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS
COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS
COMPONENT B7 BIODIVERSITY REQUIREMENTS

PART C - ISSUE SPECIFIC INFORMATION

COMPONENT C1 DESIGN REQUIREMENTS
COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS
COMPONENT C3 LANDSCAPING REQUIREMENTS
COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS
COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS
COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS
COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS
COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

PART D - HAZARD MANAGEMENT INFORMATION

COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS
COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS
COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

PART E - LOCALITY BASED SPECIAL INFORMATION

COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT (DEFERRED)
COMPONENT E2 BOAMBEE CREEK
COMPONENT E3 COFFS HARBOUR CITY CENTRE
COMPONENT E4 HEARNES LAKE / SANDY BEACH (DEFERRED)
COMPONENT E5 KORORA LARGE LOT RESIDENTIAL
COMPONENT E6 MOONEE (DEFERRED)
COMPONENT E7 NORTH BOAMBEE VALLEY (EAST)
COMPONENT E8 NORTH BONVILLE
COMPONENT E9 SAWTELL VILLAGE PRECINCT
COMPONENT E10SOUTH COFFS
COMPONENT E11WEST COFFS
COMPONENT E12WEST WOOLGOOLGA
COMPONENT E13 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA
COMPONENT E14 ...HALLS ROAD BUSINESS PRECINCT
COMPONENT E15 TOURIST DEVELOPMENT PRECINCTS

PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY
COMPONENT F2 APPENDIX 1

TABLE 1 – ROAD DESIGN REQUIREMENTS

	URBAN ROADS				RURAL ROADS			INDUSTRIAL ROADS
	Distributor	Collector	Local	Minor Road (cul-de-sac)	Rural	Cul-de-sac rural road	Large Lot Residential Road	General
Road Reserve Width	22m	20m	15-16m	13.5-15m	20m	20 m (18.5m min.)	20m	22m
Carriageway Width	13m	9-11m	7-8m	5.5-7m	6.2m	6.2m	6-8m	13m
Verge	2 x 4.5m (minimum)	2 x 4.0m	2 x 4.0m	2 x 4.0m	N/A	N/A	N/A	2 x 4.5m
Minimum Design Speed	60km/h	40km/h	30km/h	30km/h	N/A	N/A	60km/h	60km/h
Formation Clear of table drain	N/A	N/A	N/A	N/A	10m	8.5m	N/A	N/A
Bitumen Seal	N/A	N/A	N/A	N/A	6.2m	6m	6-8m	N/A

Notes:

1. For more detailed information please refer to Council's Development Design and Construction Specification.
2. Public road design requirements for the Korora rural residential area are outlined in C2.1.2(d)(ii).

b) Urban and Industrial Roads

- i) The layout of new urban and industrial roads should be designed so as to:
 - provide for perimeter roads adjacent to open space/natural areas;
 - provide road and pedestrian links to adjoining properties;
 - facilitate the use of public transport;
 - achieve efficient access to all lots;
 - encourage safe levels of vehicle speed;
 - provide adequate sight distances (particularly at intersections);
 - provide efficient access for service vehicles (including bush fire and garbage trucks);
 - minimise impacts on the natural environment and retain significant landscape features;
 - provide for safe and functional vehicle and pedestrian movement; and
 - provide for landscaping, utility services, driveways, letter boxes, street lighting, etc.
- ii) The layout of main roads should also, where possible, provide road networks based on a grid pattern so as to:
 - make it easier to find one's way around (legible);
 - provide persons with a high degree of directional choice (permeable).
- iii) Cul-de-sacs should be avoided, but if used should be short in length. Cul-de-sacs shall not be the dominant element of road design.
- iv) Minor cul-de-sacs coming off a road network that demonstrates a high overall degree of connectivity may be considered. The design is to demonstrate that it is appropriate given the local landform.

