

North Boambee Valley (East) Development Control Plan





Contents

Part 1	Introduction	1
1.1	Name of the Plan	1
1.2	Land to Which this DCP Applies	1
1.3	Date of Approval and Commencement of this Plan	1
1.4	Amendments	1
1.5	Objectives	1
1.6	What Applications Does the DCP Apply to?	1
1.7	Relationship to Other Plans and Documents	2
1.8	How to Use This DCP	2
Part 2	Planning Strategy	6
2.1	Master Plan	6
2.2	RTA Preferred Pacific Highway Bypass Route	6
2.1	Housing Strategy	6
2.1.1	Key Elements	6
2.1.2	Design Requirements	6
2.2	Traffic, Transport and Access Strategy	6
2.2.1	Key Elements	6
2.2.2	Design Requirements	6
2.3	Community Centre Strategy	11
2.3.1	Key Elements	11
2.3.2	Design Requirements	11
2.4	Business Strategy	11
2.4.1	Key Elements	11
2.4.2	Design Requirements	11
2.5	Open Space Strategy	11
2.5.1	Key Elements	11
2.5.2	Design Requirements	11
2.6	Natural Environment Strategy	12
2.6.1	Key Elements	12
2.6.2	Design Requirements	12
2.7	Infrastructure Strategy	14
2.7.1	Key Elements	14
2.7.2	Design Requirements	14
Part 3	General Controls for Development	18
3.1	Site Analysis	18



3.1.2	The Importance of a Site Analysis	18
3.1.3	Preparing a Site Analysis	18
3.2	Subdivision	19
3.2.1	Density	19
3.2.2	Orientation and Shape of Allotments	19
3.2.3	Subdivision Context Analysis	19
3.3	Dwelling Design	22
3.3.1	Siting of Buildings	22
3.3.2	Building Form and Height	22
3.3.3	Setbacks	22
3.3.4	Corner Lots	22
3.3.5	Zero Lot Line Setback	23
3.3.6	Site Coverage and Private Open Space	23
3.3.7	Landscaping	23
3.3.8	Garage Design	24
3.3.9	Vehicle access	24
3.3.10	Parking	25
3.3.11	Solar access	25
3.3.12	Privacy	25
3.3.13	Adaptable Housing	26
3.4	Visual Amenity	26
3.5	Slope	26
3.6	Potential Contaminated Land	27
3.7	Waste Management.	27
3.8	Aboriginal Cultural Significance	27
3.9	Proposed RTA Preferred Pacific Highway Bypass Route – Acoustics	27
3.10	Developer Contributions	27
3.11	Compatibility with Adjoining Land Uses	27



Table Index

Table 1	Design Characteristics of Roads	7
Table 2	Setbacks	22

Figure Index

Figure 1	Land to Which this DCP Applies	3
Figure 2	Master Plan - North Boambee Valley (East)	4
Figure 3	Target Densities	5
Figure 4	Design Characteristics of Roads	8
Figure 5	Street Hierarchy	9
Figure 6	Buses, Pedestrian and Cycleway Network	10
Figure 7	Open Space Network	15
Figure 8	Koala Habitat	16
Figure 9	Bushfire Vegetation	17
Figure 10	Site Analysis	19
Figure 11	Subdivision Site Analysis	20
Figure 12	Subdivision and Lot Orientation	21
Figure 13	Garage Design	24

Appendices

A	Urban Stormwater Management Plan
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Part 1 Introduction

1.1 Name of the Plan

This Plan shall be known as the *North Boambee Valley (East) Development Control Plan 2008*.

The North Boambee Valley Information Sheet is repealed and replaced by this plan.

1.2 Land to Which this DCP Applies

Under the Coffs Harbour City Local Environmental Plan 2000, this Development Control Plan (DCP) applies to land in North Boambee Valley, east of the proposed Pacific Highway Bypass route (as shown on Figure 1).

An area of land (part Lot 1 DP 883939 and part Lot 11 DP 1071628) is currently zoned 2A Residential Low Density, 5A Special Uses and 6C Private Recreation under the Coffs Harbour LEP 2000. This land is situated west of the RTA preferred Pacific Highway Bypass Route boundary and was included in the North Boambee Valley Information Sheet Master Plan. However, the RTA preferred Pacific Highway Bypass Route would impact on how this area can be developed. To gain a holistic and environmentally sustainable outcome of the area, this portion of land has been excluded from this DCP (as shown on Figure 1).

1.3 Date of Approval and Commencement of this Plan

This Plan shall commence and take effect from **[insert date]**

1.4 Amendments

No current amendments.

1.5 Objectives

The overall objective of this DCP is to achieve a balanced development control system that has sustainable environmental outcomes. The more specific objectives of this DCP are:

1. To provide strategies to encourage sustainable development that is environmentally responsible, and takes into account social and economic impacts.
2. To ensure that the area to which this DCP applies is planned in a comprehensive and integrated manner. This will provide a co-ordinated and flexible approach to the development process.
3. To provide details in regard to the urban form of the new residential area as a master plan.
4. To encourage the provision of a range of building types, which provide for increased housing choice, and encourage building design and other activities that contribute to a sustainable, liveable community.
5. To provide a layout of public spaces and streets as a basis for the acquisition as well as the creation of a high quality public domain in terms of design and amenity.
6. To respond to the New South Wales Government final alignment of the RTA Preferred Pacific Highway Bypass Route.
7. To respond to existing development and infrastructure in this urban area.

1.6 What Applications Does the DCP Apply to?

This DCP provides a master plan and associated design requirements for the assessment of all applications lodged for the purposes of obtaining development consent. The types of development for which approval may be sought will primarily relate to subdivision, dual occupancies, dwelling houses, educational establishments, residential care facilities and seniors housing.



1.7 Relationship to Other Plans and Documents

This DCP supplements other statutory controls applying to development within North Boambee Valley (East). This DCP is to be treated as a fundamental element in the development assessment process.

This DCP must be read in conjunction with:

- ▶ Coffs Harbour City Council LEP 2000;
- ▶ North Boambee Valley Contributions Plan – Stage 1 Release Area;
- ▶ Complying Development DCP;
- ▶ Low Density Housing DCP;
- ▶ Subdivision DCP;
- ▶ Off Street Car Parking DCP;
- ▶ Signs DCP;
- ▶ Waste Management DCP;
- ▶ Accessibility DCP;
- ▶ Current Council Information sheets;
- ▶ Austroads guidelines;
- ▶ Environmental Planning and Assessment Amendment (Building Sustainability Index: BASIX) Regulation 2004;
- ▶ State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004;
- ▶ State Environmental Planning Policy (SEPP) SEPP (Infrastructure);
- ▶ State Environmental Planning Policy (SEPP) 71 – coastal protection requires certain development proposals to prepare a master plan. Liaison with the Department of Planning is recommended to ascertain whether your proposal requires a master plan. Development proposals that strictly conform to this DCP may achieve a waiver to the requirement for a master plan.
- ▶ The Environmental Criteria for Road Traffic Noise (EPA 1999); and
- ▶ Any other relevant State Environmental Planning Policy.

1.8 How to Use This DCP

The DCP is divided into three parts:

1. Introduction: outlines the objectives and provides background information.
2. Planning Strategy: sets out the overall planning strategy for the area.
3. General Controls for Development: details the general controls for development in North Boambee Valley (East).

Applicants are to comply with the overall planning strategy and detailed planning controls unless it can be demonstrated that an alternative solution to all or any of the controls will meet the strategy objectives. To lodge a development application, applicants shall follow the step-by-step process shown in the procedures flow chart.

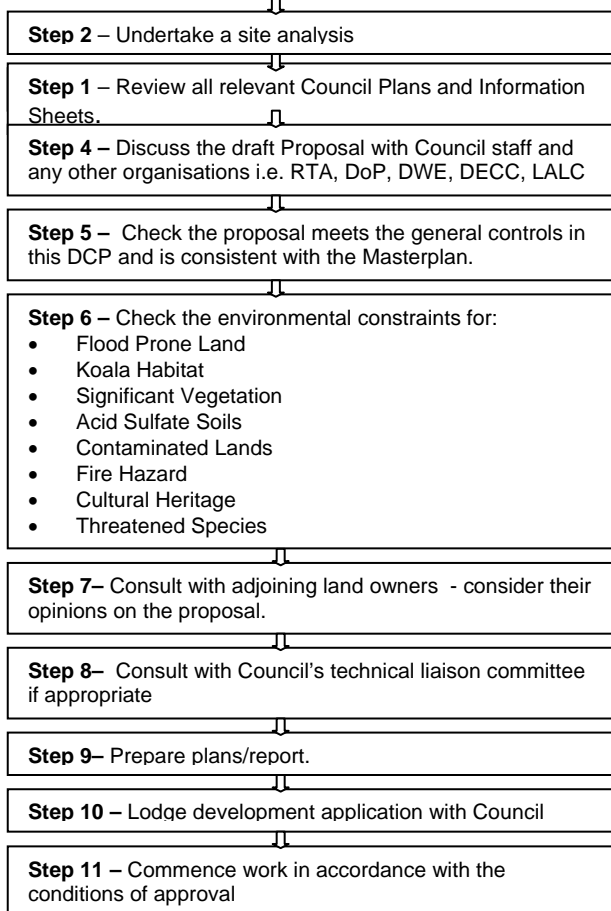




Figure 1 Land to Which this DCP Applies

LEGEND

- LAND TO WHICH THIS DCP APPLIES
-  RTA PACIFIC HIGHWAY PREFERRED BYPASS ROUTE
 -  LAND EXCLUDED FROM THIS DCP



LAND TO WHICH THIS DCP APPLIES

FIGURE 1

Figure 2 Master Plan - North Boambee Valley (East)

