

Development Control Plan



Revitalising Coffs Harbour

CITY CENTRE PLAN





Coffs Harbour City Centre Plan
Development Control Plan
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NSW Department of
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1. Introduction

1.1 PURPOSE OF THIS PLAN

This Plan has been prepared in accordance with Part 3 Division 6 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and with Part 3 of the *Environmental Planning and Assessment Regulation 2000* (the EP&A Regulation). This Plan complements the provisions of the *Coffs Harbour City Centre Local Environmental Plan (LEP) 2011* for development in the Coffs Harbour city centre that will:

- contribute to the growth and character of Coffs Harbour city centre, and
- protect and enhance the public domain.

Under section 79C of the EP&A Act, the consent authority is required to take into consideration the relevant provisions of this Plan in determining an application for development in Coffs Harbour city centre.

1.2 NAME OF THIS PLAN AND COMMENCEMENT

This Plan is called the *Coffs Harbour City Centre Development Control Plan (DCP) 2011*.

This Plan was adopted by Coffs Harbour Council on 21 November 2011 and came into effect on 24 November 2011.

This Plan was amended on 14 June 2012 and came into effect on 21 June 2012.

1.3 LAND AND DEVELOPMENT COVERED BY THIS PLAN

This Plan applies to the Coffs Harbour City Centre (refer to Figure 1-1).

This Plan applies to all development which is permissible with consent under the provisions of the *Coffs Harbour City Centre LEP 2011*.

1.4 RELATIONSHIP WITH OTHER PLANNING DOCUMENTS

The *Coffs Harbour City Centre LEP 2011* is the principal environmental planning instrument which applies to development within the Coffs Harbour city centre. This Plan contains detailed provisions that supplement the provisions of the *Coffs Harbour City Centre LEP 2011*. If there is any inconsistency between this Plan and the *Coffs Harbour City Centre LEP 2011*, the *Coffs Harbour City Centre LEP 2011* will prevail.

This Plan repeals the:

- City Centre DCP;
- Jetty Area DCP..
- Off Street Car Parking DCP;
- Business Lands DCP;
- Signs DCP;
- Notification DCP;
- Industrial Lands DCP;
- Access and Mobility DCP;
- Complying Development DCP;
- High Density Housing DCP;
- Medium-High Density Housing DCP;
- Medium Density Housing DCP;
- Low Density Housing DCP;
- Park Beach DCP;
- Residential Tourist Lands DCP;
- Subdivision DCP; and
- Waste Management DCP,

where they apply to the City Plan area.

The Coffs Harbour City Centre Plan includes this DCP and the following documents:

- Coffs Harbour City Centre Vision, and;
- Coffs Harbour City Centre LEP 2011.

1.5 SAVINGS

This Plan does not apply to any development application lodged but not finally determined before the commencement of this Plan.

1.6 CONSENT AUTHORITY

Coffs Harbour City Council is the consent authority for development except the following:

- *development with a capital investment value (CIV) over \$20 million*
- *development with a CIV over \$5 million which is:*
 - *council related*
 - *lodged by or on behalf of the Crown (State of NSW)*
 - *private infrastructure and community facilities or*
 - *eco-tourist facilities*
- *extractive industries, waste facilities and marinas that are designated development*
- *certain coastal subdivisions*
- *development with a CIV between \$10 million and \$20 million which are referred to the regional panel by the applicant after 120 days*
- *crown development applications (with a CIV under \$5 million) referred to the regional panel by the applicant or local council after 70 days from lodgement as undetermined, including where recommended conditions are in dispute.*

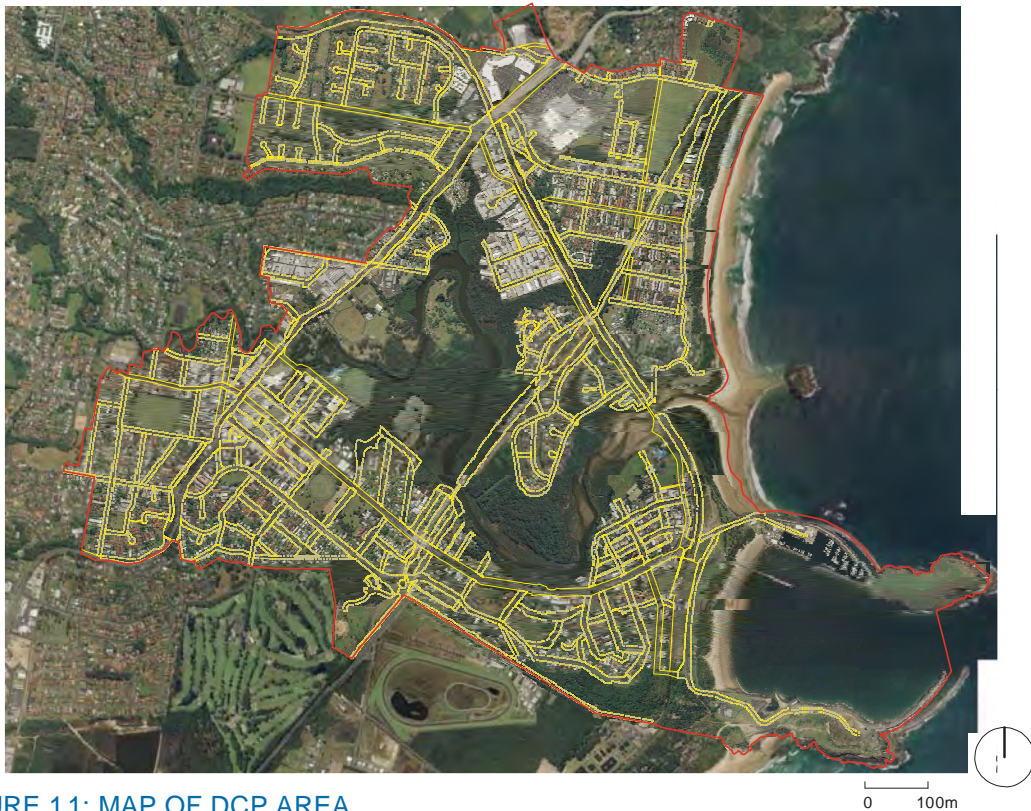


FIGURE 1.1: MAP OF DCP AREA

For the above types of development, the Joint Regional Planning Panel is the Consent Authority. Compliance with the provisions of this Plan does not necessarily guarantee that consent to a development application will be granted. Each development application will be assessed having regard to the aims and objectives of the EP&A Act, other matters listed under section 79C of the EP&A Act, the *Coffs Harbour City Centre LEP 2011*, this Plan and any other policies, by the consent authority. Consistent application of the provisions of this Plan will be given high priority by the consent authority.

1.7 EXPLANATORY NOTES

Terms used in this Plan are defined in the *Coffs Harbour City Centre LEP 2011* and in the Glossary in Section 9.0 of this Plan. Council strongly encourages consultation and negotiation about each proposal before a development application (DA) is lodged.

1.8 MONITORING AND REVIEW

The consent authority is required to keep local environmental plans and development control plans under regular and periodic review under section 73 of the EP&A Act. The consent authority is committed to this process to ensure that Council's planning instruments remain applicable and relevant. The consent authority is to review the local environmental plan and development control plan at five yearly intervals in order to:

- assess the continued relevance and responsiveness of the Plan's provisions,
- measure the achievement of the objectives of the Plan,
- identify the need for changes to the provisions to better achieve the objectives of the Plan, and
- ensure the availability of adequate development capacity under the Plan's provisions.

1.9 HOW TO USE THIS DCP

Applicants are to comply with the controls unless it can be demonstrated that an alternative solution to all or any of the controls will be a better approach to meeting the objectives of the *Coffs Harbour City Centre LEP 2011* and this DCP.