- v) No new access points will be permitted directly on/off the Pacific Highway.
- vi) Where roads and other engineering works are to be carried out conceptual detail plans must be lodged with the development application (DA). For detailed engineering and construction requirements for subdivision, reference should be made to the [Austroads Guidelines](#). Applicants are advised to consult with Council's City Services Department regarding this requirement.

c) Rural Roads

- i) Access should be limited to one point from local, arterial or main road networks. Preference is given to access from secondary roads.
- ii) Existing access points should be relocated, where necessary, to improve traffic safety.
- iii) Stopping distance and minimum sight distances are to conform to Austroads Guidelines.
- iv) Intersections with existing main and local roads are required to conform to Austroads Guidelines.
- v) Staggered T-intersections proposed for rural cross-intersections should preferably be of the "right to left" type. This arrangement eliminates traffic queuing on the major road, the need for additional pavement for right turn lanes and greater stagger length associated with "left to right" T-intersections.

d) Access Arrangements for Large Lot Residential Areas

- i) Applications for subdivision in Large Lot Residential areas shall include details of:
 - access arrangements to the proposed lots from a public road; and
 - required public road upgrading works.
- ii) Subdivision of properties in the Korora Large Lot Residential area will be conditional upon the developer upgrading all public roads leading to the property to the following minimum standards:
 - minimum 4.5 metre wide sealed road pavement with 0.5 metre wide gravel shoulders (on sloping land - 0 to 10% bitumen seal, 10 to 20% asphalt, greater than 20% reinforced concrete);

Note: extra widening and/or passing bays may be required at some locations.
 - minimum one metre wide grass verge suitable for safe pedestrian usage;
 - a turning area for garbage trucks;
 - drainage measures such as stabilised table drains and piped drainage;
 - any internal private driveways are to be designed to Council's standards appropriate for the level of service. In general this will require:
 - driveways with a grade up to 10% are to be bitumen sealed (two coats);
 - driveways with a grade of greater than 10% and less than 20% shall be of asphalt construction (hotmix);

- steeper driveways (greater than 20%) are to be of concrete construction (F72 steel reinforcement);
 - if the driveway serves up to four allotments it is to be a minimum three metres wide and have sign posted passing bays every 50 metres;
 - if the driveway serves more than four allotments it is to be a minimum 4.5 metres wide; and
 - appropriate drainage and erosion control measures are to be implemented both during construction and operation of any private driveway in accordance with Component D1 (Erosion and Sediment Control Requirements) of this Development Control Plan (DCP).
- located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees;
 - a minimum of six metres from any intersection of two roads; and
 - located to minimise noise and other amenity impacts to adjacent residential properties.

- ii) Vehicle access and entry points are to be integrated into the building design so as not to dominate the streetscape.
- iii) Provision is to be made for vehicles to enter and leave the site in a forward direction, where the site is:
 - steep;
 - fronts a busy road;
 - has three or more dwellings on it;
 - subject to high pedestrian use; or
 - where driveways are more than 30 metres in length.
- iv) Design of driveway crossings must be in accordance with Council's Standard Vehicle Entrance Designs. Works within the footpath and road reserve will be subject to an approval under relevant parts of the [Roads Act 1993](#).
- v) Commercial or Industrial driveway widths must comply with the relevant [Australian Standards](#).
- vi) Residential driveways are to comply with the following requirements:
 - a driveway, which serves a maximum of three dwellings, is to have a minimum paved width of three metres; and
 - a shared driveway, which serves three or more dwellings, is to have a minimum paved width of 4.5 metres at the street, continuing at this width to a depth of six metres (see Figure 1).

C2.2 VEHICULAR FOOTPATH CROSSINGS, DRIVEWAYS AND MANOEUVRING AREAS

C2.2.1 Objectives

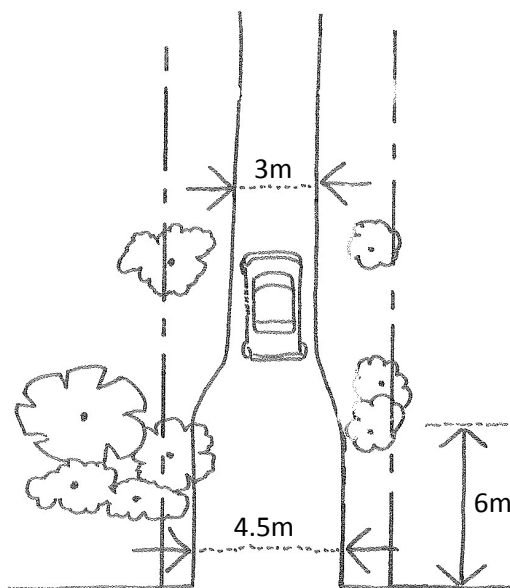
1. To minimise the impact of driveway crossovers on pedestrian safety and streetscape amenity.
2. Minimise stormwater runoff from uncovered driveways and parking areas.