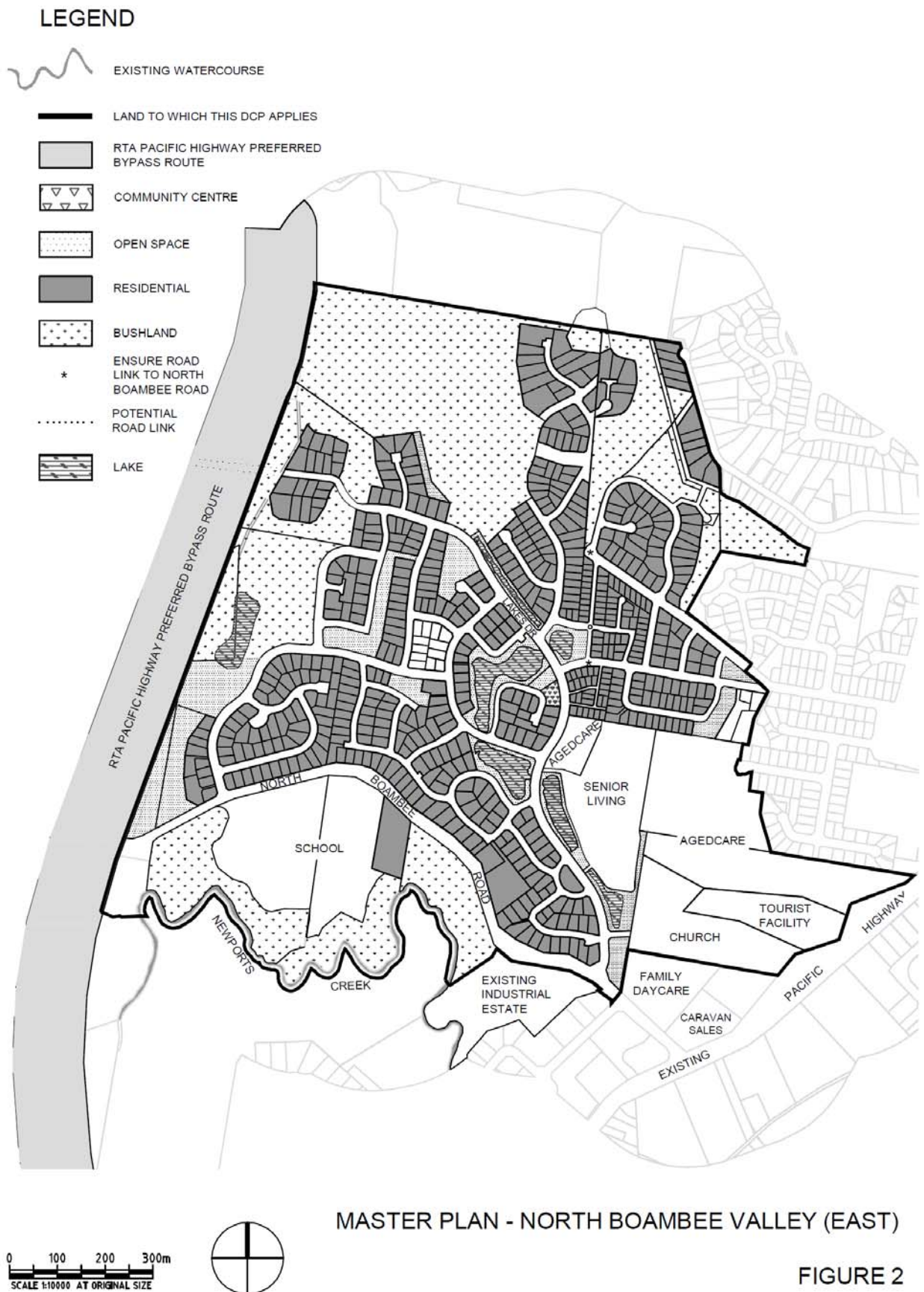


Figure 3 Target Densities

LEGEND

- LAND TO WHICH THIS DCP APPLIES
- NO TARGET DENSITIES SET AS SUBJECT TO APPROVED DEVELOPMENT APPLICATION OR LAND HAS ALREADY BEEN DEVELOPED
- PRECINCT



PRECINCT	TARGET No. OF LOTS
1	97
2	47
3	25
4	113
TOTAL	282

0 100 200 300m
SCALE 1:10000 AT ORIGINAL SIZE



TARGET DENSITIES

FIGURE 3

Part 2 Planning Strategy

2.1 Master Plan

The master plan has been prepared, in consultation with all stakeholders as a conceptual guide to future development of the site. It has regard to existing development consents, land form, environmental conditions of the site, surrounding local road network, and the relationship with adjoining residential areas (refer to Figure 2).

The strategies and general controls contained in this DCP are complementary and build upon the master plan. The key elements and design requirements specified for each strategy represent the outcomes that Council wishes to achieve.

2.2 RTA Preferred Pacific Highway Bypass Route

The Roads and Traffic Authority (RTA) have nominated an indicative road boundary, as the current preferred Pacific Highway Bypass Route for south Coffs Harbour (refer to Figure 1). This alignment impacts upon road layout and achievement of development blocks in North Boambee Valley (East). An indicative subdivision layout is provided based on the current proposed alignment. However, as the Pacific Highway assessment process progresses the indicative road boundary may change. Once the alignment is finalised the master plan will be reviewed to reflect any change.

2.1 Housing Strategy

2.1.1 Key Elements

- ▶ Ensure the future allotments are of a size and configuration to encourage the provision of accessible, diverse and affordable housing options, in recognition of any constraints that may exist on the land.
- ▶ To ensure that land use incorporates appropriate development and provides safe, convenient and effective neighbourhoods.

2.1.2 Design Requirements

- ▶ Development should reflect the master plan.
- ▶ The target dwelling yield as shown in Figure 3 is the minimum density to be achieved. Where applicants propose traditional detached housing lots, the lot yield must meet the target density.
- ▶ The maximum dwelling yield shall not exceed the target shown in Figure 3 by more than 15%.
- ▶ It is estimated that North Boambee Valley (East) will achieve an additional resident population in the order of 736 persons. This estimate is based on target dwelling densities as shown on Figure 3 and assumptions on household size.

2.2 Traffic, Transport and Access Strategy

2.2.1 Key Elements

- ▶ To provide a street network that is robust (allowing for flexibility for adaptation), links the site to the surrounding residential and employment areas, with a high degree of amenity, connectivity and permeability for pedestrians and cyclists.
- ▶ To ensure transport, access and services are appropriate to the density of development.

2.2.2 Design Requirements

Traffic

- ▶ Streets to be designed in accordance with the street hierarchy identified in Figure 5 and shall have regard to function. Carriageway widths for each type of street are to be, as specified in Table 1 and illustrated in Figure 4.

- ▮ The street network is to be designed to limit target street speeds to those specified in Table 1. This may be done by variation in width and alignment, pavement treatment, enhanced landscaping, speed and weight limits, reduced conflict points, safe crossing areas and limiting street leg length.
- ▮ Additional traffic calming measures are to be included on Lophostemon Drive and Halls Road to encourage a low speed traffic environment.

Table 1 Design Characteristics of Roads

	Road Reserve Width (m)	Carriageway Width (m)	Verge	Design Speed (km/h)
Distributor	22	13	4.5	60
Collector	20	9 (with indented bus bay) or 11	2 x 4.5 metre	50 maximum
Local Road	15 to 16	7 to 8	2 x 4 metre	40 maximum
Minor Road	13.5 to 15	5.5 to 7	2 x 4 metre	15 maximum

- ▮ Street lengths, intersections, radius of bends and speeds at slow points are to comply with the requirements of AustRoad Guide to Traffic Engineering Practice Part 1 to 15.
- ▮ In regard to roads that cross natural drainage channels, the construction of bridges with piered approaches is preferred to culverts in order to maintain stream corridor function and be fish friendly. Any works within, or alterations to, natural drainage systems will require the necessary approvals of the Department of Water and Energy and Department of Primary Industries (Fisheries).

Transport and Access

- ▮ Provision of adequate end-trip facilities for cyclists (such as secure bicycle storage).
- ▮ The cycle network (designed in accordance with Figure 6) is clearly identified on roads by line-markings and/or by signs beside the road in accordance with AustRoads Part 14.
- ▮ Design intersections and crossings along dedicated cycle routes that prioritise cyclists' safety and convenience.
- ▮ Provide a local feeder bus route through the area as indicated in Figure 6, in consultation with the bus service provider.
- ▮ Streets planned to accommodate bus routes on collector roads must have a minimum carriageway width of 9 metres with dedicated bus bays of 11 metres (refer to Figure 6).
- ▮ Enhance the amenity and safety of the bus interchange (refer to Figure 6) by providing shelter, seating, lighting and signage.
- ▮ The use of pedestrian crossing facilities such as footpath extensions at corners, pedestrian refuges and mid-block zebra crossings on raised thresholds shall be maximised to reduce the severance effects of roads and reduce the dominance of motor vehicles. These facilities need to be integrated with the general street design.
- ▮ Footpaths or shared paths are designed and constructed wherever possible and practical to be of appropriate width, longitudinal gradient, sight distance and kerb details to cater for the likely population and user types, in accordance with the Australian Standards.
- ▮ No development, including road construction or reconstruction, that may reduce safety and accessibility for cyclists or pedestrians will be permitted unless equal or better safe access for such users is provided by other improvements.