2. City centre character areas

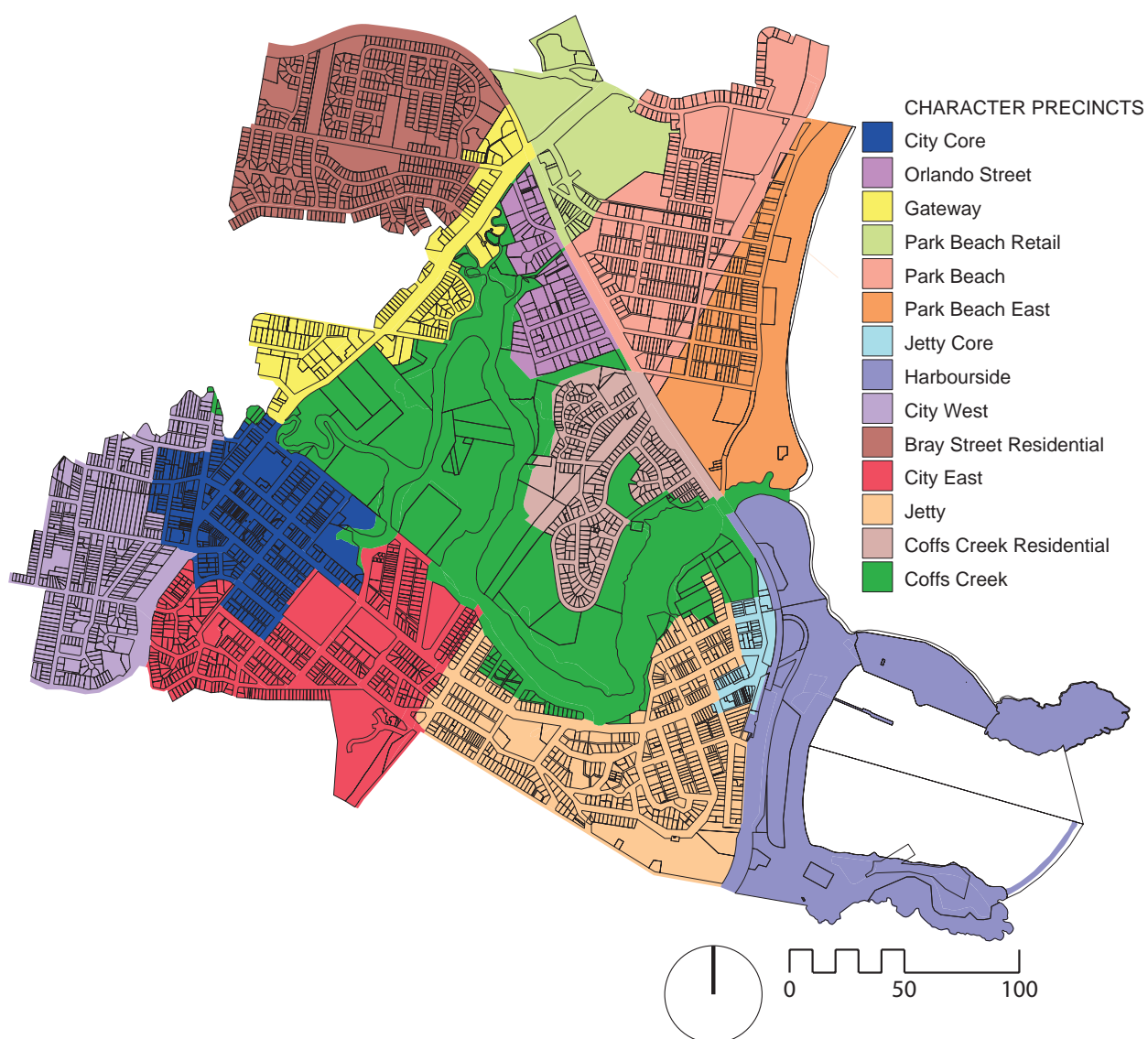


FIGURE 2.1: CHARACTER PRECINCTS

2.1 CITY CORE

Coffs Harbour has a relatively centralised urban core and serves a role as a sub-regional centre.

The City Core is the main business centre occupying some 30 hectares of land. This area also contains major cultural land uses.

This area provides:

- core retail precinct with a mixture of specialty shops;
- professional offices;
- a meeting place for the community;
- community and cultural facilities;
- health and welfare support services;
- an entertainment precinct;
- civic offices;
- restaurant and dining experiences.

The future character of the city core will be of an attractive retail, employment and residential area catering to locals and tourists. The new buildings will be of high quality with a mix of uses that would encourage safety and activity during the day and at night.

The buildings will have continuous awnings for weather protection and outdoor dining will be encouraged along main streets. The landscape character of local streets will have distinct paving, lighting and street furniture to make visitors welcome and locals proud of the city.

2.2 ORLANDO STREET

This Precinct is a mixed industrial area and contains general industrial activity, with some existing small scale bulky goods retail and service industries.

Given its proximity to the Solitary Island Marine Park (Coffs Creek) and residential development the area is best suited to low impact industry and will continue its role as a light industrial area providing a range of local service industries.

2.3 GATEWAY

The land along Pacific Highway is defined as the “Gateway” to Coffs Harbour. It is the arrival point for many visitors and therefore impacts on how the City’s character and attributes are perceived.

The corridor between the Coffs Creek and Bray Street has inherent future development opportunities which can improve the City’s image, amenity and transport network structure.

The current zoning of the majority of this land is residential. Past decisions by Council (via consents) as well as legally operating home industries/ home occupations mean that the area has a variety of uses, not necessarily residential in nature.

The Enterprise Corridor zoning will support existing uses in this precinct, which contribute to the local economy and offer flexibility and diversity of employment.

The area will remain a low key commercial use with low scale buildings with active frontages and front street setback accommodating landscape and visitor carparking.

2.4 PARK BEACH RETAIL

This precinct functions well as a regional retail centre serving the community. The scale of development in the precinct and its proximity to the City Core means this centre can contribute to the regional status of Coffs Harbour and its economic vitality.

This precinct has a mix of retail and service businesses, good accessibility and proximity to surrounding residential precincts. It functions well as a local centre offering retail and service roles.

It is envisaged that in the future the precinct will have better pedestrian links to the surrounding areas and conflicts with vehicles will be reduced. The public face of the retail precinct with Pacific Highway should be improved and landscaping introduced to soften the large expanses of surface parking.

2. City centre character areas

2.5 PARK BEACH

This area of Park Beach has developed into a residential precinct catering for tourist/visitor and permanent accommodation. The proximity to the beach and major shopping facilities has enhanced the residential role of this location. Its relatively flat terrain makes it ideal for pedestrian and cycle movement.

The area's residential stock ranges in age, size and design with no established theme. Many of the residential developments have been strata titled, making redevelopment difficult. Future development should take advantage of Coffs Harbour's subtropical climate by employing natural ventilation and passive heating and cooling.

Few vacant sites exist; however two large sites on Arthur Street are important for major new development and as such are subject to special area provisions.

The area's service laneways need to be upgraded to provide enhanced pedestrian and cycle connections.

2.6 PARK BEACH EAST

The eastern portion of Park Beach is the most attractive residential and tourist location in Coffs Harbour with direct access to Park Beach. The area contains the highest residential buildings and tourist accommodation in Coffs ranging from two to seventeen storeys.

The precinct provides a mixture of uses including holiday accommodation, permanent accommodation, and tourist facilities; all with links to recreational spaces, the nearby beach and the coastal reserve.

The future development in the northern part of Park Beach East will have a higher density and taller development, while development in the southern part will be of innovative and functional design minimising impacts on the aesthetic, recreational and environmental values of the area.

2.7 JETTY CORE

The Jetty Core Precinct is located at the site of the original township of Coffs Harbour. The Jetty Core Precinct hosts a thriving mixed use area with small cafes, retail strip, some short term

accommodation, residential and some residual light industrial uses.

The Jetty Core's role as a mixed use precinct is important for its future success. The amenity and character of the precinct are ensured by proximity to the nearby beach and harbour and the views that link it with those features.

While some light industrial uses remain from earlier associations with the harbour and railway line, the future character of this area will focus on higher density mixed use development supporting active frontages to the streets and outdoor dining.

2.8 HARBOURSIDE

The future potential of the Harbourside Precinct has created much debate within the Coffs Harbour community. Any future redevelopment of this precinct needs to reflect the following principles:

- Strengthen the Harbourside Precinct's identity as an outstanding destination.
- Support the function of the harbour as an international port for small vessels.
- Enhance the recreational functions and amenity of the Harbourside Precinct.
- Enhance the environmental quality of the Harbourside Precinct.
- Establish and maintain landscape as the dominant element over built form.
- Incorporate and reaffirm the Aboriginal meaning of the place.
- Promote and incorporate the settlement history of this Harbourside Precinct.
- Strengthen the small-scale character of built form within the Harbourside Precinct.
- Establish ecological integrity as a component of local character.
- Develop the Precinct as a recognisable seaside village.
- Create development opportunities which are sustainable in an environmentally, socially and financially sound way.

2.9 CITY WEST

The predominant use of this precinct is for residential purposes. Its proximity in relation to the City Core and associated services make this area ideal for increased residential density.

Two specific sub precincts have been identified for the highest residential zoning and therefore have future potential to achieve high density living. These two residential sub precincts are called McLean Street and Coffs Creek.

The future development of these two areas is to be guided by the following objectives:

Coffs Creek Precinct Objectives:

- 1) to retain a tranquil atmosphere;
- 2) to preserve items of heritage significance;
- 3) to utilise the creek edges for low key recreation;
- 4) to retain and enhance the Coffs Creek vegetation; and
- 5) to minimise flood risk impacts on life and property from use of the land.

McLean Street Precinct Objectives:

- 1) to provide for a convenient residential area consisting of a mix of dwelling sizes; and
- 2) to maintain the open setting of the park.

The location of high density residential in these locations is also enhanced by the proximity to the extensive open space (McLean Street Oval and Coffs Creek) within the precincts.

Special area plans have been prepared to illustrate specific controls for the Coffs Creek and McLean Street high density residential areas (see chapter 8).

2.10 BRAY STREET RESIDENTIAL

This precinct is predominantly low density residential in nature with some business activity focussed on the primary road corridors. The area is predominantly flat and thus susceptible to flooding.

Much of the residential development in this precinct caters for lower cost housing.