C2.2.2 Controls

a) General

- i) Driveways should be:
 - provided from the lanes and secondary streets rather than the primary street, wherever practical;

FIGURE 1 - DRIVEWAYS (THREE OR MORE DWELLINGS)



Note: For minimum lot frontages and width of battle-axe handles also refer to the Design Requirements Component of this DCP – Component C1.

- vii) Car space dimensions must comply with [AS 2890.1](#) and [2890.2](#).
- viii) Driveway grades, vehicle circulation, vehicular ramp width/ grades and passing bays must be in accordance with [AS 2890.1](#). Driveways should have gradients less than 30%.
- ix) Vehicular ramps less than 20 metres long within developments and parking stations must have a maximum grade of 1 in 5 (20%). Ramp widths must be in accordance with [AS 2890.1](#).
- x) Long driveways may require ‘passing points’ (particularly when adjacent to busy roads).
- xi) Turning areas are to be designed to allow the 85% Design Car Turning Path template.
- xii) Adequate space must be provided within any new development for the loading and unloading of service/delivery vehicles.
- xiii) All service doors and loading docks must be screened from street frontages.

b) Design of Vehicle Access

- i) Wherever practicable, vehicle access is to be a single lane crossing with a maximum width of 2.7 metres over the footpath, and perpendicular to the kerb alignment. In exceptional circumstances, a double lane crossing with a maximum width of 5.4 metres may be permitted for safety reasons.
- ii) Vehicle access ramps parallel to the street frontage will not be permitted.
- iii) Doors to vehicle access points are to be roller shutters or tilting doors fitted behind the building facade.
- iv) Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.

c) Fire Service and Emergency Vehicle Access

- i) For developments where a fire brigade vehicle is required to enter the site, vehicular access, egress and manoeuvring must be provided to, from and on the site in accordance with the NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements.
- ii) Generally, if a Fire Brigade vehicle must enter a site to access a hydrant, provision must be made for NSW Fire Brigade vehicles to enter and leave the site in a forward direction.

d) Porte Cocheres

- i) Porte cocheres may only be permitted in certain circumstances for hotels, major tourist venues, aged care developments, medical centres and the like subject to urban design, streetscape, heritage and pedestrian amenity considerations.

- ii) If justified, porte cocheres should preferably be internal to the building with one combined vehicle entry and exit point, or one entry and exit point on two different street frontages of the development.
- iii) In exceptional circumstances for buildings with one street frontage only, an indented porte cochere with separate entry and exit points across the footpath may be permitted, as long as:
 - it is constructed entirely at the footpath level;
 - provides active street frontage uses in addition to any hotel entry or lobby at its perimeter;
 - is of high quality design and finish; and
 - provides for safe and clear pedestrian movement along the street.

- ii) The accessible car parking spaces are to be located as close as possible to the main pedestrian entrance and should have regard to the use and function of the building.
- iii) Car parking areas shall be clearly marked and signposted shall be constructed to an all weather standard and be graded and drained to Council's stormwater system.
- iv) On-site parking design must meet the relevant [Australian Standards](#) (AS 2890.1 and 2890.2 2004).
- v) The minimum vertical clearance for parking areas is 2.3 metres.
- vi) Car parking areas are to be incorporated into the building or provided at, or behind, the front setback of the building (some exceptions exist – see Component B2).
- vii) Where more than one space is required for large dwellings, one parking space is allowed between the dwelling and the front boundary.
- viii) Stacked car parking is only permissible in conjunction with single dwelling houses and dual occupancies.
- ix) Visitor/overflow car parking is to be provided within the development site, and is to be freely accessible at all times. Visitor car parking is to be provided according with Table 2.
- x) Car parking rates are to be provided in accordance with the Table 3.

C2.3 ON-SITE PARKING

C2.3.1 Objectives

1. To facilitate an appropriate level of on-site parking provision to cater for a mix of development types.
2. To minimise the visual impact of on-site parking.
3. To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles).

