



City of Canterbury

City of Cultural Diversity

Development
Control
Plan No. 10

Business Showroom
Development Code

Effective from: 10 June 1987
Last Amended: 11 September 1992

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SHOWROOMS

DEVELOPMENT CONTROL PLAN NO. 10

The Plan shall apply to land zoned 3(d) Business (Showroom).

STRATEGY

To provide for attractive and functional large-scale showroom development that has minimum adverse effect on local residents and traffic flow along surrounding streets.

OBJECTIVES

1. To ensure that development is of a scale to be generally compatible with the existing residential area in the vicinity.
2. To minimise the number of access points to Canterbury Road and adjoining streets.
3. To provide for attractive landscaped areas that are apparent from adjoining streets and residential properties.
4. To provide satisfactory parking on sites to meet the future demands of customers, employees and management.
5. To provide for functional loading facilities to ensure that all deliveries and pick-ups are carried out on sites without interference to parking and pedestrian areas.

CONTROLS

MINIMUM FRONTAGE

Aim: The aim is to minimise the number of access points to Canterbury Road, ensure a minimum distance between crossings and provide adequate area for the parking and manoeuvring of vehicles.

Application:

- 30 metres – where the development site has side access or complies with the attached plan.
- 40 metres – in all other situations.

Council will not approve of a development for a showroom on a site which would isolate a site of lesser dimension than that required above.

SITE COVERAGE

Aims: To ensure that adequate area can be made available on each site for access, parking and landscaping.

Application: The minimum front building line shall be 10 metres. This line may be varied but may not be less than 5 metres where the setback is to be totally landscaped and parking and loading facilities are not provided in this area.

Where the proposed development is adjacent to residentially zoned areas the provisions of Council's Development Control Plan for the Design of Non-Residential Buildings Within or Adjacent to Residentially Zoned Areas shall apply.



Where a site has frontage to two or more roads it may be necessary to specify, as a condition of approval, further setbacks adequate to provide for suitable landscaping of these additional frontages.

Noise generation activities (eg. loading areas) should be located away from residential properties or satisfactorily designed or screened to minimise any noise problems.

(Inserted
10 September,
1992).

A minimum landscape buffer 6m (wide) is to be provided along the Weyland Street frontage on land bounded by Canterbury and Moxon Roads, Weyland Street and Bramhall Avenue. Orientation of development on these sites is to be toward Canterbury Road away from the residential properties in Weyland Street.

CONSOLIDATION OF ALLOTMENTS

Aims: To ensure that land is developed in an orderly and efficient manner.

To ensure that site access and landscaping requirements remain in compliance with this Code.

Application: Land bounded by Canterbury, Belmore Roads and Augusta Street, and by Campaspe Avenue, The Mall and Canterbury Road is to be consolidated and developed generally in accordance with the attached plan.

(Inserted
10 September
1992)

Land bounded by Canterbury, Moxon Road, Weyland Street and Bramhall Avenue is to be consolidated and developed generally in accordance with the attached plan.

Where a new development provides for the erection of a new showroom on two or more existing allotments, a condition of any approval will provide for the consolidation of such allotments into one allotment and under one title and registered with the Land Titles Office, prior to the release of building plans.

OFF STREET PARKING AND LOADING BAYS

Aim: To ensure that adequate parking and manoeuvring space is provided on-site for customers, employees' and delivery vehicles and to ensure that minimum disruption is caused to passing traffic by vehicles arriving at and departing from the site.

Application: Parking shall be provided at the rate of one space per 40m² of gross floor area in accordance with the provisions of Council's Parking Guidelines.

All loading and unloading of vehicles shall be conducted wholly within the property in a designated area and preferably within the building.

Each showroom development shall be provided with at least one loading bay suitably located for use for loading and unloading of goods.



No vehicles are to reverse onto or off the site and adequate provision is to be made for on-site turning of all types of vehicles in accordance with the provisions of Council's Parking Guidelines.

All development fronting a main road, unless access can be obtained from other than the above frontage, must provide separate ingress and egress driveways in accordance with the Traffic Authority Guidelines.

(Inserted
10 September,
1992)

All vehicle access to land bounded by Canterbury, Moxon Roads, Weyland Street and Bramhall Avenue is to be provided from Canterbury Road. Council may require shared entrance/exit driveways between properties and other traffic devices to minimise disruption to traffic flows on Canterbury Road.

LANDSCAPED AREAS

Aims: The purpose of the landscaping is to enhance the facade of the buildings, to improve the streetscape, to provide shade in the car parking areas, to break up large expanses of sealed car parking surfaces and to provide a screen between showroom development and any adjacent residential areas.

Application: The floor space shall be no more than 0.75:1 in Showroom 3(d) zones.

NOTE

The floor space ratio may not be achievable taking into account all the other requirements of this Code.

For the purpose of this clause "floor space" includes all wall thicknesses, ducts, vents, staircases and lift wells, but does not include:

- a) Any car parking space in the building provided to meet the standards required by the responsible authority or any internal access thereto;
- b) Space used for a loading dock; not exceeding 35m².
- c) Lift towers, cooling towers, machinery and plant rooms.

GENERAL

Each application will be dealt with on its merits and in some cases, the provision of some road widening to accommodate a bus bay or provision of median strips may be required.

Applicants should confer with Council Officers before preparing plans so as to be aware of any additional requirements.



DEVELOPMENT CONTROL PLAN 10