Redevelopment of older Department of Housing stock is currently being progressed. The Department of Housing are seeking to increase densities in order to provide a better quality housing choice for a greater number of community members. The impediment to this is the potential flood impact on the precinct.

The precinct's amenity is enhanced by the existing public passive open space network.

The future character of this precinct will remain as low density residential.

2.11 CITY EAST

There are various uses within this precinct, with a strong residential purpose focus.

This precinct includes residential land within walking distance of the Commercial Core. One area within this precinct, in proximity to facilities and services of the City Core, has a high density living zone.

This area's potential future development is to be guided by the following objectives:

Objectives:

- 1) to maintain views to the hill sides west of the City Centre; and
- 2) to retain a low key residential character streetscape in Bonville Street.
- 3) To encourage vehicular access from rear lanes.

The attractiveness of any residential development within the City East Precinct is also enhanced by the proximity to existing educational facilities and extensive open space (including Brelsford Park, Botanic Gardens and Coffs Creek).

Note: The building site coverage in Brelsford Park is not to exceed 20% of the total area of the park; in accordance with the adopted Plan of Management

A special area plan has been prepared to illustrate specific controls for the Albany Street high density residential area (see chapter 8).

2. City centre character areas

2.12 JETTY

This precinct is to be predominantly medium density residential in nature, reflecting a character influenced by natural landscape elements. The local landscape is to be enhanced by the introduction of local endemic street tree planting.

Significant views to Coffs Creek, the mountains and coast are to be retained.

The following general principles will guide future development:

- maintain focus of existing mixed use businesses on Harbour Drive;
- continue to provide for higher density development along the “spine” of Harbour Drive and into appropriate locations adjacent Harbour Drive;
- retain and protect open space along Coffs Creek; and
- retain green backdrop to development.

Within this precinct the former hospital site is deemed to be important and require special area controls to ensure appropriate development is achieved in the longer term (see chapter 8).

2.13 COFFS CREEK RESIDENTIAL

The majority of this precinct has been developed over the last decade and a half with low density permanent residential accommodation.

The area benefits from the natural amenity of Coffs Creek, as well as from proximity to the city’s beaches, shopping, employment and recreational facilities.

Since development in the area is relatively recent, redevelopment opportunities in this precinct are limited.

2.14 COFFS CREEK

The Coffs Creek parkland is the “lungs” of the City Centre.

This precinct has wonderful opportunities to assist the City achieve a healthy, active sustainable future. It provides passive and active recreational opportunities in a central location to the City Centre and it has good access for residents, visitors and workers.

The precinct also facilitates cycle and pedestrian links which connect many of the precincts within the city centre. The Coffs Creek network will provide Coffs Harbour with an environmental and recreational asset for the future as residential density and the city’s regional role increases.

3. Building form

Building form and character refers to the individual elements of building design that collectively contribute to the character and appearance of the built environment. *The Coffs Harbour City Centre LEP 2011* includes provisions for land use, building heights, floor space and design excellence.

The provisions of Part 3.0 of this Plan are intended to encourage high quality design for new buildings, balancing the character of the Coffs Harbour city centre with innovation and creativity. The resulting built form and character of new development should contribute to an attractive public domain in the Coffs Harbour city centre and produce a desirable setting for its intended uses.

The controls in Part 3.0 of this Plan aim to:

- Establish the scale, dimensions, form and separation of buildings appropriate for development in the Coffs Harbour city centre,
- Achieve attractive and sustainable built form within the Coffs Harbour city centre,
- Provide a strong definition of the public domain,
- Achieve active street frontages with good physical and visual connections between buildings and the street,
- Ensure building frontages have a common alignment to ensure a consistent visual appearance along main streets,
- Achieve an articulation and finish of buildings that contributes to a high quality of design excellence,
- Provide for pedestrian comfort and protection from weather conditions,
- Define the public domain to provide spaces that are clear in terms of public accessibility and safety, and are easy to maintain,
- Provide for a high quality landscape that contributes to the amenity of the city centre and a sustainable urban environment,
- Contribute to the legibility of the city,
- Ensure building depth and bulk is appropriate to the environmental setting and landform, and allows for view sharing and provides good internal building amenity,
- Ensure building separation is adequate to protect amenity, daylight penetration and privacy between adjoining developments,
- Encourage mixed use development with residential components that achieve active street

fronts and maintain good residential amenity.

- Provide adequate space for urban trees as they are important carbon, pollution and energy conservers.

The determining authority will consider the following in forming its opinion as to whether or not the enjoyment of land may be detrimentally affected by a proposed development:

- the views to and from the land. The views from adjoining properties and view corridors, as well as those from the subject land, should be considered when designing new buildings. New development is to have regard to existing views and view corridors and is to be designed so that existing views should not be substantially affected where it is possible to design for the sharing of views.

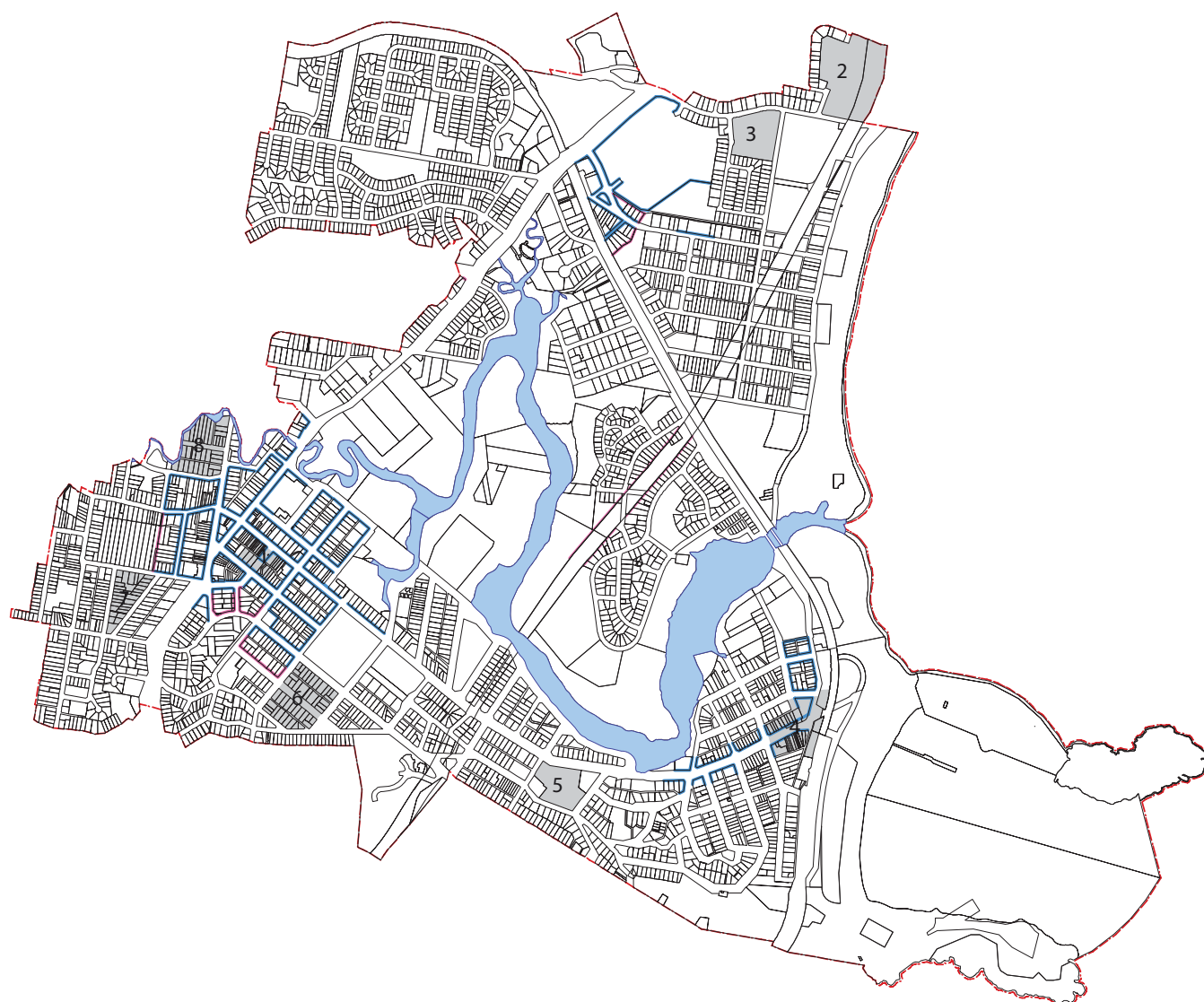
3.1 BUILDING ALIGNMENT AND SETBACKS

Street setbacks and building alignments establish the front building line. They help to create the proportions of the street and can contribute to the public domain by enhancing streetscape character and the continuity of street façades. The way in which buildings address the street has important implications for the quality of the public domain. In general terms, streets should be fronted by buildings that respond to the street alignment by the orientation of their main entrances and façades. Street setbacks can also be used to enhance the setting and address for the building. They provide for landscape areas, entries to ground floor apartments and deep soil zones. Along the main commercial and retail areas, buildings are to be built to the street alignment to reinforce the urban character and improve pedestrian amenity and activity at street level. Above street frontage height, buildings are to be setback to provide sunlight access to streets, comfortable wind conditions, view corridors, an appropriate building scale for pedestrians, and growing conditions for street trees.