C2.3.2 Controls

a) General

- i) Accessible car parking spaces are to be provided in accordance with the [Disability \(Access to Premises - Buildings\) Standards 2010](#).

TABLE 2 - VISITOR PARKING

Number of dwellings/ apartment/tourist development	Number of visitor/ overflow spaces required
1-4	0
5-9	1
10-14	2
15-19*	3
<i>* at a rate of one space per every five dwellings thereafter.</i>	

- xi) Bicycle parking is to be provided in accordance with Table 3, in secure and accessible locations, with all weather protection provided to at least 50% of spaces, where there are more than 10 spaces provided. Where no rates are specified, bicycle parking is to be provided at a rate of one space per 200 square metres of gross floor area, or a parking assessment study to be prepared.
- xii) Motorcycle parking is to be provided in accordance with Table 3.
- xiii) Where below ground level car parking is proposed, the Consent Authority may require the provision of a supporting geotechnical report prepared by an appropriately qualified professional as information to accompany a DA.
- xiv) Where below ground level car parking is proposed, information should be included with any relevant DA that addresses dewatering of the site and the disposal of contaminated/sediment laden water.
- xv) Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures:
 - integrated into the overall facade and landscape design of the development;
 - not located on the primary street façade; and
 - oriented away from windows of habitable rooms and private open space areas.
- xvi) If car parking is to be below ground level, all access points to the car park are to have a weir height at or above Council's mandated level of 1:100 Average Recurrence Interval (ARI) flood level plus 100mm.

TABLE 3 - OFF-STREET PARKING RATES

Use	Cars	Bicycles	Motorbikes
Commercial			
General office development	One space per 40m ² GFA for up to three storey development. If development exceeds three storeys it is to be accompanied by a Parking and Traffic Study	One space/200m ² GFA Per employee: One space/750m ² GFA for visitors	One space per 25 employees
Sex services premises	One space per 30m ² ;		
Educational establishments			
Schools and tertiary colleges	One space per full time staff member plus one pace per 10 year 12 students; or One space per 10 tertiary students plus adequate parking and turning area for auditoriums and sports grounds	One bicycle rack/five students above year four at schools	One motorbike space per 25 car spaces
Health Services Facilities			
Health consulting rooms / Medical Centres	One space per 40m ²	One space/200m ² GFA	One motorbike space per 25 car spaces
Hospital	One space per two beds	One space/200m ² GFA	One motorbike space per 25 car spaces
Veterinary Clinics and Veterinary Hospitals	One space per 40m ²	One space/200m ² GFA	
Community Services			
Child care centres	One space per staff member + the provision of a safe set-down and pick-up area of one space per 10 children, with a minimum of two spaces	One space/200m ² GFA	
Recreational and tourist facilities			
Recreation facilities			
Squash Courts	Three spaces per court	One space/200m ² GFA	
Tennis Courts	Three spaces per court		
Bowling alleys	Three spaces per alley		
Bowling greens	30 spaces for first green + 15 spaces for each additional green		
Gymnasiums	Regional Centres: One space per 33m ² GFA		
Tourist Facilities			
Hotel or Motel Accommodation	One space per unit + one space per two employees <i>If restaurant included then add the greater of: One space per 13.2m² GFA of restaurant/function room, or one space per six seats, + one space for managers residence (refer Note 3)</i>	One space/10 units	One motorbike space per 25 car spaces
Caravan Parks	One space per caravan and tent site + one visitor space per 10 long term sites and one per 20 short term sites One visitor space per 40 tent sites. A minimum of four visitor spaces must be provided in any caravan park	One space/10 sites	
Marinas	Subject to parking study	One space/10 sites	