Figure 4 Design Characteristics of Roads

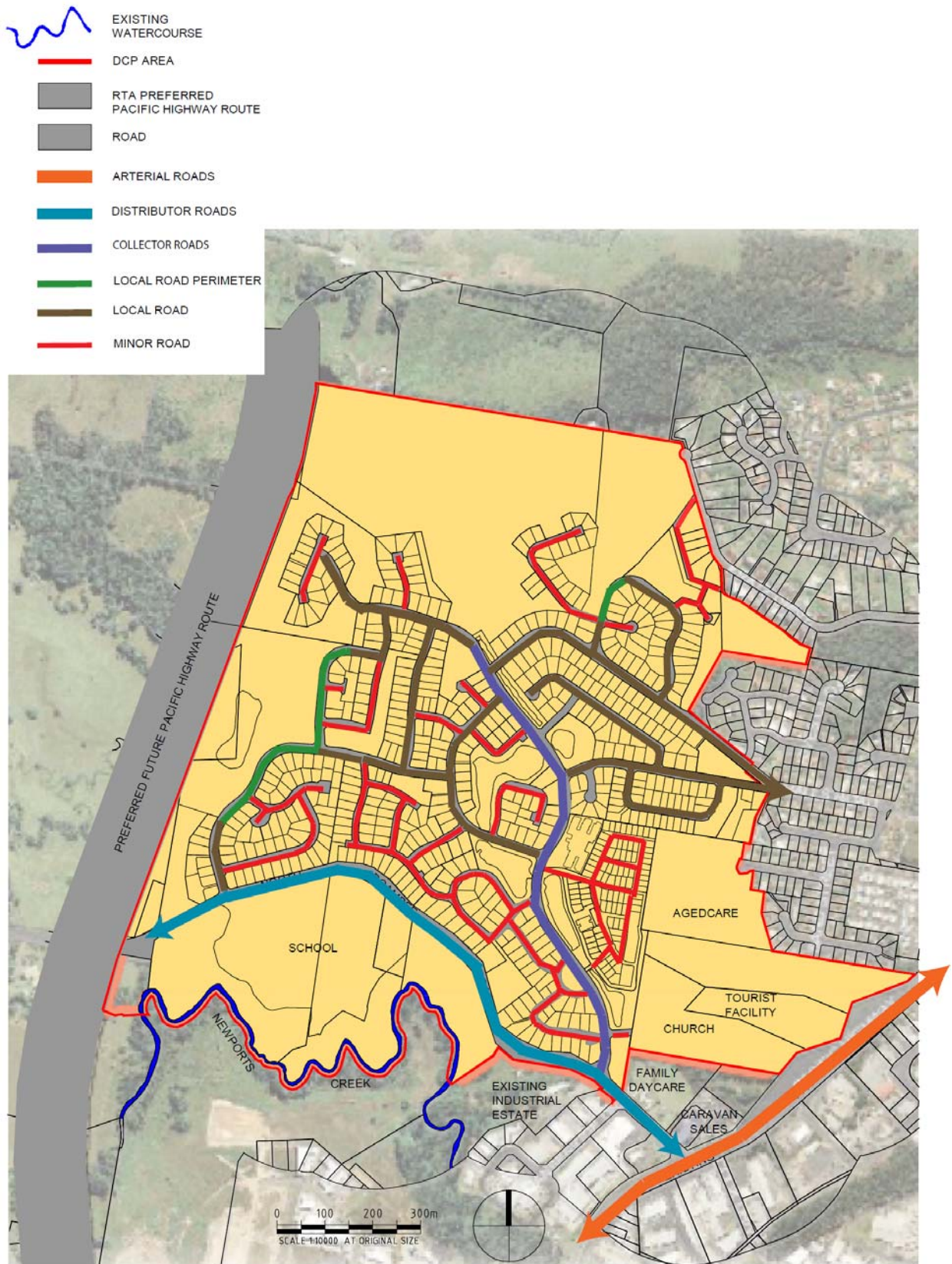


Figure 5 Street Hierarchy

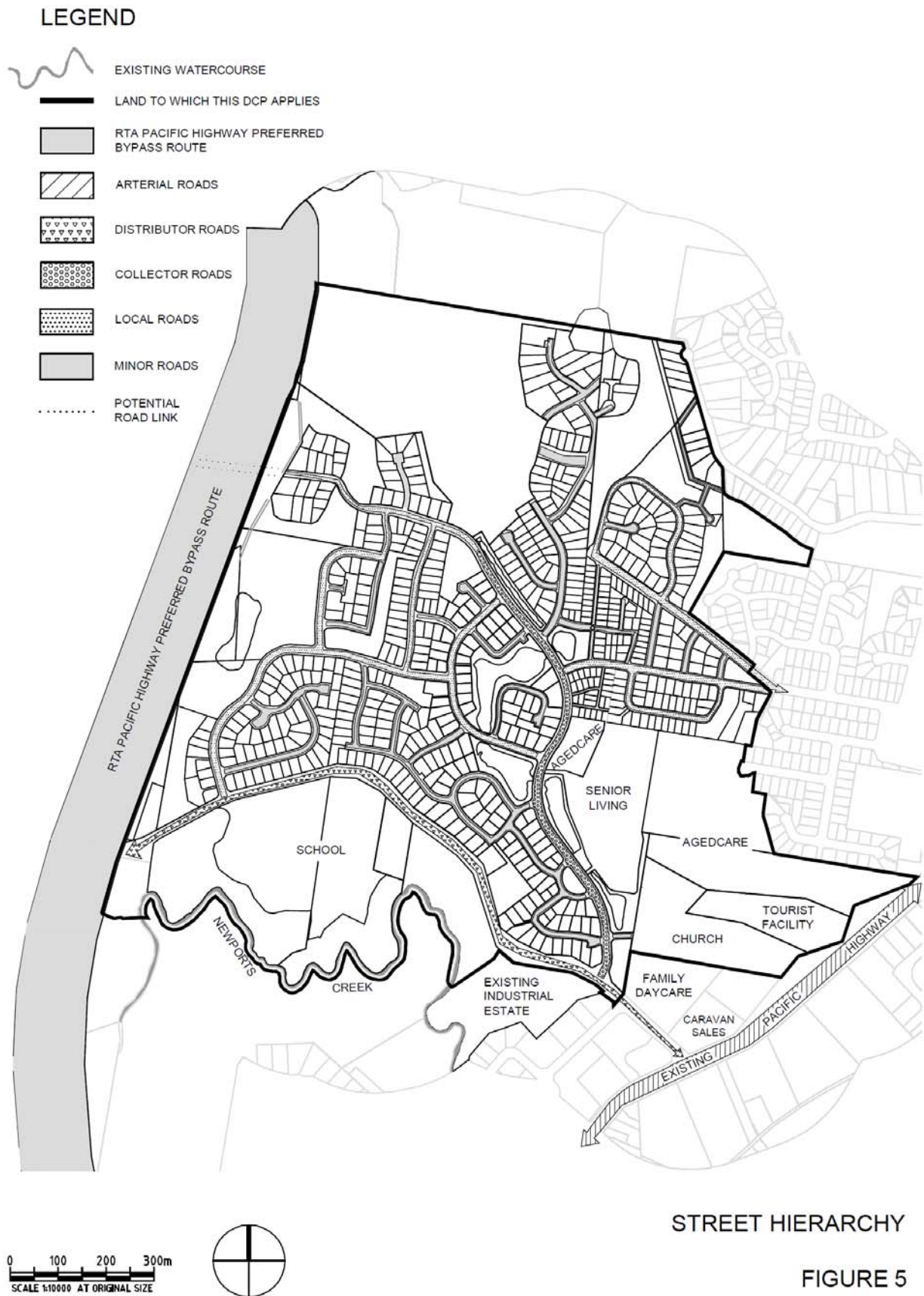







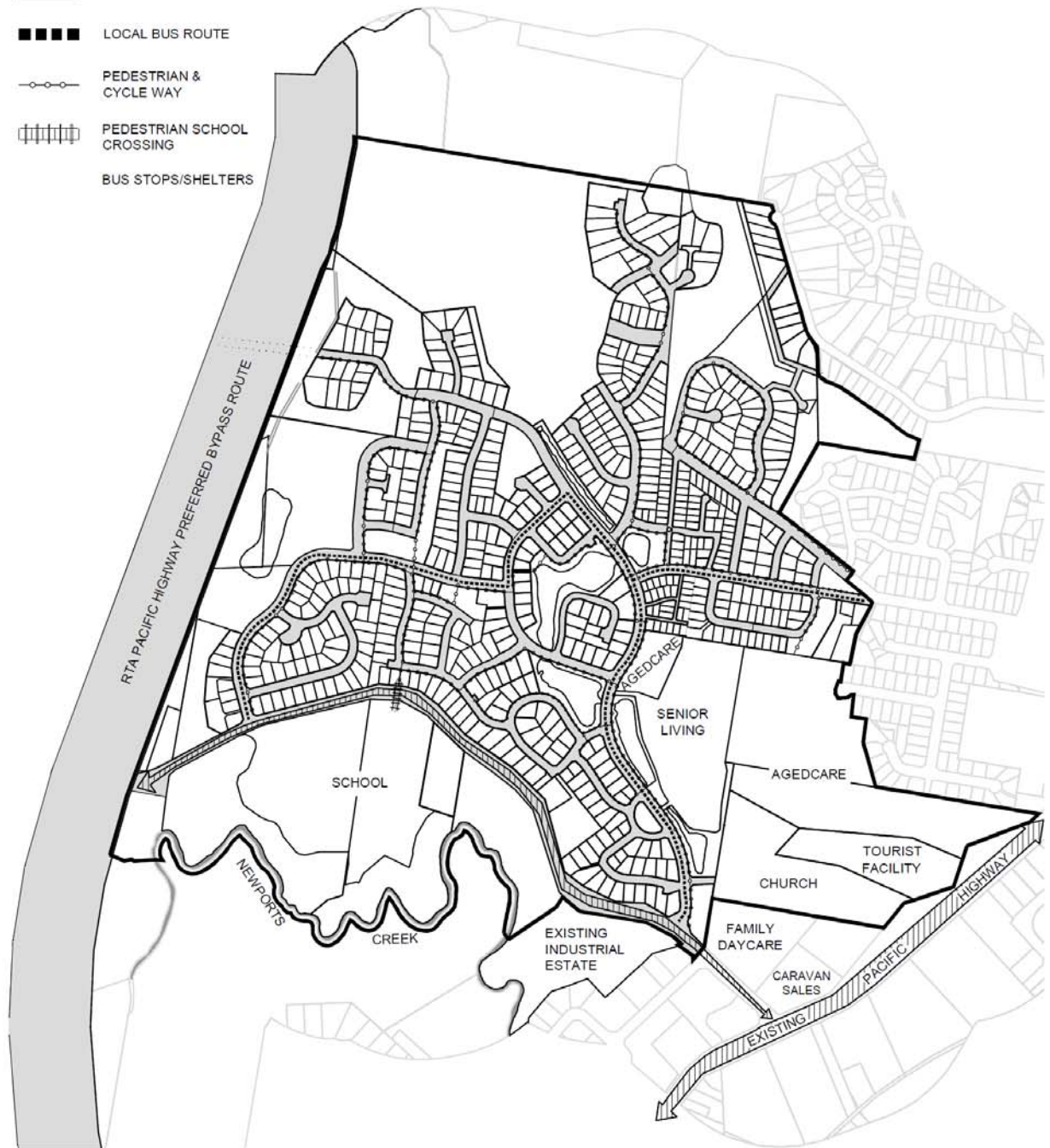


Figure 6 Buses, Pedestrian and Cycleway Network

LEGEND

-  LAND TO WHICH THIS DCP APPLIES
-  RTA PACIFIC HIGHWAY PREFERRED BYPASS ROUTE
-  CURRENT BUS ROUTE
-  LOCAL BUS ROUTE
-  PEDESTRIAN & CYCLE WAY
-  PEDESTRIAN SCHOOL CROSSING
-  BUS STOPS/SHELTERS



BUS, PEDESTRIAN & CYCLE WAY PLAN

FIGURE 6



2.3 Community Centre Strategy

2.3.1 Key Elements

- ▮ Provision of a community centre for social interaction and recreation, which meets the needs of a diverse and changing community.