The definition of *building line* or *setback* is defined in the *Coffs Harbour City Centre LEP 2011*.

Objectives

1. To provide a clear and consistent definition of the public domain.
2. To provide a transition of street edges from the commercial core with no street setbacks to residential locations with landscaped setbacks.



- 0 metres-predominant building line
- 6 metres-predominant building line

Refer to Special Area Diagrams 1-8 for Detail

NB - R1, R2, R3, R4 & Special Areas have 6 metre street setback unless otherwise specified

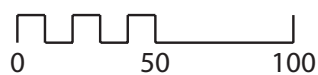


FIGURE 3.1: SPECIFIC STREET ALIGNMENT AND SETBACKS

3. Building form

3. To establish the desired spatial proportions of the street and define the street edge.
4. To create a clear transition between public and private space.
5. To locate active uses, such as shopfronts, closer to pedestrian activity areas.
6. To assist in achieving visual privacy to dwellings from the street.
7. To create good quality entry spaces to lobbies, foyers or additional dwelling entrances.
8. To allow an outlook to, and surveillance of, the street.
9. To allow for street landscape character, where appropriate.
10. To maintain sun access to the public domain.
11. To provide adequate space for tree planting in urban areas.

Controls

- a) Street building alignment and setbacks requirements are to comply with Figure 3-1.
- b) The external façade of buildings are to be aligned with the streets that they front.
- c) Balconies may project up to 1.2m into the front building setback in the R3 Medium Density Residential Zone and up to 600mm in all other zones. The cumulative width of all balconies at any particular level must not total more than 50% of the horizontal width of the building façade, measured at that level.
- d) Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible (see also Building Design and Materials at Section 3.5 of this Plan).
- e) Notwithstanding the setback controls, where development must be built to the street alignment (see Figure 3.1) it must also be built to the side boundaries (0m setback) in the vicinity of the street. The minimum height of development built to the site boundary must comply with the minimum street frontage height requirement.
- f) Angled setbacks shall be required adjacent to public walkways to provide important civic spaces.
- g) A minimum landscaped front setback of 6 metres applies in the R1 General Residential, R2 Low Density Residential, R3 Medium Density and R4 High Density zones, unless otherwise specified.

Note: A minor departure from setback controls may be considered where site conditions or site configuration demonstratively impede development and no other option is available.

3.2 STREET FRONTAGE HEIGHTS

It is important that buildings within Coffs Harbour city centre contribute to a strong definition of the street and public domain, and reflect the city's status as a regional centre, and the function and character of different parts of the city. Well framed streets are an important characteristic of a city centre. The desired street frontage heights are specified in this section to ensure a sense of street enclosure that is appropriate to Coffs Harbour's natural setting and status as a regional centre. *Street frontage heights* refers to the height of the building that directly addresses the public street from the ground level up to the first (if any) upper setback (refer to Figure 3-2).

Objectives

1. To provide a strong, consistent and appropriate definition of the public domain.
2. To achieve comfortable street environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as healthy environments for street trees.
3. To allow sunlight access to key streets and public spaces.

Controls

- a) Buildings are to comply with street frontage heights indicated in Figure 3-3 and illustrated in Figures 3-4 to 3-11.