Use	Cars	Bicycles	Motorbikes										
Retail													
Shops	One space per 25m ² GLFA	One space/750m ² for employees and one space/1000m ² for customers	One motorbike space per 25 car spaces										
Bulky goods salesrooms	One space per 50m ²	One space/200m ² GFA	One motorbike space per 25 car spaces										
Shopping Centres	<table border="1"> <thead> <tr> <th>GLFA (m²)</th> <th>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	One space/750m ² for employees and one space /1000m ² for customers	
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												
Service Stations and Neighbourhood Shops	<p>Requirements are additive: Six spaces per work bay (<i>Note: stack parking acceptable</i>) One space per 20m² GFA of neighbourhood shop</p> <p>If restaurant present, the greater of: One space per 6.6m² GFA, or one space per three seats</p>	One space/200m ² GFA	One motorbike space per 25 car spaces										
Refreshments													
Takeaway food and drink premises	<p>One space per 8.3m² GFA plus greater of; One space per five seats (internal and external); or One space per two seats (internal)</p> <p>Developments with on-site seating and drive through facilities: Greater of: One space per two seats (internal) or One space per three seats (internal and external) plus queuing area for five to 12 cars</p>	One space/200m ² GFA											
Restaurants / Cafes	<p>For new development sites: one space per 6.6m² GFA For change of use of existing premises: one space per 25m² GFA</p>	One space per 200m ² GFA											
Pubs	Subject to parking study	Subject to parking study											
Clubs	Subject to parking study	Subject to parking study											

Use	Cars	Bicycles	Motorbikes
Residential			
Dwellings, Dual Occupancies and Multi-Dwelling housing			
Dwellings / Dual occupancies	Small (<100m ² GFA) one space (behind front setback) Large (>100m ² GFA) two spaces (at least one space behind front setback) (see Note 3)	One space/dwelling	
Multi-dwelling Housing - each dwelling, zones R1, R2 & R3	Small (<100m ² GFA) one space Large (>100m ² GFA) two spaces (see Note 3)	One space/three dwellings and one space/12 dwellings	One motorbike space per 25 car spaces
Use			
Cars			
Bicycles			
Motorbikes			
Multi-dwelling Housing - each dwelling zone R4	One space per dwelling (see Note 3)	One space/10 dwellings	
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004			
Self Contained Dwellings	Public: one space per five units Private: requirements as per State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	One space/10 dwellings	
Hostels / Residential Care Facilities	Public or private: requirements as per State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	One space/10 dwellings	
Industry			
Factories/Warehouses	One space per 100m ² GFA	One space/200m ² GFA	
Vehicle Repair Stations	Six spaces per work bay (Note: stack parking acceptable)	One space/200m ² GFA	
Car Tyre Retail Outlets	Whichever is the greater of: One space per 33m ² GFA; or Three spaces per work bay (Note: stack parking acceptable)	One space/200m ² GFA	
Vehicle Body Repair Workshops	Six spaces per work bay (Note: stack parking acceptable)	One space/200m ² GFA	
Vehicle Sales or Hire Premises	One space per 135m ² site area of car display areas + six spaces per work bay (for vehicle servicing facilities) (Note: stack parking acceptable for vehicle servicing)	One space/200m ² GFA	
Marinas	If a survey of a similar existing development has not been undertaken, the following figures may service 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	One space/10 berths	

Use	Cars	Bicycles	Motorbikes
Road Transport Facilities			
Transport / Truck/ Container Depots	Subject to Parking Study (see Note 2.5 and 2.6)	Subject to Parking Study (see Note 2.5 and 2.6)	
Hotel / Motel Accommodation (Truck stops)	One truck parking space per motel unit + one car space per two employees For restaurants facilities, the greater of: One space per 6.6m ² GFA; or One space per three seats	One space/10 units	
Other			
Places of Public Worship	Subject to Parking Study (see Note 2.5 and 2.6)	Subject to Parking Study (see Note 2.5 and 2.6)	
Other developments not specified	Subject to Parking Study (see Note 2.5 and 2.6)	Subject to Parking Study (see Note 2.5 and 2.6)	

Note 1:

GFA = Gross Floor Area – see LEP 2013 for definition.

GLFA = Gross Lease-able Floor Area – 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.

Note 2:

1. Unless otherwise specified in Table 3 above, off site car parking rates will be subject to a parking study.
2. Depending on land use type, parking for delivery/service vehicles, courier vehicles, bicycles, buses, taxis shall also be provided.
3. For mixed use developments the number of car parking spaces shall be calculated on the basis of each separate use e.g. shops with housing above would be calculated on the basis of the number of dwellings and GFA.
4. Calculations shall be rounded up to the nearest whole number e.g. if the calculation determines that 2.3 spaces are required then three spaces would be required.
5. 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 RMS Guide to Traffic Generating Developments.
6. Where developments are subject to a parking study, it must be prepared by a suitably qualified professional.