2.3.2 Design Requirements

- ▮ Provide a community centre, which is accessible to residential areas and public transport and appropriate to the needs and demographics of the local population (refer to Figure 2). The design and construction of the community centre shall be carried out in consultation with and to the satisfaction of the Consent Authority.

2.4 Business Strategy

2.4.1 Key Elements

- ▮ To maintain and enhance connection between residential, community uses and the Halls Road Business Centre, which will, serves the daily shopping and service needs of the community.

2.4.2 Design Requirements

- ▮ Pedestrian and cycle links are to be provided to the Halls Road Business Centre.
- ▮ Reinforce the hierarchy of streets to give access to the Halls Road Business Centre.

2.5 Open Space Strategy

2.5.1 Key Elements

- ▮ To ensure an open space network is based on clear and accessible connections and promotes equality of access and opportunity.

2.5.2 Design Requirements

- ▮ Locate parks in response to the landform.
- ▮ Link parks to pedestrian paths and cycle ways.

- ▮ Proposed plans of subdivision are required to set aside the area of land for open space and links between open spaces as identified in Figure 7.
- ▮ Local parks are to be generally located within a reasonable walking distance of all residential uses and be generally 0.5 hectares or larger in area.
- ▮ Local parks should preferably incorporate stands of trees or environmental features to create a strong landscape character. They should also provide children's play areas, pavilions and kick around areas and include quality landscape design and implementation.
- ▮ Ensure water courses/ retention basins form an element of the open space network.
- ▮ Lighting within open space areas shall conform to current Australian Standards, including AS1158, AS1680 and AS2890 (as amended) and comply with Council's and Country Energy specified lighting guidelines as applicable.
- ▮ The quality of the play equipment, settings and surfaces of playgrounds are to comply with current safety standards (the Draft Australian / New Zealand Standard for play equipment and surfacing (DR 94007 - DR 94010)).
- ▮ Ensure that the provision of open spaces has the dual purpose of being strategically located to assist with stormwater management.
- ▮ Ensure that development, which surrounds open space, is orientated towards the park to offer casual surveillance.
- ▮ High quality landscaping is to be provided, which includes devices such as planting local indigenous tree species, landmark sculptural elements, pavement design and is consistent with WSUD principles.
- ▮ Landscape design shall be compatible with the flood risk, i.e. where fencing or dense planting is proposed it shall be in a location that is not on a flow path.



2.6 Natural Environment Strategy

2.6.1 Key Elements

- ▶ New dwellings to support environmentally sensitive design principles.
- ▶ Ensure development is consistent with Council's Vegetation Management Plans.
- ▶ Ensure development is consistent with the principles of ecologically sustainable development by conserving and enhancing the ecological integrity, biodiversity, wildlife corridors, aquatic habitats, water quality, and environmental significance of North Boambee Valley (East).
- ▶ Maintain the natural beauty of the area by retaining natural landforms, minimising land excavation and fill, and by minimising erosion and pollution that may impact on the landscape.

2.6.2 Design Requirements

Environmentally Sensitive Design

Material Selection

- ▶ Council encourages the use of low impact, environmentally sustainable building materials – timber should be reused or come from sustainable forestry practices.

Managing Climate Conditions

Achieve highly liveable dwellings compatible with the climate in the Coffs Harbour area by promoting design that is effective in managing climatic conditions and climate change. This includes the following.

- ▶ Ensure that development takes necessary measures to reduce energy consumption. Refer to Council Energy Efficiency Information Sheet for further information.
- ▶ Fireplaces and slow combustion stoves are not encouraged.
- ▶ Encourage natural management of climatic conditions in order to minimise use of heating/cooling systems.

- ▶ Optimise solar access to habitable rooms and private open spaces.
- ▶ Minimise overshadowing of neighbouring properties.
- ▶ Where suitable subgrade areas exist pervious pavements should be utilised.
- ▶ BASIX guidelines must be incorporated into development as appropriate.

Natural Environment

- ▶ Applications must be designed to maximise the restoration, retention and preservation of indigenous trees, shrubs and groundcovers, as well as natural features, including rock features and watercourses.
- ▶ In areas adjoining creekline corridors, buffer strips, and reserves, preference should be given to local species identified as food sources for native fauna.
- ▶ All development should incorporate soil conservation measures to minimise soil erosion during and following completion of development. Large-scale development should be staged so that soil disturbance at any one time is minimised. As part of any development application, details shall be included showing measures to be taken to ensure the control of erosion and sediment during construction and as a long-term control measure.
- ▶ Maintain existing wildlife corridors and provide habitat links between isolated areas through native species selection in new public domain planting.
- ▶ Implement habitat protection measures recommended, including measures to protect primary Koala browse trees, home range trees and where possible, other trees utilised by koalas in high activity areas.
- ▶ Within bushland areas, there should be retention and enhancement of fauna habitat (including retaining dead trees, fallen logs, leaf litter).
- ▶ Refer to draft Vegetation Conservation DCP.



- Refer to Koala Plan of Management and Koala Habitat Information Sheet (refer to Figure 8)

Water Quality and Management

- Plan for the use of recycled water throughout the development.
- Development is to incorporate WSUD following current best practice and to maintain surrounding and adjoining ecosystems in a natural healthy state.
- To protect the receiving lakes and waterway ecosystems (as shown in Figure 2) by treating urban stormwater runoff as required by Council's Stormwater Management Plan and WSUD policy.
- A stormwater concept plan is to be submitted with each building DA indicating how storm water will be managed and disposed of. The stormwater water quality systems are to be consistent with Council's Urban Stormwater Management Plan and WSUD policy.
- Integrate storm water detention basins and water quality detention basins as part of the landscape network (Refer to Figure 2- lakes/watercourses).
- Development applications for subdivision are to be accompanied by water quality modeling to assess the impact of development on water quality compared to water quality targets identified in Council's Urban Stormwater Management Plan (see appendix 1).

Flooding

- Development will be required to comply with Council's Floodplain Development and Management Policy.
- Each residential lot, above the 100-year flood level, must have a minimum site area of 400m² and at the building line a minimum width of 15m.
- Local perimeter roads should be above the above the 100-year flood level.

- Road layout and subdivision design shall consider flood evacuation issues for pedestrians and vehicles.
- Runoff from developments are to replicate, as far as practical, predevelopment flows.

Bushfire Protection

- Development will be required to comply with the Council's Bush Fire Hazard Information Sheet.
- Development on land, which is bushfire prone (refer to Figure 9), must address the provisions contained within Planning for Bushfire Protection: A Guide for Councils, Planners, Fire Authorities, Developers and Home Owners (NSW Rural Fire Service and Planning NSW 2001).
- Asset protection zones (APZs) including perimeter fire trails or roads must be designed into subdivisions to ensure bushfire protection to development. The width of an APZ will vary depending upon whether the asset is based up-slope or down-slope from the hazard, the steepness of the slope and the type of vegetation constituting the hazard. An APZ is to comprise two components: a fuel reduced Outer Protection Area (OPA) and a fuel reduced Inner Protection Area (IPA). Vegetation levels in these areas are to be managed to provide a fuel-reduced buffer between assets and a fire hazard.
- APZs including perimeter tracks shall be clearly indicated on the subdivision plan. Erosion control features and revegetation requirements shall also be indicated in the subdivision plan.
- The applicant is advised to consult the NSW Rural Fire Service for technical advice in relation to assessment of risk and bushfire protection of subdivisions, particularly if deemed to be an Integrated Development.
- Any proposed road layout shall address bushfire safety and in particular be designed to ensure safe evacuation and efficient bush fire fighting can take place.



- ▶ Development is to have a water supply for fire fighting purposes in accordance with the NSW Rural Fire Service's "Planning for Bushfire Protection 2006" (as amended).
- ▶ Infrastructure for transport, recreation, water cycle, power, communications and drainage (including stormwater structures) and APZs are all to be located outside areas set aside for conservation (that is, zoned Environment Protection – Conservation or Management) and are to minimise the need for tree removal. Ensure appropriate edge treatment for development adjacent to all Environment Protection zoned areas and habitat corridor, including fire trail access and bush fire hazard buffer strip and walkways.
- ▶ Details of the location of all sewer reticulation mains are to be supplied to Council for assessment of environmental and property considerations.
- ▶ Pipes and conduits through bushland areas and areas with significant vegetation cover are to be avoided. Where it cannot be avoided, pipes are to be laid by hand with the aid of small machinery, causing minimal disturbance to vegetation and exposed rock outcrops.
- ▶ Concurrence from the relevant electricity authority is required for all development applications where the property is affected by electricity easements.
- ▶ Minimise the impact of service corridors and service access covers by liaising with service authorities to determine renewal or amplification requirements and incorporating these works into programming prior to pavement renewal.
- ▶ Refer to Council's Water, Electricity and Sewerage Services Policies for further information.
- ▶ Telstra Corporation is the Primary Universal Service Provider for telecommunications infrastructure in Australia. Extensions to the Telstra network are planned in light of the size and pace of each stage of proposed developments and the proximity of existing Telstra network. Consideration and inclusion of easements or park and community grounds for location of remote electronic housings to service estate developments should be of a contiguous. Early notification of any proposed development will enable Telstra to deliver services with minimal disruption and enable coordination of trenching with other infrastructure. To provide early notification, planned property developments can be registered with Telstra via the www.telstrasmartcommunity.com website.