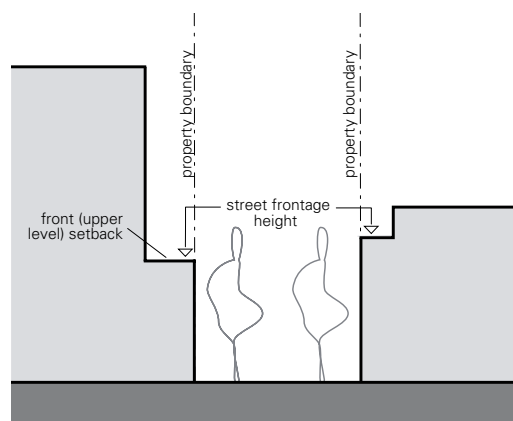


FIGURE 3.2: GENERIC STREET FRONTAGE HEIGHTS

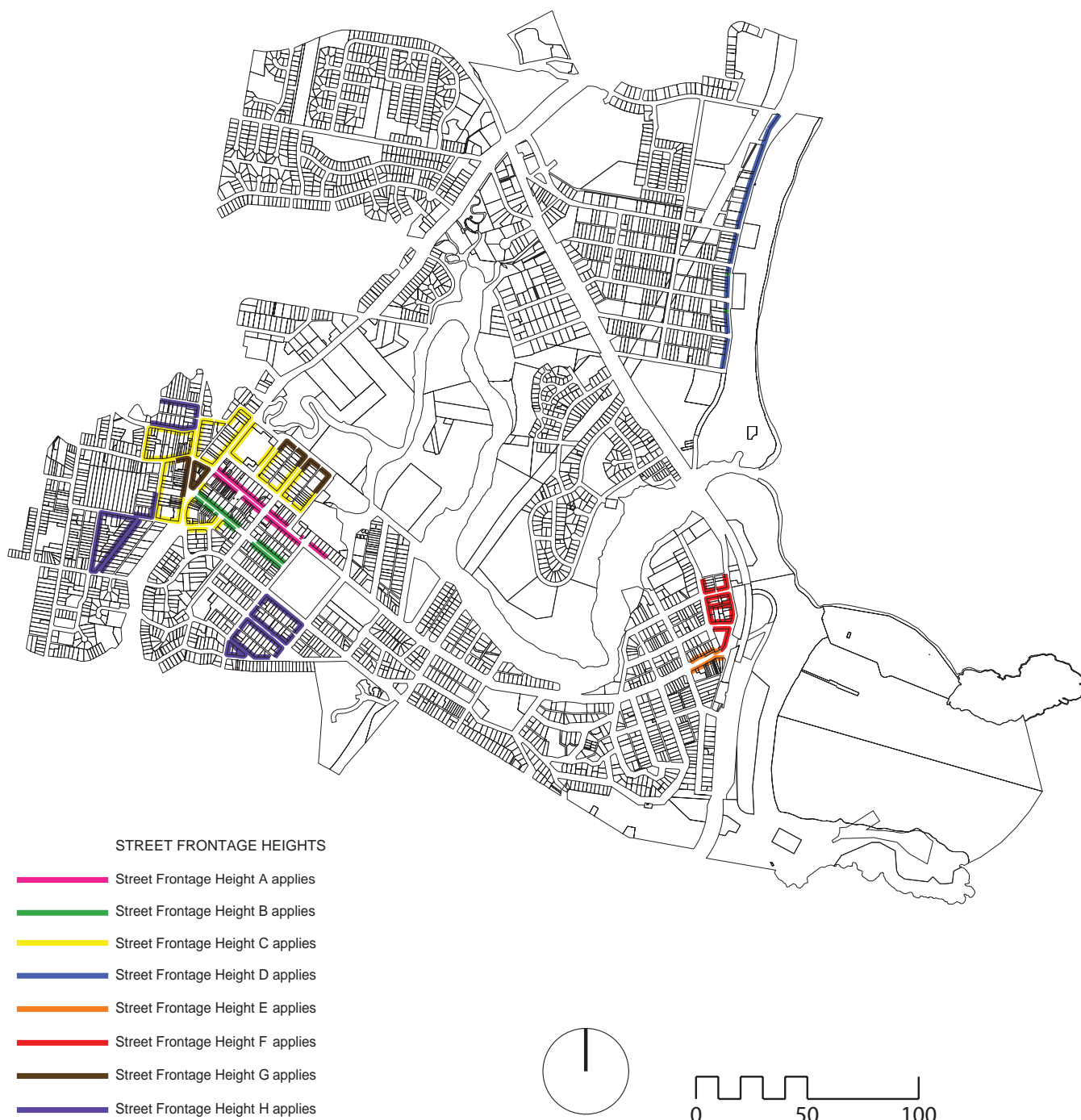


FIGURE 3.3: STREET FRONTAGE HEIGHTS

3. Building form

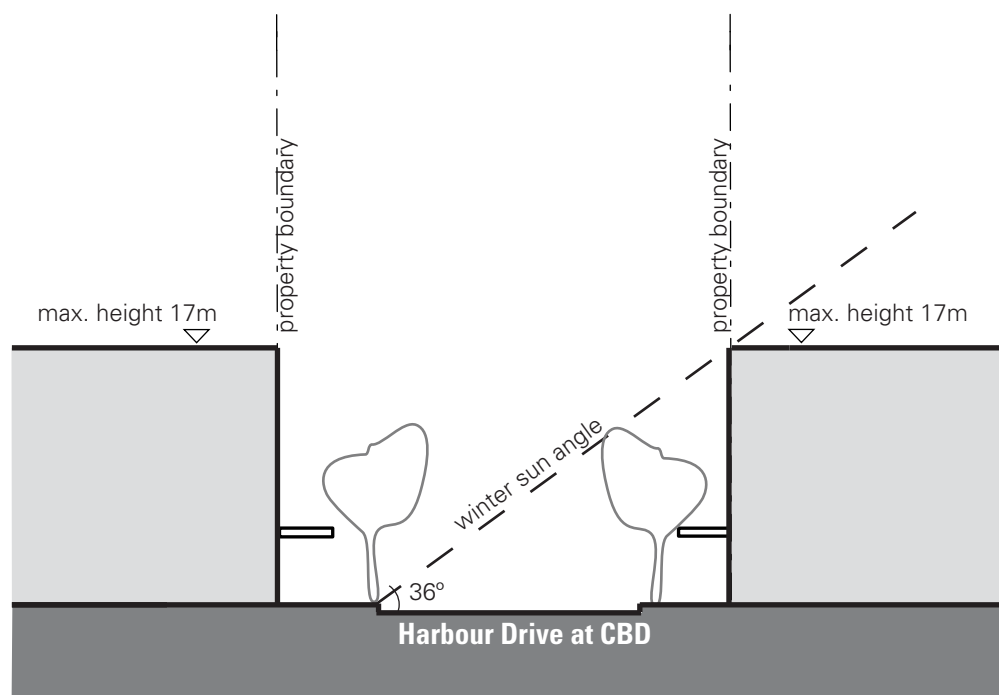


FIGURE 3.4: STREET FRONTAGE HEIGHT A

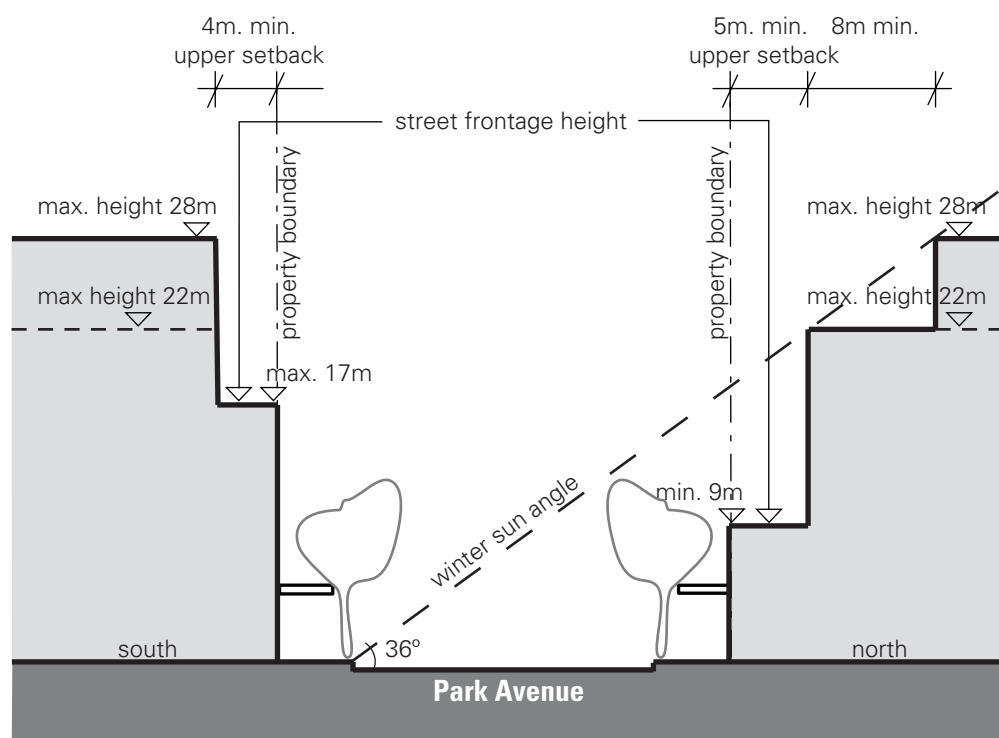


FIGURE 3.5: STREET FRONTAGE HEIGHT B

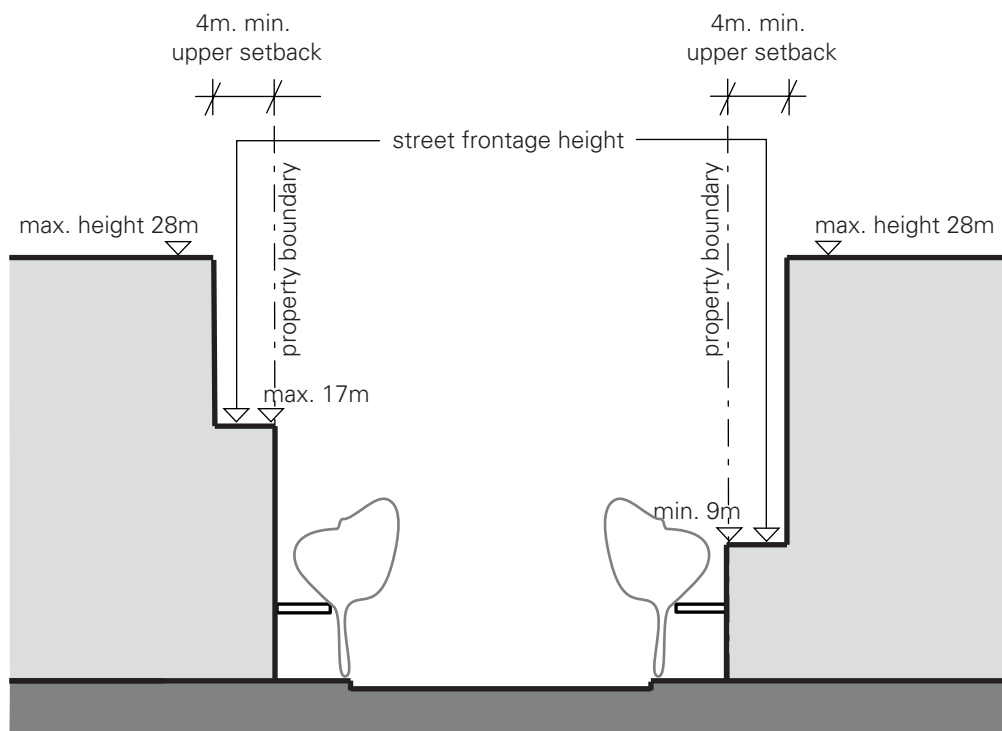


FIGURE 3.6: STREET FRONTAGE HEIGHT C

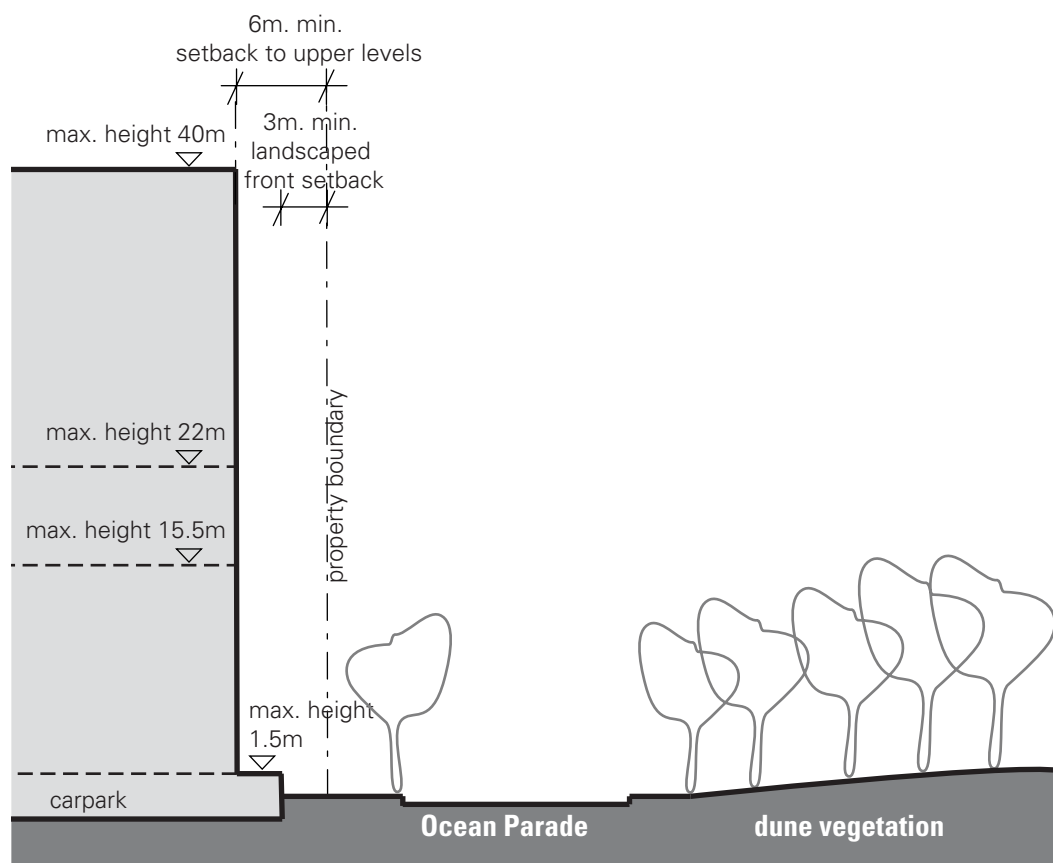