Note 3:

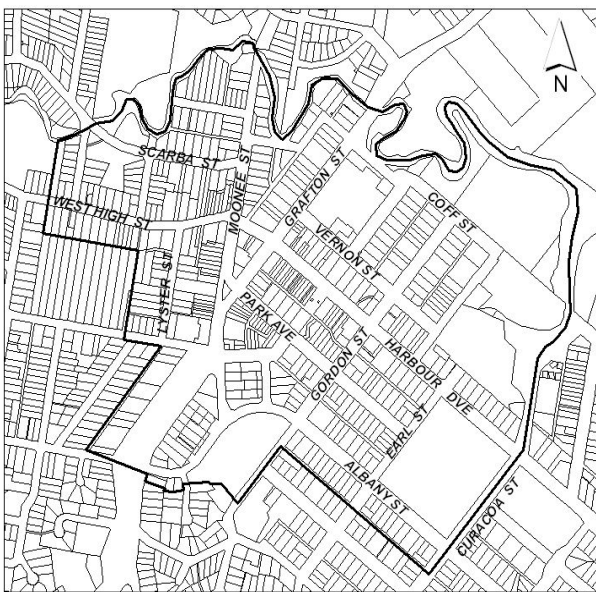
Refer to Table 2 above for requirements for visitor car parking for residential developments.

b) Contributions in Lieu of the Provision of Parking

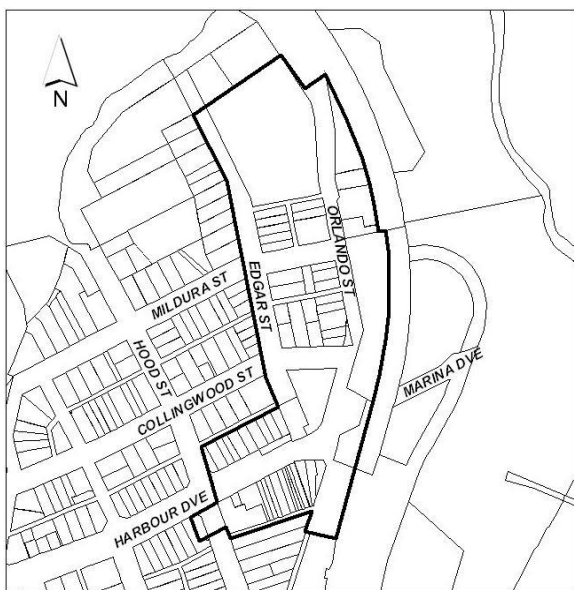
- i) Where it is not possible to provide off street parking on the development site, the Consent Authority may accept contributions in lieu from developers for car parking in the business areas of Coffs Harbour, the Jetty area and Woolgoolga (see maps below).

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

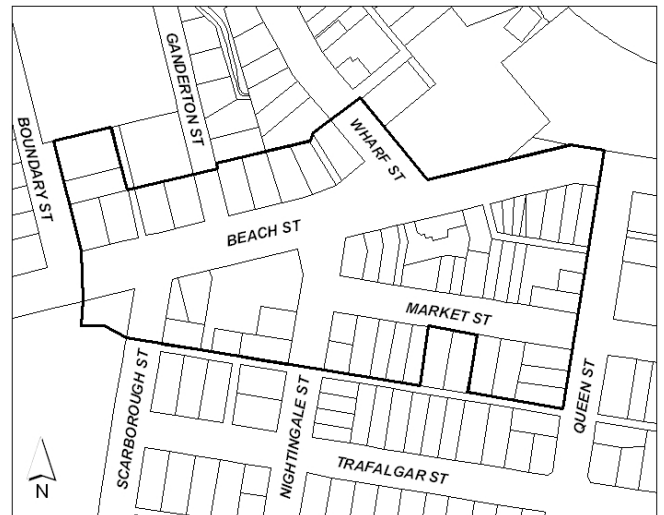
COFFS HARBOUR BUSINESS AREA



JETTY AREA



WOOLGOOLGA BUSINESS AREA



c) Parking at or Above Ground Level

- i) Above ground parking is not to be located on the primary street frontage where active street frontages are required under this DCP.
- ii) Above ground parking structures are to be artistically and imaginatively screened from view from the public domain as indicated in Figure 2 (refer to Figures 3 and 4 for examples).