2.7 Infrastructure Strategy

2.7.1 Key Elements

- ▶ Ensure that the existing community is not burdened by the provision and/or maintenance of public utilities and facilities required as a result of future development.
- ▶ To provide a secure, potable water supply and to provide for collection, treatment and disposal of sewage generated by the development in a way that meets environmental, health and operational needs of the community.

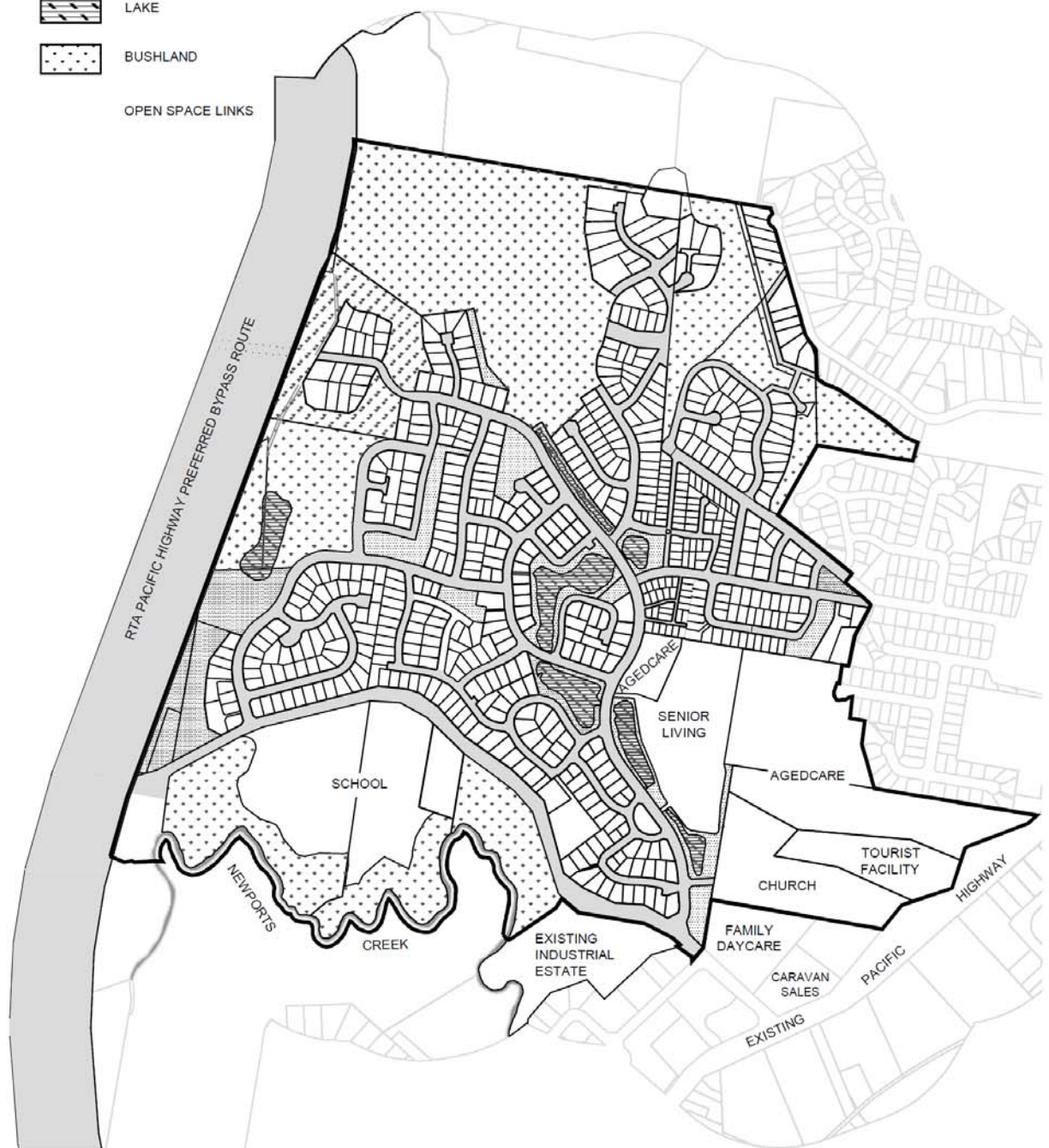
2.7.2 Design Requirements

- ▶ All services, including telecommunications and cable television, are to be provided underground.
- ▶ Council requires the provision of street tree planting within all verge areas and service authorities are expected to cooperate to ensure this is achieved.
- ▶ Utilities and services are to be supplied and constructed in accordance with the requirements of the relevant authority.

Figure 7 Open Space Network

LEGEND

- LAND TO WHICH THIS DCP APPLIES
- RTA PACIFIC HIGHWAY PREFERRED BYPASS ROUTE
 - OPEN SPACE
 - LAKE
 - BUSHLAND
- OPEN SPACE LINKS



0 100 200 300m
SCALE 1:10000 AT ORIGINAL SIZE







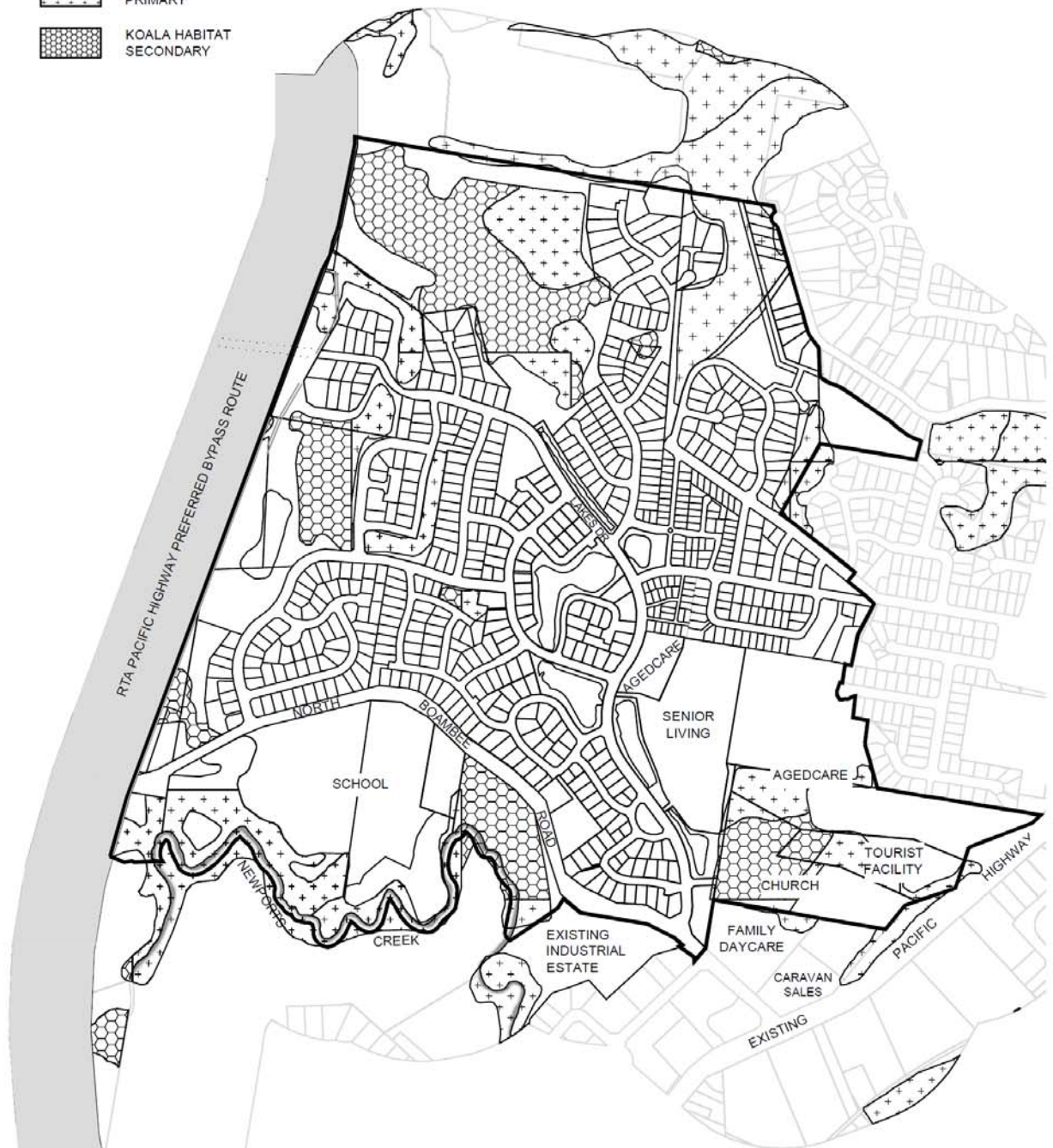
OPEN SPACE NETWORK

FIGURE 7

Figure 8 Koala Habitat

LEGEND

-  LAND TO WHICH THIS DCP APPLIES
-  RTA PACIFIC HIGHWAY PREFERRED BYPASS ROUTE
-  KOALA HABITAT PRIMARY
-  KOALA HABITAT SECONDARY



