

TITLE: [EO-CM] Update of Development Control Plan A2 - Site Access and Parking Code

SUBMITTED BY: Planning and Infrastructure

Valid



Supporting Community Life

LINKAGE TO INTEGRATED PLANNING AND REPORTING FRAMEWORK:

2	Supporting Community Life
2.4	An integrated transport system that services local and regional needs
2.4.3	Ensure local streets, footpaths and cycleways are provided, interconnected and maintained

SUMMARY OF REPORT:

The current version of Development Control Plan Section A2 - Site Access and Parking Code was adopted on 12 April 2007. The imminent Tweed Standard Instrument Local Environment Plan involves a change in standard land use terms and definitions. Once the new LEP is adopted the land uses in DCP Section A2 will no longer match.

A recent review has identified various issues and opportunities related to the existing Section A2. An update of this section of the Development Control Plan is needed to address these.

An update of the existing Development Control Plan Section A2 - Site Access and Parking Code is proposed which aims to:

1. Bring the document into line with the Standard Instrument LEP
2. Where reasonable, reduce the parking provision burden on development
3. Restructure the Section to match contemporary DCP format
4. Further support alternatives to private motor vehicle transport
5. Rectify various minor issues

The proposed revision of Development Control Plan Section A2 - Site Access and Parking Code brings the document into line with other Council plans, reduces parking provision barriers to development where justified and addresses various minor issues identified by Council officers. This report concludes that the proposed revised DCP Section is suitable for public exhibition.

The revised Section A2 is not to be adopted until the new Standard Instrument LEP is gazetted. Advice from Council's Planning and Regulation division indicates that the LEP is imminent and it is hoped that, post exhibition of the revised Section A2, the adoption of these two plans will coincide.

RECOMMENDATION:

That:

1. **The public exhibition of draft Tweed Development Control Plan, Section A2 – Site Access and Parking Code, be undertaken for a minimum period of 30 days, in accordance with section 74E of the Environmental Planning Assessment Act 1979.**
2. **At the conclusion of the public exhibition period a further report be submitted to Council.**

REPORT:

Background

The current version of Development Control Plan Section A2 - Site Access and Parking Code (hereafter referred to as 'Section A2') was adopted on 12 April 2007. The upcoming Tweed Standard Instrument Local Environment Plan involves a change in standard land use terms and definitions. Once the new LEP is adopted the land uses in Section A2 will no longer match the Tweed LEP.

The current Section A2 is structured in a format that does not match Council's more recently developed DCP Sections.

Since adoption, multiple Council Units have identified various minor issues relating to specific aspects of the current Section A2.

Issues

The issues identified with the current Section A2 include:

1. The land uses specified in Table 4.9 (now Table 2) will not match the new LEP.
2. A complicated text component makes the document difficult to read and understand.
3. The current format does not match contemporary DCP structure.
4. No flexibility is available for parking in Rural Villages where demand is reduced.
5. Ecologically sustainable development reductions are automatically awarded and therefore ineffective.
6. Certain parking rates are too conservative and not consistent with industry practice.
7. Certain bicycle parking rates are too conservative.
8. No class of bicycle storage is specified.
9. Document is silent on end-of-trip facilities for active transport.
10. The storage facility rate is not appropriate for multi storey 'park and trolley' type facilities.
11. There are some discrepancies between certain similar land use parking rates.
12. Confusion regarding existing use credits and how/where they are to be applied.
13. The inclusion of DA submission requirements is no longer needed due to the introduction of the Development Application Preparation Guide.
14. Locality specific customer parking concession area maps are of poor legibility.

Actions

The following actions have been incorporated into the revised Section A2 to address the abovementioned issues:

1. The land uses specified in Table 4.9 (now Table 2) will not match the new LEP.

The land uses in table 4.9 (now table 2), which specifies the numerical requirements for access and parking measures, will be incompatible once the new Tweed Standard Instrument LEP is gazetted.

The land uses in table 2 (formerly table 4.9) have been converted to the new LEP land use terms and definitions. Parent groups have been kept to the LEP format as much as

possible, however, some changes were necessary to ensure the revised Section A2 remains succinct and legible.

Where a new LEP land use did not have an equivalent in the previous Section A2, rates have been set based on appropriate comparable reference documents of state policies and neighbouring local government policies. Some land uses from the existing Section A2 that did not have an equivalent in the new LEP have been left in to avoid losing any capacity from the document. However, it is specified that the use of these rates will be at Council's discretion to ensure that they are only applied where appropriate.