FIGURE 2 - ABOVE GROUND PARKING IN PROFILE

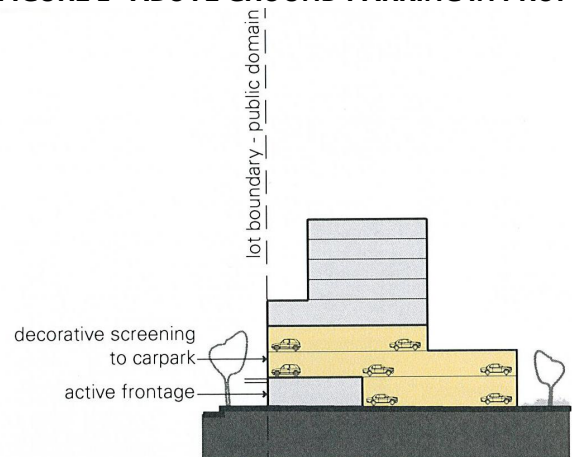


FIGURE 3 - EXAMPLES OF ABOVE GROUND PARKING OBSCURED FROM VIEW BY ARTWORK AND/OR SCREENING



FIGURE 4 - EXAMPLE OF ABOVE GROUND PARKING SCREENED FROM PUBLIC DOMAIN



- iii) Above ground parking structures in the Coffs Harbour City Centre area (see Component E3) are to comply with rear setbacks where relevant.
- iv) Car parking above ground level is to have a minimum floor to ceiling height of 2.7 metres so it can be adapted to another use in the future.

- v) The impact of any at-grade or above ground parking is to be minimised by:
 - locating parking on the side or rear of the lot away from the street frontage;
 - provision of fencing or landscaping to screen the view of cars from adjacent streets and buildings;
 - allowing for safe and direct access to building entry points; and
 - incorporating car parking into the landscape design of the site (such as plantings between parking bays to improve views, selection of paving material and screening from communal and open space areas).

d) Car Parking Requirements for Redevelopment of Existing Buildings

- i) Car parking provision for total redevelopments shall comply with Table 3.
- ii) Where extensions to an existing lawful use are proposed parking is required to comply with the provisions of Table 3 for the area of the extension.
- iii) Where a change of use to an existing lawful use is proposed parking is required to comply with the provisions of Table 3 [e.g. an existing 500m² GFA warehouse (one car space @ 100m² GFA = 5) to 500m² GFA bulky goods salesroom (one car space @ 50m² GFA = 10). The five additional car spaces required due to the change of use are to be provided as part of the development]. Where applicable, a Section 94 parking contribution can be made.

- iv) Where parking has not been required by the Consent Authority for an existing lawful use but where such parking has been provided, the Consent Authority will require the retention of such parking as is currently provided up to but not exceeding the requirements of Table 3.
- v) Where only informal parking on site is currently provided and redevelopment is proposed, the existing development is deemed to have provided the parking required for that development. Those informal parking spaces are to be retained during any redevelopment and those spaces are to be formalised by way of appropriate construction and line-marking to the relevant [Australian Standard](#).

e) Car Parking Credits for Developments

- i) Where a developer contribution for car parking has previously been paid for a current approved use on a development site, new development will be entitled to car parking credits equivalent to the number of spaces for which developer contributions were received by the Consent Authority.
- ii) Where a car parking credit has previously been granted for land dedications or works on a public road in conjunction with development, a new development on the same site will be entitled to an equivalent number of car parking credits.

f) On-street Car Parking Implications for Vehicle Crossings

- i) Where new developments or redevelopments remove vehicle crossings and create additional on street car parking spaces such spaces are counted as credits for those developments.