0 100 200 300m
SCALE 1:10000 AT ORIGINAL SIZE



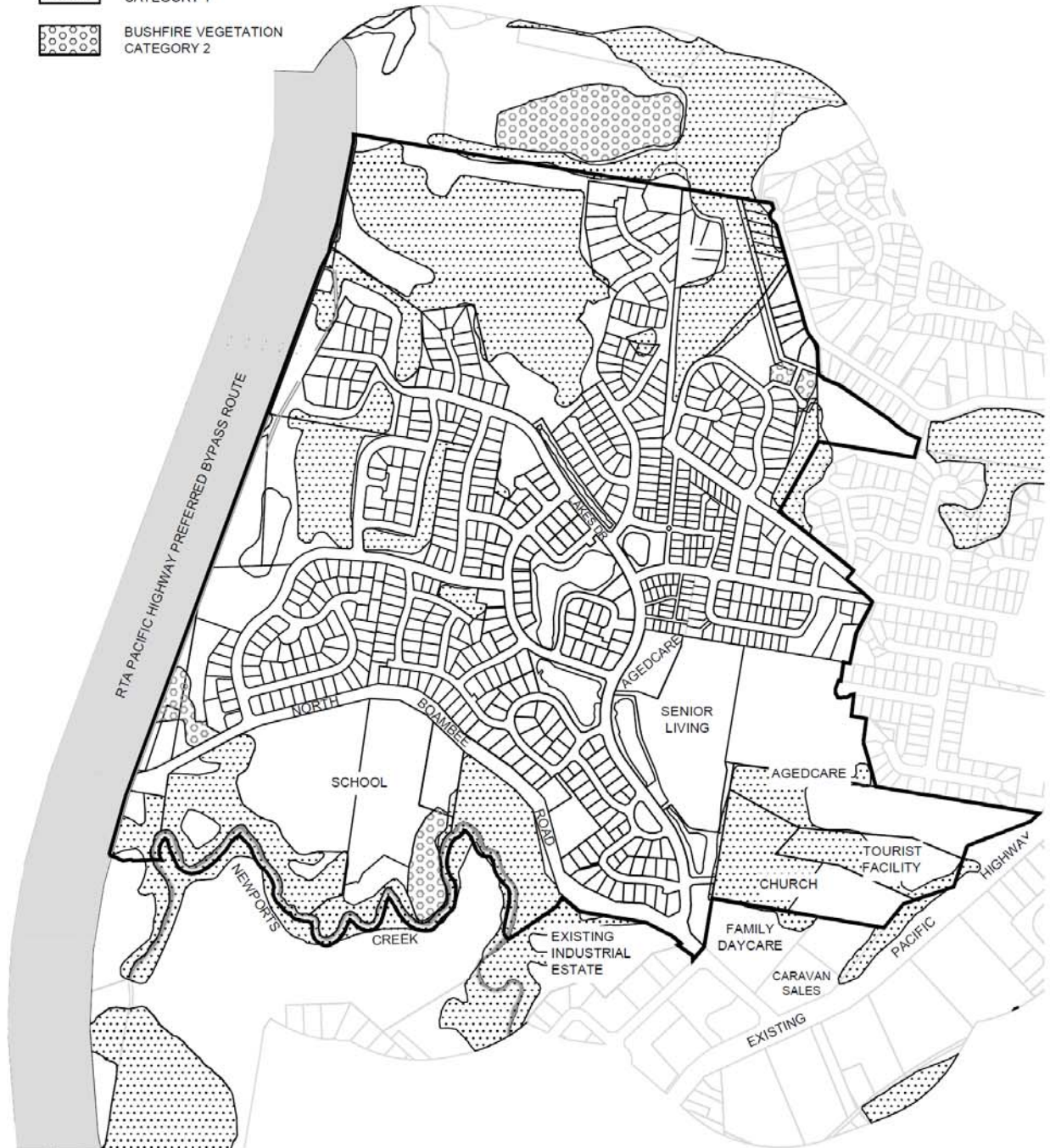
KOALA HABITAT

FIGURE 8

Figure 9 Bushfire Vegetation

LEGEND

-  LAND TO WHICH THIS DCP APPLIES
-  RTA PACIFIC HIGHWAY PREFERRED BYPASS ROUTE
-  BUSHFIRE VEGETATION CATEGORY 1
-  BUSHFIRE VEGETATION CATEGORY 2



0 100 200 300m
SCALE 1:10000 AT ORIGINAL SIZE



BUSHFIRE VEGETATION

FIGURE 9

Part 3 General Controls for Development

3.1 Site Analysis

3.1.2 The Importance of a Site Analysis

Site analysis is the starting point for preparing and delivering site specific, responsive and desirable design proposals of 'high quality'. Effective site analysis enables an understanding of each site and its context so that a proposed design responds to the individual characteristics of the site and its location.

3.1.3 Preparing a Site Analysis

Site analysis shall include plan (at scale 1:200) and section drawings and supporting written information of the existing features of the site, at the same scale as site and landscape plans. A written statement must explain how the design has responded to the site analysis. Information shall include any of the following issues, which are relevant to the site or the form of development (refer to Figure 10);

Property Details

- Site dimensions, site area, north point.
- Location of utility services, including electricity poles and cables, stormwater and sewerage drainage lines/pipes, kerb crossings and easements.
- Location of any infrastructure easements, rights of way or restrictions on title.

The Surrounds

- Form and character of adjacent and opposite buildings in the streetscape, including both sides of the street that the development fronts.
- Location and use of any existing buildings or built features on the site.
- Location and important characteristics of adjacent public, communal and private open space(s).

- Location, use, overall height (storeys/ metres) and important parapet/datum lines of adjacent buildings.
- Location and height of existing windows and balconies on adjacent properties that face the site.
- Location, height and characteristics of adjacent walls and fences.
- Significant noise sources on and in the vicinity of the site, particularly vehicular traffic.

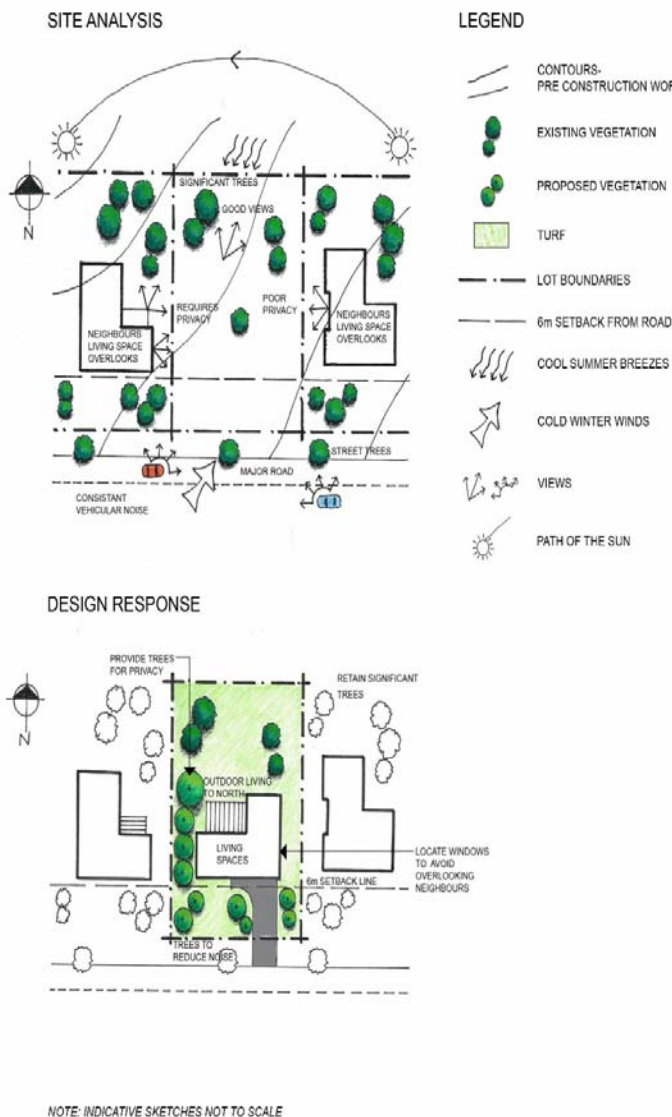
Landform and Vegetation

- Geotechnical characteristics of the site and suitability for development.
- Existing vegetation: including location and height, canopy spread and species.
- Topography: showing watercourses, riparian vegetation, rock outcrops, spot levels and contours (0.5 metre intervals) for the site, adjoining streets and land adjoining the site.
- Views to and from the site.
- Prevailing winds.
- Orientation and overshadowing of the site and adjoining properties by neighbouring structures and trees.
- Assessment of site contamination, if applicable.
- Assessment of site constraints resulting from heritage items, flooding, acid sulfate soils, bush fire or other environmental constraints.

Access

- Pedestrian and vehicular access points.
- Public roads, laneways, pathways, driveways, parking areas, loading bays on the site and within the vicinity of the site.
- Existing cycle facilities within the area.

Figure 10 Site Analysis



3.2 Subdivision

A subdivision layout gives the neighbourhood a strong and positive identity. Lot layout should respond to site characteristics, setting, landmarks, views and be integrated with the surrounding urban environment. Therefore, the lot size, orientation and dimensions need to take into account the following:

3.2.1 Density

- Development shall comply with density targets shown in Section 2.1.2.

3.2.2 Orientation and Shape of Allotments

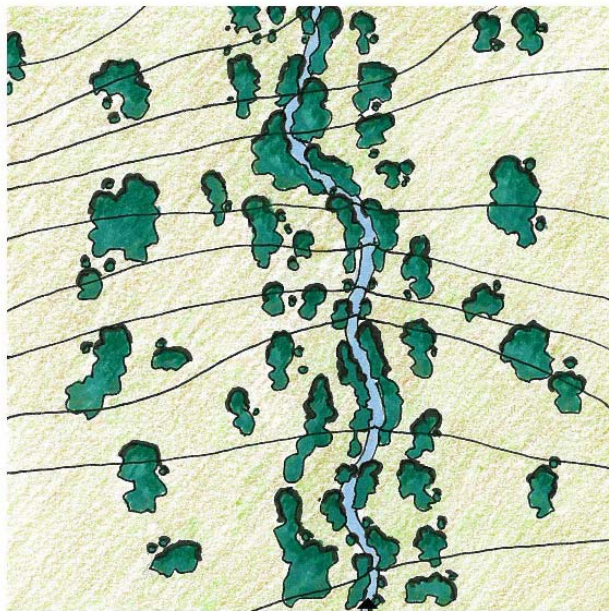
- Lots must have the appropriate area and dimensions for the siting of dwellings, canopy trees and other vegetation, private outdoor open space, rainwater tank/s, and vehicular access and on-site parking.
- Lots must be of sufficient size and orientation with the main living room(s) able to receive northern sunlight in winter.
- Lot orientation and configuration is to be generally consistent with the subdivision principles shown in Figure 12.
- The use of battle-axe lots is to be minimised.