FIGURE 3.7: STREET FRONTAGE HEIGHT D

3. Building form

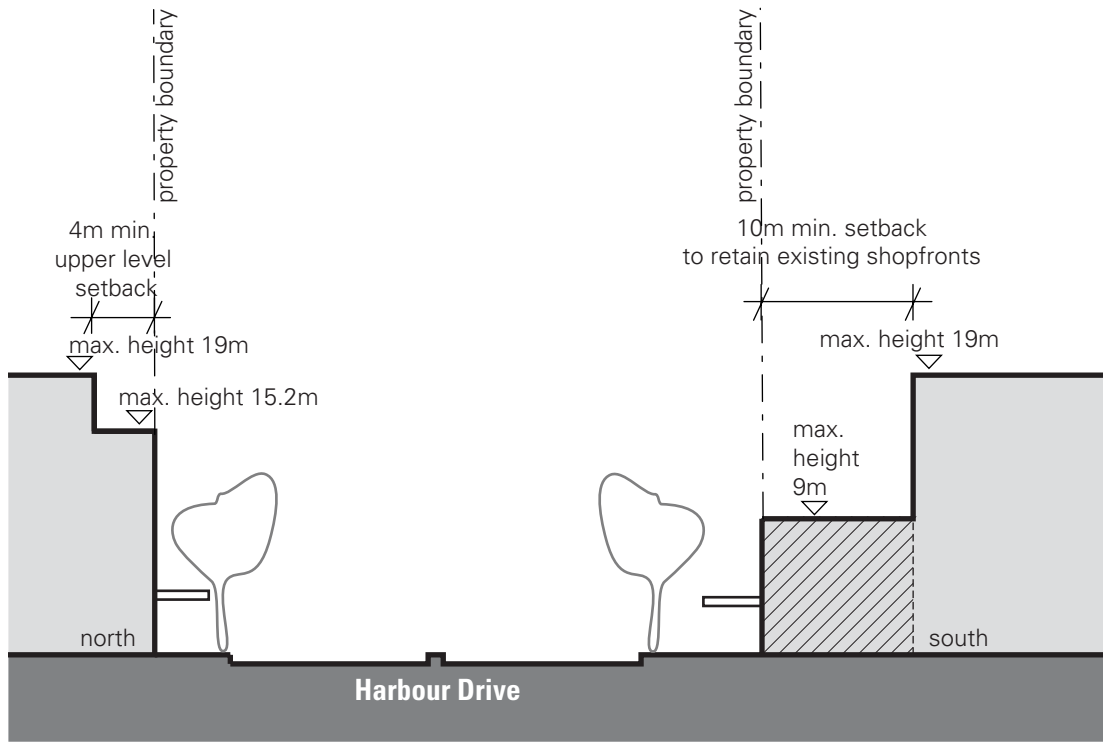


FIGURE 3.8: STREET FRONTAGE HEIGHT E

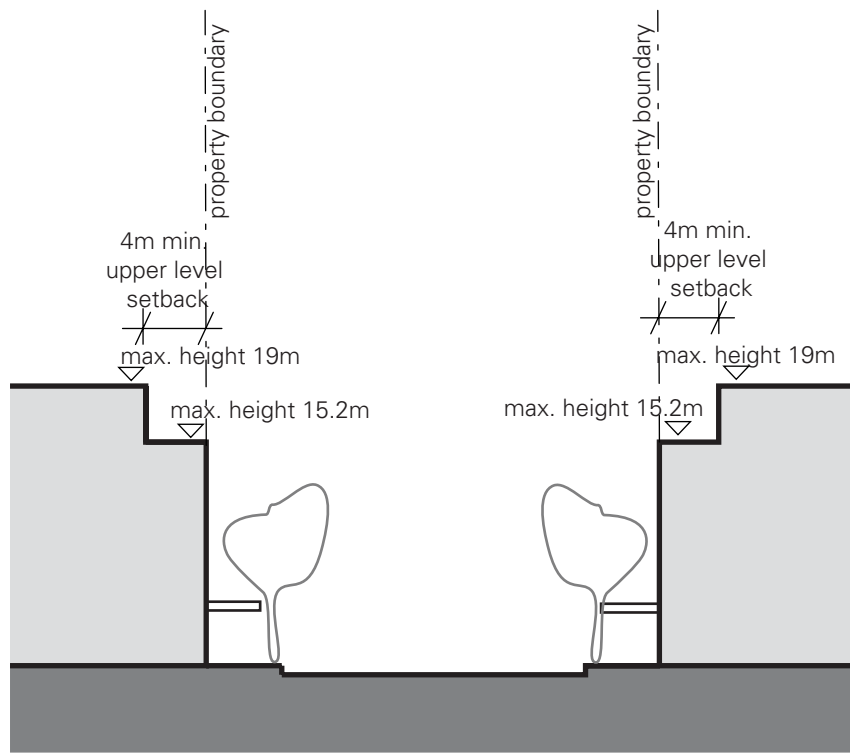


FIGURE 3.9: STREET FRONTAGE HEIGHT F

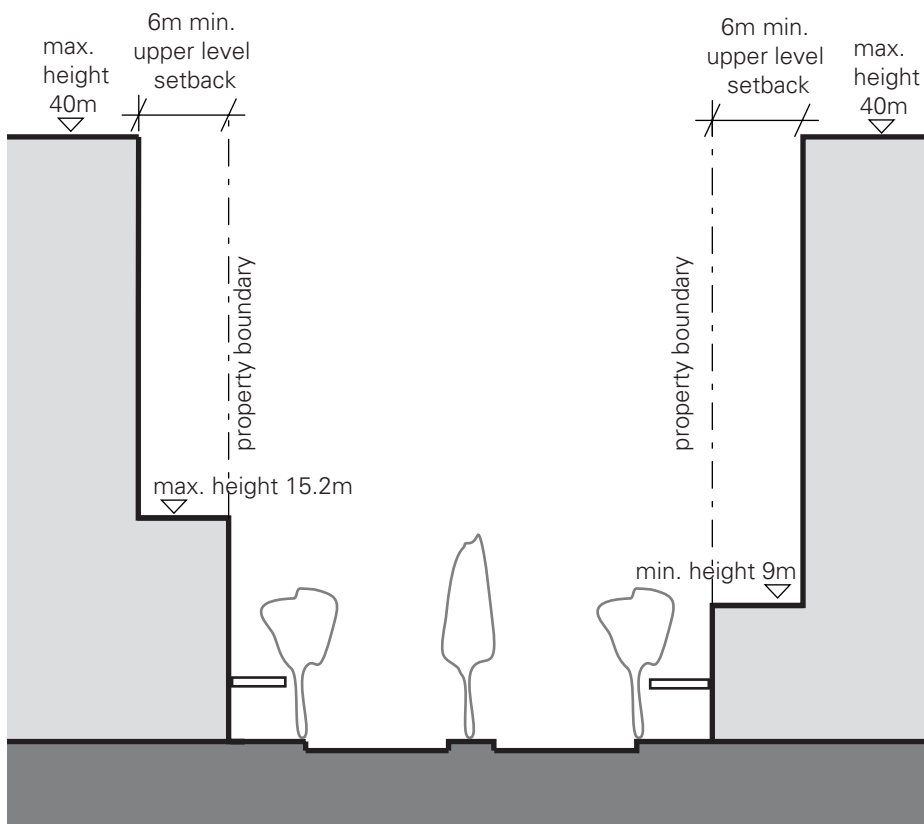


FIGURE 3.10: STREET FRONTAGE HEIGHT G.
 Generic approach. Applies to; Moonee Street; the western edge of Pacific Highway (between Moonee Street and West High Street); and, the southern edge of Coff Street