- ii) Where new developments or redevelopments require additional vehicle crossings or wider crossings and result in the net loss of on street car parking spaces such loss of on street spaces, are counted as debits for those developments.

g) Minimising the Impact of On-grade Car Parking

- i) The impact of any on-grade car parking is to be minimised by:
 - locating parking on the side or rear of the lot away from the street frontage;
 - provision of fencing or landscaping to screen the view of cars from adjacent streets and buildings;
 - allowing for safe and direct access to building entry points; or
 - incorporating car parking into landscaping design of the site (such as plantings between parking bays to improve views, selection of paving material and screening from communal and open space areas).

h) Lockers and Shower Facilities for Cyclists

- i) For non-residential development providing employment for 40 persons or more, adequate lockers, change and shower facilities are to be provided for cyclists. Facilities should be conveniently located close to bike storage areas.

i) Public Transport Circulation

- i) Major commercial development, and subdivision proposals with internal roads and off street parking which are located along public transport routes, are to incorporate appropriate circulation and set down/pick up areas within the footprint of the development proposed.

- ii) Proponents of relevant development (see (i) above) are to involve, at the concept design stage, contracted bus companies and taxi operators that service that particular area.
- iii) Details are to accompany any relevant application (see (i) above) including appropriate internal circulation and manoeuvring paths.
- iv) Consideration to the safe and efficient movement of public transport through the development will be required through:
 - provision of appropriate road widths and circulation paths on roads likely to form part of a bus route within the development site;
 - provision of bus bays (see Figure 5) and taxi zones where appropriate; and
 - linking bus and taxi routes, bus stops and taxi zones to the pedestrian network.
- v) Relevant development (see (i) above) is to provide for:
 - road widths and bus bays are to be provided in the development design to meet the requirements; and
 - bus shelters on public roads will be provided through developer contributions where applicable.
- vi) Proponents of development and public transport operators are advised that all new transport infrastructure must comply with the [Disability Standards for Accessible Public Transport 2002](#).

C2.4 SERVICES

C2.4.1 Objective

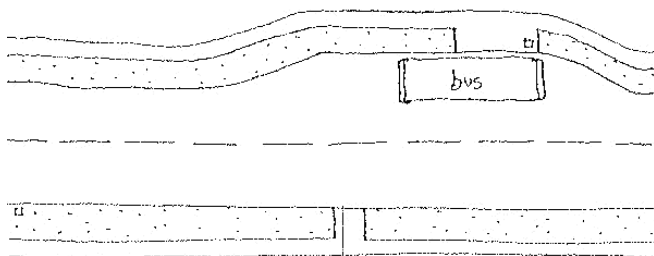
1. To facilitate an appropriate level of servicing to cater for development.

C2.4.2 Controls

a) Utility Services

- i) The provision of utility services and access for regular servicing and maintenance must be considered at the concept stage of site development.
- ii) Development must ensure that adequate provision has been made for all essential services including water, sewerage, electricity and telecommunications (including National Broadband Network) and stormwater drainage to the satisfaction of all relevant authorities.
- iii) The applicant must liaise with the relevant power authority with regard to the need for a conduit to be installed within the footway area for the future provision of an underground power supply and extension of the conduit up to the wall of the existing or proposed building.

FIGURE 5 - TYPICAL BUS BAY ARRANGEMENT ON ROADWAYS



- v) Relevant development (see (i) above) is to provide for:
 - the safe and efficient movement of buses and taxis through the development;
 - appropriate road widths on roads likely to form part of a bus route;
 - linking bus and taxi routes, bus stops and taxi ranks to the pedestrian network;
 - bus and taxi turning areas, bus and taxi zone shelters;

- iv) The development must ensure that ready connection of the building(s) can be made in future when underground power is installed and the overhead line connection is replaced with a connection to the underground line.
- v) The applicant must liaise with the power authority with regard to the retention, relocation, or removal of any existing power pole.
- vi) The applicant is to consider bundling for existing power lines when redeveloping a site.

Note: *When building in the vicinity of sewerage mains, Council's [Sewerage Mains – Building in the Vicinity of](#) Policy will apply.*

b) Water Meters

- i) A separate water meter is to be provided for each dwelling/unit and is to be readily accessible to Council's meter reader.

c) Water and Sewerage Services

- i) Where Torrens Title subdivision is proposed, separate water and sewerage connection from Council's mains is to be provided for each lot where available under Council's [Water](#) and [Wastewater Servicing Plans](#).
- ii) Where water and sewerage connections are required, but are not available to a lot, the Consent Authority may require the extension of such mains to service that lot.