3.2.3 Subdivision Context Analysis

- The size of the block must facilitate circulation on public streets.
- Site constraints (including vegetation, bushfire and flood prone land), which generally need to be ameliorated and/or removed by the design (refer to Figure 11).
- The slope of the land to minimise earthworks/retaining wall construction.
- Provide maximum connectivity for pedestrians, cyclists and vehicles to move through without obstruction, which takes advantage of the attractiveness of the proposed open space corridor, connecting to nearby employment centres and shops and positively contributing towards the creation and enhancement of the visual character.
- Where retirement, seniors living or other lifestyle developments are proposed, these must orient the majority of their development towards public streets, with good linkages to surrounding areas.
- Existing stormwater overland flow paths are to be integrated into lot layouts to minimise impact on adjoining lands. Piping of overland flow paths to be avoided.








Figure 11 Subdivision Site Analysis

SITE ANALYSIS



EXISTING CREEK

LEGEND

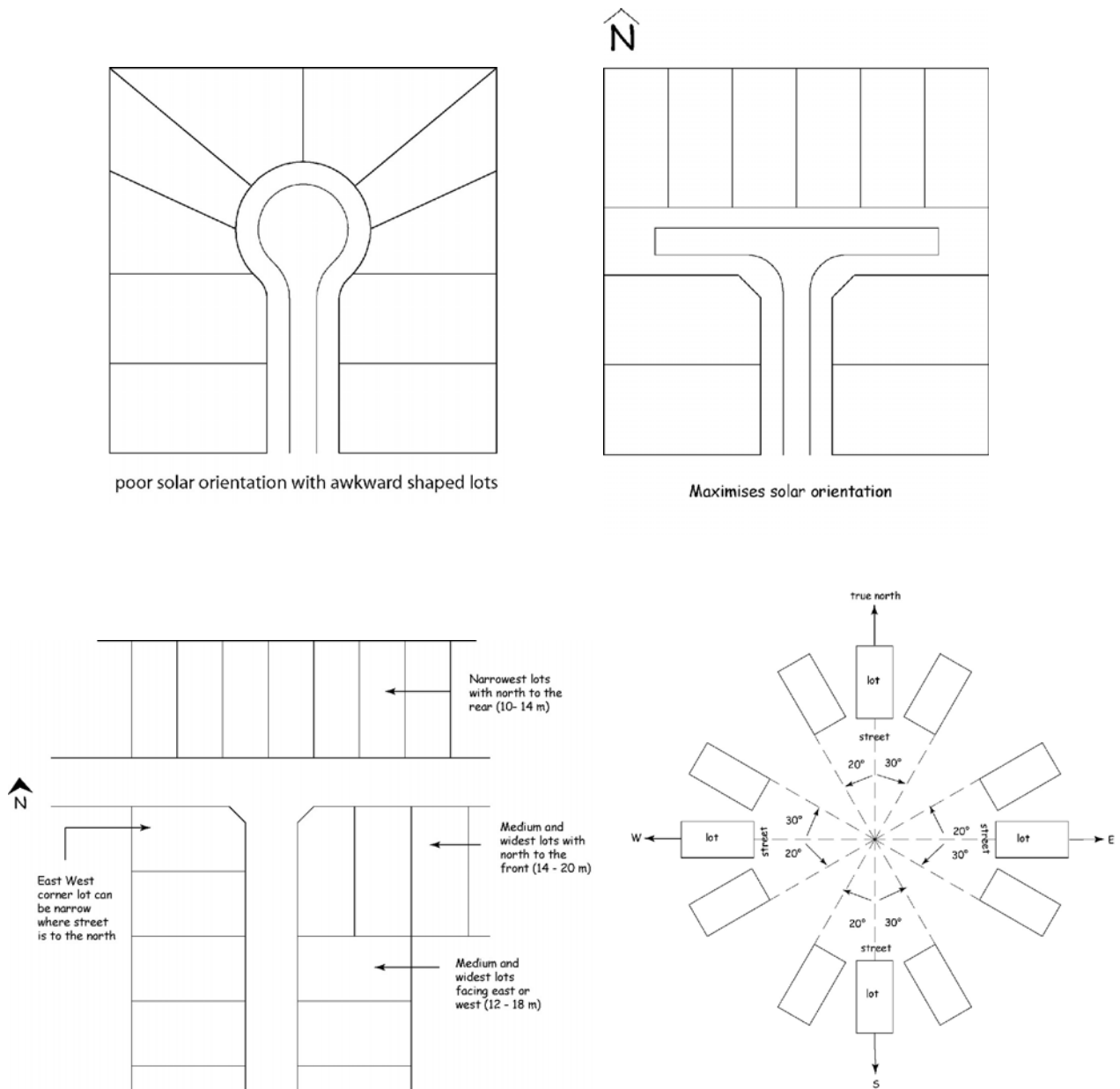
-  CONTOURS-
PRE CONSTRUCTION WORKS
-  EXISTING VEGETATION
-  SCATTERED CANOPY TREES
-  SHARED PEDESTRIAN AND
CYCLIST PATHWAY
-  TURF
-  REVEGETATION AND
REGENERATION
-  CORE RIPARIAN BOUNDARY

DESIGN RESPONSE



NOTE: INDICATIVE SKETCHES NOT TO SCALE

Figure 12 Subdivision and Lot Orientation





3.3 Dwelling Design

3.3.1 Siting of Buildings

- ▶ Attractive streetscapes comprised of dwellings with a consistent relationship to the street and each other, and dwelling facades where the garage is not a dominant visual element.
- ▶ Lot design which facilitates housing fronting onto water bodies and other areas of public open space, to incorporate these spaces into the living environment, facilitate surveillance, and prevent isolation and degradation of these spaces.
- ▶ Presentation of each façade of a corner building as a main street frontage.
- ▶ Maximise solar orientation with the main living room(s) able to receive northern sunlight in winter.
- ▶ Back yards with useable dimensions and areas.
- ▶ Unobstructed footpaths.

3.3.2 Building Form and Height

- ▶ The height of all dwellings is not to exceed 6 metres measured vertically from any point on the eaves/gutter line of the building to the natural ground level immediately below that point.
- ▶ The primary street facade of a dwelling must incorporate at least two of the following design features:
 - entry feature or portico,
 - awnings or other features over windows,
 - balcony or window box treatment to any first floor element,
 - recessing or projecting architectural elements,
 - a variation in scale to adjoining properties,
 - open verandah,
 - mixture of building materials,
 - bay windows or similar features, or

- verandahs, pergolas or similar features above garage doors.

- ▶ Eaves are to provide sun shading and protect windows and doors and provide aesthetic interest. Except for walls built to the boundary, eaves should have a minimum of 450mm overhang (measured to the fascia board).
- ▶ Exact mirror-imaging of dwellings to form dual occupancy (duplex) housing is not permitted.
- ▶ Garage doors are to be designed to recede from the front facade so as not to dominate the dwelling and the streetscape.
- ▶ All main entries to dwellings are to be at the front / primary street only and not side streets.

3.3.3 Setbacks

The minimum building setbacks are shown in Table 2.

Table 2 Setbacks

Location / Frontage	Setback
Primary street	6 metres
Secondary street (corner lots)	3 metres
Creek and major water courses	20 metres
Side / rear boundaries	900 mm from walls 675 mm to outer edge of roof gutter and eaves

- ▶ Walls along boundaries shall be staggered/indented to avoid the appearance of unduly long walls.

3.3.4 Corner Lots

- ▶ The secondary street facade for a dwelling on a corner lot must incorporate at least two of the following design features:
 - verandah,
 - gable,



- vertical architectural elements to reduce the horizontal emphasis of the facade,
- entry feature or portico,
- balcony/window boxes or similar elements, or
- landscaping/fencing compatible with the status of the surrounding streetscape
- ▶ The facade of a dwelling on a corner lot is to address both streets and be appropriately articulated.
- ▶ Garages on corner lots are encouraged to be accessed from the secondary street.

3.3.5 Zero Lot Line Setback

- ▶ It must be demonstrated that the use of a zero lot line setback will not adversely affect the privacy and solar access of an adjoining property.
- ▶ The location of zero lot line development is to be determined with regard to dwelling design, allotment orientation, adjoining dwellings, landscape features and topography and the preferred lot orientation.
- ▶ The building has maximum boundary wall height of 3 metres, unless matching an existing or simultaneously constructed wall.
- ▶ No dwelling built on the zero lot line is to abut an adjoining dwelling also built on the zero lot line.
- ▶ No windows are to occur along the boundary wall which is to be constructed of maintenance-free materials such as face brick or masonry materials, with gutters, eaves and fascias constructed of colour bond steel or similar with no visible down pipes.

3.3.6 Site Coverage and Private Open Space

- ▶ The minimum area of 185 m² is to be provided for each dwelling for landscaping site coverage. Landscaping is that part of the lot that does not include buildings, garage/carport, driveways, outbuildings,

decks, patios, paved areas, tennis courts and pools.

- ▶ For dual occupancy development, the floor area of the proposed dwellings is not to exceed a floor space ratio of 0.4:1.
- ▶ The principal private open space area (behind the front building line) must measure not less than 4 metres x 6 metres.
- ▶ The principal private open space area is required to be conveniently accessible from the main living area of a dwelling or alfresco room and have a maximum gradient of 1:10. Where the principal private open space area is permitted as a semi-private patio or balcony which is provided with a fence or landscaped screen no more than 1 m in height, or rooftop area, it must be located to be directly accessible from a living area.

3.3.7 Landscaping

- ▶ Use plant materials and pavements that integrate the development with the adjoining area.
- ▶ Protect and, where possible, incorporate existing significant trees, remnant vegetation and natural features.
- ▶ Use the landscape design as part of the environmental strategy for improving the microclimate around the dwellings. Examples are:
 - Locate evergreen plants away from the building to ensure solar access is maximised to all open space areas, as well as living, dining and bedrooms.
 - Use evergreen material to enhance visual privacy between buildings.
 - Use the landscape design as part of the stormwater management system.
 - Use porous paving wherever possible.
- ▶ Submit a landscape plan as part of the Development Application.

3.3.8 Garage Design

- ▮ Carports and garages are to be treated as an important element of the dwelling facade and interface with the public domain. They are to be integrated with and complementary, in terms of design and material, to the dwelling design. Garage doors are to be visually recessed through use of materials, colours, and overhangs.
- ▮ The area of any garage door must not comprise more than 45% of the total area of the dwelling's front (street facing) elevation.