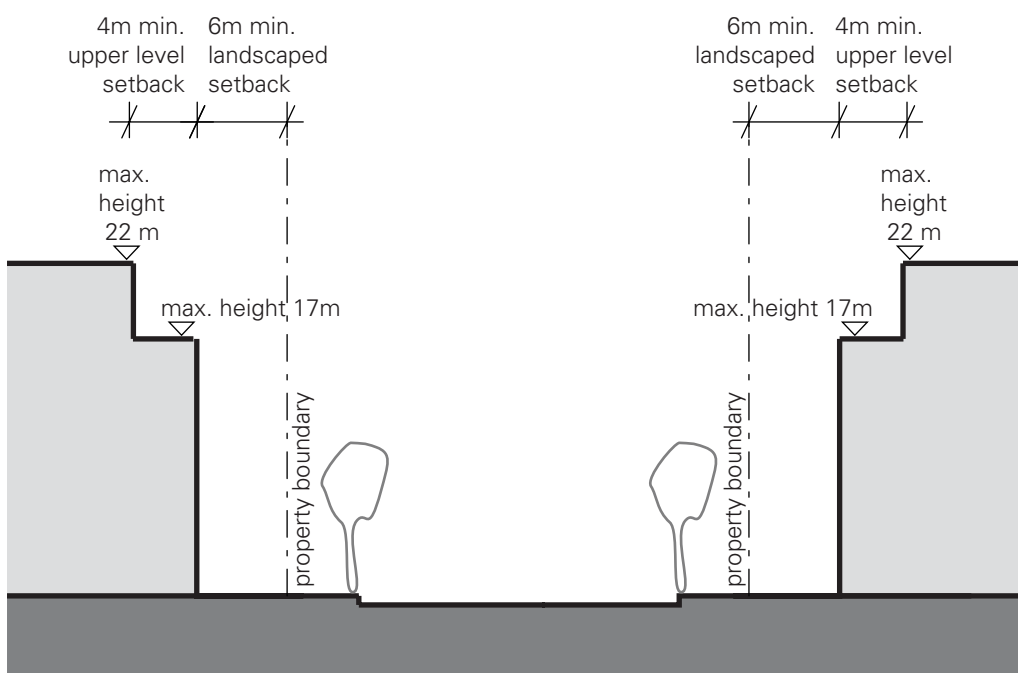


FIGURE 3.11: STREET FRONTAGE HEIGHT H

3. Building form

3.3 BUILDING DEPTH AND BULK

The Coffs Harbour city centre features pleasant outdoor conditions for most of the year. Controlling the size of upper level Gross Floor Area (GFA) per floor in new buildings allows for good internal amenity, access to natural light and ventilation, and mitigates potential adverse effects that tall and bulky buildings may have on the public domain.

Building depth is related to building use. Commercial and retail GFA per floor are typically larger than residential GFA per floor. The following controls are therefore classified into residential or commercial at the detailed level.

Objectives

1. To promote the design and development of sustainable buildings.
2. To achieve the development of living and working environments with good internal amenity, and minimise the need for artificial, heating, cooling and lighting.
3. To provide viable and useable commercial floor space.
4. To achieve a usable and pleasant public domain at ground level by controlling the size of upper level floorplates of buildings.
5. To achieve a city skyline sympathetic to the topography and context.
6. To allow for view sharing and view corridors.

7. To reduce the apparent bulk and scale of buildings by breaking up expanses of building walls with modulation of form and articulation of façades.
8. To encourage building designs that meet the broadest range of occupants' needs possible, and which can accommodate whole or partial changes of use.

Controls

- a) The maximum GFA per floor and depth of buildings are specified in Table 3-1 and illustrated in Figure 3-12.
- b) Notwithstanding control (a) above, no building above 24 metres in height in the B3 Commercial Core and 22 metres in height in all other zones is to have a building length in excess of 45 metres.
- c) Where no street frontage is specified in Figure 3-3 and the building height exceeds 22 metres, the maximum GFA per floor must comply with Table 3-1.
- d) All points on an office floor should be no more than 10 metres from a source of daylight (eg windows, atria or light wells) in buildings less than 24 metres in height, and no more than 12.5 metres from a window or daylight source in buildings over 24 metres in height.
- e) Use atria, light wells and courtyards to improve internal building amenity and achieve cross ventilation and/or stack ventilation.

LAND USE ZONE	BUILDING USE	CONDITION	MAXIMUM GFA PER FLOOR	MAXIMUM BUILDING DEPTH (EXCLUDES BALCONIES)
Commercial core	Non-residential	Above SFH	1,200m ²	25m
	Residential and serviced apartments	Above SFH	900m ²	18m
Mixed use	Non-residential	Above SFH	900m ²	25m
	Residential and serviced apartments	Above SFH	700m ²	18m
Residential and other zones	All uses	Above SFH	700m ²	18m

*SFH= Street Frontage Height

TABLE 3.1: TABLE OF MAXIMUM BUILDING DEPTH AND GFA PER FLOOR

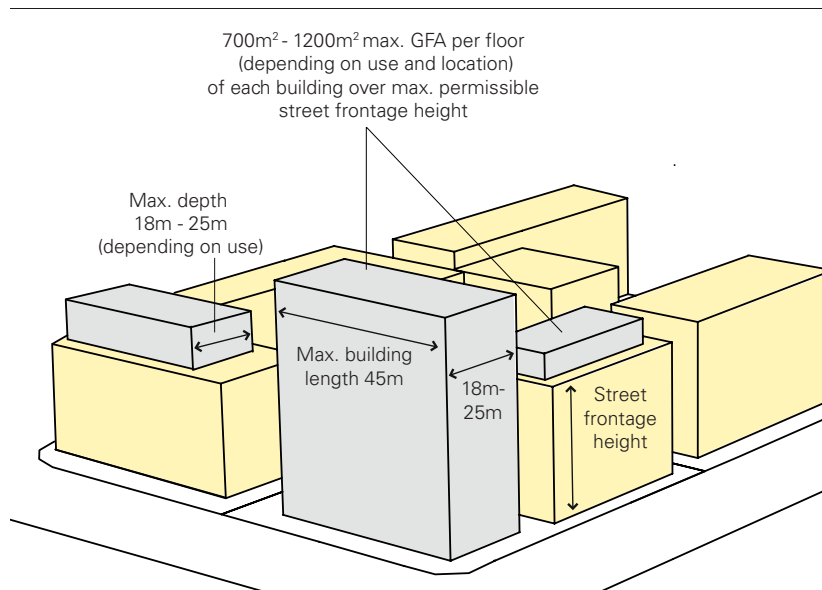


FIGURE 3.12: BUILDING DEPTH AND BULK CONTROLS

3. Building form

3.4 SIDE AND REAR BUILDING SETBACKS AND BUILDING SEPARATION

Side and rear setbacks, where provided, allow ventilation, daylight access and view sharing; increase privacy; and reduce adverse wind effects. Building separation increases in proportion to building height to ensure appropriate urban form, amenity and privacy for building occupants. In residential buildings and serviced apartments, separation between windows on side and rear façades and other buildings is particularly important for privacy, acoustic amenity and view sharing. Setbacks for residential development in the commercial core are different to other zones to reflect the different settings and forms of buildings in different zones.

For commercial buildings, separation distances are smaller due to the reduced requirement for privacy, noise and daylight access. Separation for mixed use buildings containing residential and commercial uses are to be in accordance with specified distances for each component use.

NOTE:

The definition of building line or setback is provided in the *Coffs Harbour City Centre LEP 2011*. Council will consider the primary address for the development and apply the front setback to that part of the development. In assessing the primary address and establishing setback requirements, it is necessary to consider topography, bushfire requirements and/or other features including existing development on the site. Any setback must not create amenity impacts for adjoining properties or future amenity impacts on the subject site.

Objectives

1. To ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation and privacy.
2. To achieve usable and pleasant streets and public domain areas in terms of wind mitigation and daylight access.

Controls

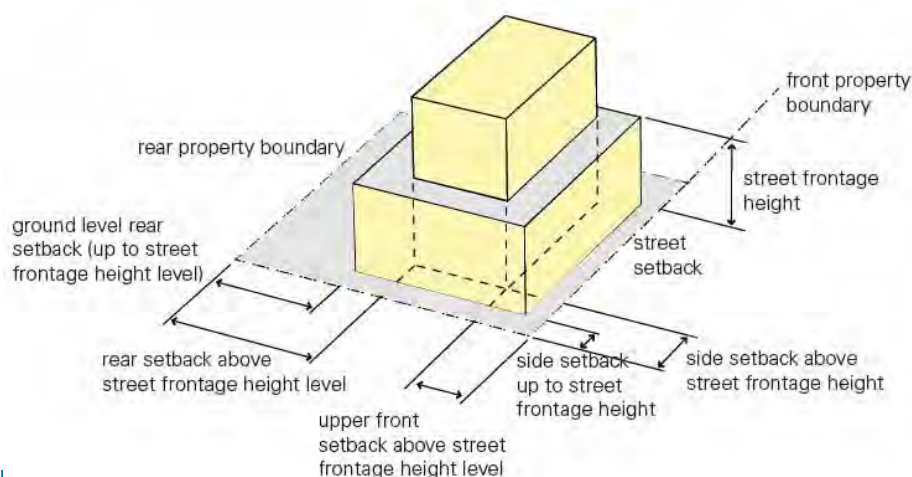
Note: For the purposes of this section, commercial uses mean all non-residential buildings (including hotel accommodation, but not serviced apartments).

Note: The following building setbacks apply to all forms of residential development including dwellings, dual occupancies, residential flat buildings and multi dwelling housing.

- a) The minimum building setbacks from the front, side and rear property boundaries are specified in Table 3-2, and the associated explanatory notes, and illustrated generically in Figure 3-13.

Note: The explanatory notes outline development that may depart from the minimum setback distances outlined in Table 3-2.

- b) In mixed use buildings, setbacks for the residential component are to be the distances specified in the table below for residential development in the specified zone.
- c) If the specified setback distances cannot be achieved when an existing building is being refurbished or converted to another use, appropriate visual privacy levels are to be achieved through other means. These will be assessed on merit by the consent authority.