Action 1: The land uses in table 2 (formerly table 4.9) have been converted to the new Standard Instrument LEP land use terms and definitions.

2. A complicated text component makes the document difficult to read and understand.

The Planning Reforms Section has assisted in reviewing the text component of the Section. The text component of the Section has been simplified to improve the readability of the document. Unnecessary portions and repeated clauses have been deleted.

Action 2: The text component of Section A2 has been simplified to increase the readability of the document.

3. The current format does not match contemporary DCP structure.

Action 2 also involved a restructure of the document to bring it into line with the contemporary DCP format.

Action 3: The text component of Section A2 has been restructured to match contemporary DCP format.

4. No flexibility is available for parking in Rural Villages where demand is reduced.

Reportedly, customer parking requirements have been unnecessarily prohibitive to development in rural villages where ample on street car parking exists. To rectify this, the rural villages of Uki, Burringbar, Mooball, Tyalgum, Chillingham, Stokers Siding and Kunghur have been included in the areas entitled to locality specific customer parking concessions (see section A2.2.3 and Table 1). A 50% reduction in the required customer parking provision was deemed appropriate.

The village of Tumbulgum has been left out of this group due to known existing shortages of on and off street parking.

Action 4: Commercial or Health related development in the rural villages of Uki, Burringbar, Mooball, Tyalgum, Chillingham, Stokers Siding and Kunghur are now entitled to a 50% reduction in onsite customer car parking requirement.

5. Ecologically sustainable development reductions are automatically awarded and therefore ineffective.

In the current Section A2, a 20% reduction in parking requirements is awarded when a proposal adopts ecologically sustainable development and reduced car dependence principles. Applicants are required to demonstrate that the aims and objectives of the Section have been met before this reduction is awarded. This involves providing pedestrian, cycling and public transport infrastructure. Reportedly, this reduction is claimed, and

awarded, without demonstration of compliance with the aims and objectives of the Section and is therefore ineffective. In keeping with the intent of the ESD provisions, all carparking rates have been reduced by 20% to encourage reduced car dependency.

This simplifies the DA preparation and assessment process. Proposals are still required to comply with the aims and objectives of Section A2 and will therefore still be required to provide pedestrian, cyclist and public transport facilities.

Action 5: Ecologically sustainable development car parking reductions that have been ineffective have been removed. All car parking rates in table 2 (formerly table 4.9) have been reduced by 20% accordingly.

6. Certain parking rates are too conservative and not consistent with industry practice.

Rates that have been identified as conservative have been reviewed and compared with rates from state and neighbouring local government's policies. Where a discrepancy was found new rates have been proposed based on what was deemed to be industry best practice. For example, the current Section A2 specifies a rate for Hotels of 1 space per 3.5m² of licensed floor area. This was reported to be too conservative and an issue of contention in recent DA's. Recent applications have provided parking surveys to justify that a rate of 1 space per 10m² of licensed floor area is adequate. The rate has now been changed to 1 space per 10m² which was suggested by the Development Assessment Unit and is in line with Gold Coast City Council policy.

Action 6: Parking rates that have been identified as conservative have been brought into line with industry best practice.

7. Certain bicycle parking rates are too conservative.

Bicycle parking rates have been compared with industry rates. Where a discrepancy was found new rates have been proposed based on what was deemed to be industry best practice.

Action 7: Bicycle parking rates that have been identified as conservative have been brought into line with industry best practice.

8. No class of bicycle storage is specified.

The current Section A2 table 4.9 (now table 2) specifies the number of bicycle parking spaces required but does not specify the class of parking facility. There are 3 types of bicycle parking facility which are outlined in Table 1.1 of AS2890.3 Bicycle Parking Facilities.

**TABLE 1.1
CLASSIFICATION OF BICYCLE PARKING FACILITIES**

Class	Security level	Description
1	High	Fully enclosed individual lockers
2	Medium	Locked compounds with communal access using duplicate keys
3	Low	Facilities to which the bicycle frame and wheels can be locked*

The acceptable class of bicycle storage has been included with the numerical requirements in Table 2. This will support cycling through provision of better parking facilities.

Action 8: The acceptable class of bicycle storage is now specified in Table 2

9. Document is silent on end-of-trip facilities for active transport.

The current Section A2 does not mention provision of end of trip walking and cycling facilities such as change rooms, showers, lockers etc. Absence of these facilities is a major barrier to the adoption of active transport.

Action 9: The revised Section A2 specifies that any development requiring 5 or more employee bicycle parking spaces must provide appropriate consideration and provision of change rooms, showers and lockers.