- Garages setback to enhance streetscape and building appearance.
- Entry feature/ portico extended to become prominent architectural feature

Figure 13 Garage Design

3.3.9 Vehicle access

- ▮ Where a carport or garage entry forms part of the front facade of a dwelling, the carport or garage is to be set back a minimum of 5.5m from the front boundary to enable a car to be parked in the driveway.
- ▮ The location of driveways are to be determined with regard to dwelling design and orientation and the location of trees and are to maximise the available on-street parking and the preferred garage location.
- ▮ Driveways to detached and attached dwellings are to be narrowed to 3.5 metres in width at the property boundary to minimise

the extent of hard surface area and increase opportunities for greater landscaping and on-street parking.

- ▮ The shared driveway design should make provision for service vehicles where possible. Shared driveways should be separated from any adjoining property boundaries by a landscaped verge at least 2 metres in width.
- ▮ Where a driveway is intended to service multiple dwellings, an adequate manoeuvring area is to be provided so vehicles can enter and leave in a forward direction.
- ▮ An adequate manoeuvring area is provided onsite where the site is steep; fronts a distributor or collector road; subject to high pedestrian use or where the driveways are more than 30 metres in length, so vehicles can enter and leave in a forward direction.
- ▮ The maximum travelling distance from a public road to a garbage collection area within a shared driveway court is 70 metres. Where garbage collection is required to occur within the shared access way (ie when an alternative collection point is not available), the layout is to be designed to enable a garage truck to enter and leave in a forward direction. A minimum pavement width of 5 metres and a turning circle is required.
- ▮ Driveways should have gradients less than 20% and the driveway grade should not change by more than 11% for every 1.4 metres of driveway.
- ▮ All visible services are to be located within 1 metre of either side of the lot boundary prolongation. This is to include stormwater drainage assets such as kerb inlet pits.
- ▮ Planting and walls adjacent to driveways must not block lines of sight for pedestrians, cyclists and vehicles.
- ▮ Driveways are to have soft landscaped areas on either side, suitable for infiltration and must be in accordance with the relevant



Australian Standards for vehicular turning circles, visibility distances and gradients.

- ▶ Vehicle entries and driveways are to be clearly distinguished from pedestrian entries and paths through design, finish or location.
- ▶ In bushfire risk areas, the access way/driveway is to:
 - Be suitable for emergency vehicles,
 - Have a slope less than 1 in 6,
 - Have alternative access available for emergency vehicles or the evacuation of residents.

3.3.10 Parking

- ▶ Car parking is to be in accordance with Council's Off Street Car Parking DCP. Refer to this DCP for further information.
- ▶ If a minimum of two car parking spaces are to be provided per dwelling one space must be within a garage. Should a carport be proposed for the second space, the design of the carport shall be of similar materials as the dwelling, and be located behind the building setback.
- ▶ Car parking areas should be incorporated into the building or provided at, or behind the front setback of the building.
- ▶ The minimum dimensions of car parking spaces should be 2.4 metres by 5.5 metres.
- ▶ Where a double garage is proposed a minimum of two of the following design measures are to be employed:
 - Garage doors are divided by a vertical masonry pillar or similar;
 - Upper floor element projected forward of the garage to cast shadow and take prominence;
 - Colours and textures to ensure garage door subservience;
 - Veranda or pergola provided across the face of the garage;
 - Utilisation of vertical elements to mitigate the horizontal emphasis of the garage;

- Garage entrance to be orientated away from primary street frontage to face the side boundary; and
- Staggered garages whereby one garage is setback from the adjoining garage.

3.3.11 Solar access

- ▶ To facilitate energy efficiency of housing the design and siting of any proposed structure must facilitate maximum solar access during midwinter to the subject dwelling.
- ▶ Where winter solar access is not optimum consider the use of double-glazing or high performance glass.
- ▶ Windows to living areas or bedrooms should have suitable shading or other solar control to avoid summer overheating and are to be integrated into the overall elevation design.
- ▶ Consider the use of horizontal shading devices (for north facing windows) including eaves, verandahs, pergolas, awnings and external horizontal blinds to allow low summer sun whilst providing shade from high summer sun.
- ▶ The minimum 'identified' private outdoor area should receive at least 3 hours of sunlight between 9am and 3pm on June 21 on over 50 percent of the area, *or*

The minimum 'identified' private outdoor area should receive at least 4 hours of sunlight between 9am and 3pm on June 21 at a height of 800mm above ground/floor level.

3.3.12 Privacy

- ▶ Direct overlooking of main habitable areas and private open spaces of adjacent dwellings should be minimised through building layout, window and balcony location and design, and the use of screening devices, including landscaping.
- ▶ Where it is proposed that habitable room windows are overlooking habitable room windows of the neighbouring dwelling, privacy is protected by one or more of the following:

- Window locations being offset from the edge of one window to the edge of the directly adjacent window a sufficient distance to prevent views.
- Sill heights at a minimum of 1.7 metres above floor level.
- Fixed translucent, such as frosted or textured glazing is provided for any part of the window below 1.7 metres above floor level.
- Fixed external screens.
- ▮ First floor balconies will not be permitted where they overlook living areas of adjacent dwellings.
- ▮ Bedrooms of one dwelling do not share walls with living rooms or garages of adjacent dwellings.
- ▮ Shared walls and floors between dwellings are constructed in accordance with the noise transmission and insulation requirements of the Building Code of Australia.
- ▮ Subdivision patterns and road layouts are to have regard to the retention of view corridors and vistas through, and to, areas of high scenic quality. This should incorporate the retention of vegetation as a view backdrop.
- ▮ Development maintains vistas along streets to buildings and/or places of scenic significance, by:
 - incorporating more generous setbacks.
 - breaking up the mass and form of the building.
 - sensitive design of roof form that adds interest to the scenic outlook.
 - minimising the obstruction of views.
 - planting to frame and heighten vistas.
- ▮ Minimise the visual dominance of buildings by reducing the apparent bulk and scale of buildings and by modulating building walls and articulating facades.

3.3.13 Adaptable Housing

- ▮ Use of adaptable housing designs, which can be easily modified at a later stage to be accessible to people with a disability, or cater for occupants who may be frail. This would include designing dwellings which have level entrances, wider doorways and hall ways, switches and controls placed within common reach for people who are standing and in wheelchairs and, in multi-unit dwellings, accessible common service areas, for example access to letterboxes. Refer to AS4299 – 1995: Adaptable Housing and Australian Standard AS1428.1: Design for access and mobility. Parts 1 – 4
- ▮ Refer to Council's Adaptable Housing Information Sheet.

3.4 Visual Amenity

To minimise the impact of development on the scenic quality and surrounding visual catchment, development needs to take into account the following.

3.5 Slope

- ▮ Council may require the provision of a supporting geotechnical report to verify the suitability of areas within the North Boambee Valley (East) prior to the commencement of any development. Areas identified as medium likelihood of instability will require addition detailed geotechnical investigations having regard to development proposals submitted for development consent. No structures shall be permitted in areas identified as having a high likelihood of slope instability.
- ▮ On sloping land, the height and bulk of the building, particularly on the downslope, is to be minimised and the need for cut and fill reduced by designs, which minimise the building footprint and allow the building mass to step down the slope.
- ▮ Avoid excessive ramping for carparking by locating garages under the dwelling on the higher street access side.
- ▮ All retaining walls proposed for the site are to be identified in the development application and those affecting adjoining



properties i.e. adjacent to property boundaries are to be available for inspection prior to internal linings of the house being installed. All other approved retaining walls are to be in place prior to the issue of an occupation certificate.

- ▶ Refer to Councils Landform Modification Information Sheet for further information.

3.6 Potential Contaminated Land

- ▶ Incorporate appropriate procedures to identify contaminated land and carry out remedial actions and monitoring, in accordance with the Contaminated Land Management Act 1997 and State Environmental Planning Policy No. 55 – Remediation of Land.
- ▶ Refer to Council's Potential Contaminated land Information Sheet, for further information.

3.7 Waste Management.

- ▶ Development will be required to comply with Council's Waste Management DCP. Refer to this DCP for further information.

3.8 Aboriginal Cultural Significance

- ▶ In preparing an application for subdivision, an Aboriginal Cultural Heritage Assessment prepared by a suitably qualified archaeologist including consultation with the DECC and appropriate Aboriginal community groups must be obtained and submitted to Council. It shall have regard to the existence and/or measures to be taken to ensure the preservation of any heritage items and places of Aboriginal cultural significance on the land.
- ▶ If an Aboriginal site or relic is discovered, all works must stop immediately in the vicinity of the find in accordance with the *National Parks and Wildlife Act (1974)* and be reported to DECC and Aboriginal community groups for further advice.

3.9 Proposed RTA Preferred Pacific Highway Bypass Route – Acoustics

- ▶ Refer to State Environmental Planning Policy (SEPP) (Infrastructure) – (Clause 102) for further requirements on road noise or vibration on residential development adjacent to the RTA's Preferred Pacific Highway Bypass Route.
- ▶ Applications for subdivision within 300 metres of the RTA's Preferred Pacific Highway Bypass Route will be required to be accompanied by a acoustic report, identifying measures (mounding, acoustic, barriers, building design, building materials, etc) to ensure future residents are not subject to unacceptable traffic noise levels.
- ▶ Assessment is to be undertaken by an appropriately qualified person, having regard to the DEC document "The Environmental Criteria for Road Traffic Noise May 1999" (or equivalent standard). Development is to be conditional upon provision of these measures.

3.10 Developer Contributions

- ▶ In determining a development application, Council may impose conditions requiring the undertaking of certain works or improvements by developers, the dedication or transfer of land to Council, or the payment of monetary contributions towards public amenities and services, which are needed as a result of the development. The methods for determining these contributions are detailed in the Council's Section 94 Contributions Plans.

3.11 Compatibility with Adjoining Land Uses

- ▶ In preparing an application, the applicant is to address and incorporate appropriate procedures and principles of the DPI's publication "North Coast Living and Working in Rural Areas".



Appendix A

Urban Stormwater Management Plan



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Coffs Harbour NSW 2450

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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
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