This will ensure that larger developments will need to provide end-of-trip facilities on a case specific merits basis.

10. Storage facility rates are not appropriate for 'park and trolley' type facilities.

The current Section A2 specifies parking rates for 'Ranch' style storage facilities where all units are at ground level and have direct vehicle access.

I16	Mini storage units				as above		0.5/staff, min 2	Parking to be provided adjacent to each unit, aisle widths to be sufficient to accommodate parking plus through traffic
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This rate is not appropriate for storage facilities where not all units have direct vehicle access or may not be at ground level. These facilities may be described as 'Park and Trolley' type storage facilities.

Credible evidence is available from the Self Storage Industry body (Parking Study by Aurecon, July 2009) to justify the need for a separate land use specification and rate for Multi Storey 'Park and Trolley' type storage facilities.

D14	Storage Units - Multi storey or without direct vehicle access to each unit	Where parking is in a central location and units are accessed on foot		2 (3)	HRV		2	1/750m ² GLFA (max 10)
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Action 10: An additional land use and rate has been included to cater for multi storey or 'Park and Trolley' type storage facilities.

11. There are some discrepancies between certain similar land use parking rates.

Some confusion was reported by the Development Assessment Unit regarding the use of various similar land uses/rates. For example: General Store/Convenience Store/Shop and what rate to apply to Take Away Food Premises: Shop or Restaurant? These issues, for the most part, have been solved by the conversion to new Standard Instrument LEP land use terms. Where confusion may still exist, notes have been introduced to Table 2 or the LEP dictionary definitions have been referred to.

Action 11: Most similar land use discrepancies have been resolved by Action 1. Remaining potential points of confusion have been clarified using explanatory notes in table 2 or references to the Standard Instrument LEP Dictionary.

12. Confusion regarding existing use credits and how/where they are to be applied.

Some confusion was reported by the Development Assessment Unit on how and where to apply existing use credits (see existing section A2.4.1). Existing use credits are now

referred to as 'site credits' and a revised description of existing use credits has been included to clarify where and how site credits are applied (see proposed Section A2.2.2).

To ease the parking provision burden, development in CBD areas will now have the option to base their site credits on either the existing approval or the current Section A2 parking generation rates.

Action 12: A revised description of site credits (formerly 'existing use credits') has been included to clarify how and where site credits are applied.

13. The inclusion of DA submission requirements is no longer needed due to the introduction of the DA guide.

The Planning and Regulation Division has released the Development Application Preparation Guide. This document specifies all the necessary information/documentation required to be submitted with a DA, including access and parking. Therefore, this information is no longer required to be specified in Section A2 (see existing Section A2.2.2). These requirements have been removed from the Section and reference to the Development Application Preparation Guide made. Appropriate updates will be made to the Development Application Preparation Guide to ensure no requirements are lost.

Action 13: DA submission requirements have been replaced by reference to the Development Application Preparation Guide.

14. Locality specific customer parking concession area maps are of poor legibility.

The current maps that specify where locality specific parking concessions apply (see Maps 1, 2 and 3 of existing Section A2) are not ideal and are not to the standard of more recent DCP figures. These maps have been updated to higher standard, colour maps. Map 1, Tweed Heads, has also had additional information added to clarify where DCP B2 Tweed Heads City Centre takes precedence over Section A2.

Action 14: Maps 1, 2 and 3 have been replaced with higher standard, colour maps.

OPTIONS:

1. Endorse the public exhibition of the draft DCP Section; or
2. Endorse the public exhibition of the draft DCP Section with further amendments; or
3. Defer public exhibition for a Councillor workshop.

Council officers recommend Option 1.

CONCLUSION:

The proposed revision of Development Control Plan Section A2 - Site Access and Parking Code:

1. Brings the document into line with the new LEP
2. Reduces the parking provision burden on development where appropriate
3. Restructures the DCP to match contemporary DCP format
4. Further supports alternatives to private motor vehicle transport
5. Rectifies various minor issues

The draft DCP is suitable for public exhibition.

COUNCIL IMPLICATIONS:

a. Policy:

Corporate Policy Not Applicable.

b. Budget/Long Term Financial Plan:

Not Applicable.

c. Legal:

The draft DCP is being prepared in accordance with all required statutory requirements under the *Environmental Planning and Assessment Act 1979*.

d. Communication/Engagement:

Consult-We will listen to you, consider your ideas and concerns and keep you informed.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Attachment 1: Draft Tweed Development Control Plan - Section A2 - Site Access and Parking Code. Version 2. (ECM 3280529).