Zone	Building height and use	Minimum side setback	Minimum rear setback
Commercial Core	Up to maximum SFH* Above maximum SFH* Above 20m	0m 5m 12m	0m**, 4m 5m 12m
Mixed Use	Non-residential uses: -Up to maximum SFH* -Above maximum SFH*	0m 5m	0m**, 4m 5m
	Residential uses up to 8.5m in height:	3m	3m
	Residential uses over 8.5m in height:	4.5m	4.5m
Low Density Residential	Residential uses up to 8.5m in height:	900mm (from walls)	900mm (from walls)
High Density Residential***	Up to 12m height:	3m	3m
	Over 12m and up to 24m in height:	6m	6m
	Over 24m in height:	9m	9m
General Residential	Refer to High Density Residential Setbacks Uvcj Y		
Industrial (N1)		0m	0m
All other zones	Non-residential uses: -up to 12m -above 12m	3m 6m	3m 6m

Medium Density:

In the R3 Medium Density Residential zone that is contained in the Coffs Harbour Jetty Area.

- A 3.5 metre front setback from the front boundary applies to single storey buildings and an additional 1.5 metre setback applies for every additional storey. Additional storeys over and above the second storey are to be included within a 30° building plane measured from the horizontal and taken from the corner of the second storey .
- Buildings are to be setback six metres from side and rear boundaries, reduced to three metres where the building height is two storeys or less.

The following setbacks apply to lands in the remainder of the R3 zone:

- buildings are to be setback nine metres from front boundaries, with a permitted encroachment to six metres for buildings with a height less than 8.5 metres (i.e. not more than two storeys) ;
- buildings are to be setback six metres from side and rear boundaries, with a permitted encroachment to three metres for buildings with a height less than 8.5 metres (i.e. not more than two storeys).

Note: R1, R2, R3, R4 & Special Areas have a 6 metre front setback unless specified otherwise

*SFH=Street frontage height

**Zero rear setback permitted in the Commercial Core and Mixed Use zones adjacent to a rear laneway.

***This control applies to medium and high density housing only

****Buildings can be built to side and rear boundaries(zero setbacks) where:

- the building has maximum boundary wall height of 3m, unless matching an existing or simultaneously constructed wall;
- satisfactory legal arrangements for maintenance of boundary walls are in place;
- there is no adverse impact upon the amenity (such as overshadowing, loss of privacy, visual bulk, etc of the adjoining properties);
- there is no interruption to overland drainage paths;
- there are no openings in the boundary wall; and
- the wall is of fire rated masonry construction or other material based upon a performance test.

Council may consider reducing setback requirements where it can be demonstrated that it is necessary because of topography, bushfire requirements and or other features including existing development on the site. Any reduced setback must not create amenity impacts for adjoining properties or future amenity impacts on the subject land.

TABLE 3.2: MINIMUM SETBACK DISTANCES FROM PROPERTY BOUNDARY

3. Building form

3.5 MIXED USE BUILDINGS

Mixed use developments provide for a variety of uses and activities within city centres, encouraging the use of the city outside the working day, adding vibrancy and life to the city streets. Different uses within the same building are best located to a pattern and layout suitable to the mix of uses, with retail and business activity at ground level to assist street activation and residential uses, requiring privacy and noise mitigation, located above street level. Mixed use development within the city core is preferred in sustainable locations, close to transport and recreational areas.

Objectives

1. To encourage a variety of mixed use developments in the city core.
2. To create lively streets and public spaces in the city core.
3. To increase the diversity and range of shopping and recreational activities for workers, residents and visitors.



FIGURE 3.14: CONCEPTUAL MIXED USE BUILDINGS

4. To enhance public safety by increasing activity in the public domain on weeknights and on weekends.
5. To minimise potential conflicts and achieve compatibility between different uses.
6. To encourage building designs that meet the broadest range of occupants' needs possible, and which can accommodate whole or partial changes of use.
7. To ensure that the design of mixed use buildings addresses residential amenity.
8. To create separate, legible and safe access and circulation in mixed use buildings.
9. To ensure that mixed use buildings address the public domain and the street.

Controls

- a) Provide flexible building layouts which allow variable tenancies or uses on the first two floors of a building above the ground floor.
- b) Minimum floor to ceiling heights are to comply with the requirements of the Building Code of Australia (BCA).
- c) Separate commercial service requirements, such as loading docks, so as not to interfere with residential access, servicing needs and primary outlooks.
- d) Locate clearly identified residential entries directly from the public street.
- e) Clearly separate commercial and residential entries and vertical circulation.
- f) Provide security access controls to all entrances into private areas, including car parks and internal courtyards.
- g) Provide safe pedestrian routes through the site, where required.
- h) Front buildings onto major streets with active uses.
- i) Avoid the use of blank building walls at the ground level.

3.6 BUILDING DESIGN AND MATERIALS

The Coffs Harbour cityscape and public domain is defined by its buildings, streets and public places. The maintenance and improvement of the public domain is dependent on a consistent approach to the design of new development including the articulation and finish of building exteriors.

Objectives

To ensure that new buildings in the Coffs Harbour city centre:

1. Contribute positively to the streetscape and public domain by means of high quality architecture and robust selection of materials and finishes.
 2. Provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower levels and roof tops.
 3. Present appropriate design responses to nearby development that complement the streetscape.
 4. Clearly define the adjoining streets, street corners and public spaces and avoid confusing external spaces with poor pedestrian amenity and security.
 5. Maintain a pedestrian scale in the articulation and detailing of the lower levels of the building.
 6. Contribute to a visually interesting skyline.
 7. Provide design responses for the North Coast climate e.g. louvers, canopies, etc.
- b) Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas of buildings are encouraged.
 - c) Articulate facades so that they address the street and add visual interest. Buildings are to be articulated to differentiate between the base, middle and top in design.
 - d) External walls should be constructed of high quality and durable materials and finishes with 'self cleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass.
 - e) Finishes with high maintenance costs, those susceptible to degradation or corrosion from a coastal or urban environment or finishes that result in unacceptable amenity impacts, such as reflective glass, are to be avoided.
 - f) To assist articulation and visual interest, avoid expanses of any single material.
 - g) Limit opaque or blank walls for ground floor uses to 30% of the street frontage.
 - h) Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass.
 - i) Highly reflective finishes and curtain wall glazing are not permitted above ground floor level (see Section 6.3 of this Plan).
 - j) A material sample board and schedule is required to be submitted with applications for development over \$1 million or for that part of any development built to the street edge.
 - k) Minor projections up to 450 millimetres from building walls in accordance with those permitted by the Building Code of Australia may extend into the public space providing it does not fall within the definition of gross floor area and there is a public benefit, such as:
 - Expressed cornice lines that assist in enhancing the streetscape, and
 - Projections such as entry canopies that add visual interest and amenity.
 - l) The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building.

Controls

- a) Adjoining buildings are to be considered in the design of new buildings in terms of:
 - Appropriate alignment and street frontage heights,
 - Setbacks above street frontage heights,
 - Appropriate materials and finishes selection,
 - Façade proportions including horizontal or vertical emphasis, and
 - The provision of enclosed corners at street intersections.

3. Building form

- m) Communication towers, such as mobile phone towers (but not satellite dishes), are not to be located on residential buildings or mixed use buildings within residential zones.

3.7 LANDSCAPE DESIGN

Landscape design includes the planning, design, construction and maintenance of all public open space, urban places and garden areas. Quality landscape in city centres provides breathing space, passive and active recreational opportunities and enhances environmental quality. The landscape character and qualities of the city centre help shape the image of the place, comfort and amenity.

In the private domain of residential flats and multi-dwelling housing it is important that a strong and consistent approach to the landscape is achieved in order to contribute to both a high level of amenity and cohesive image for the city centre.

Appropriate landscape design in subtropical climates such as Coffs Harbour not only adds to the nature and character of development, but can also lead to considerable energy efficiency and water conservation measures.

Objectives

1. To add value and quality of life for residents and occupants within a development in terms of privacy, outlook, views and recreational opportunities.
2. To enhance the character and setting of Coffs Harbour.
3. To contribute to the functioning of identified priority habitats and corridors through rehabilitation and restoration of critical links.
4. To ensure landscaping is integrated into the design of development.
5. To ensure that the use of potable water for landscaping irrigation is minimised.
6. To improve stormwater quality and control run-off.
7. To improve the microclimate and solar performance within the development.
8. To improve urban air quality and contribute to biodiversity.

Controls

- a) Provide shade elements to all outdoor spaces. This may be through the use of shade trees, pergolas, shade cloth or other shading measures.
- b) Remnant vegetation must be maintained throughout the site wherever practicable, particularly major trees and established native trees. Native trees must be retained and protected, where applicable, from development impacts.
- c) Landscaped areas are to be irrigated with recycled water.
- d) To enhance the character of landscaping, the planting of subtropical native tree, native palm species and subtropical understorey is encouraged. Surrounding character of the area shall be considered in plant selection
- e) A long-term landscape concept and management plan must be provided for all private landscaped areas in residential flats and multi-housing developments. This plan must outline how landscaped areas are to be maintained for the life of the development.
- f) All developments, including commercial and retail developments, are to incorporate landscape planting into accessible outdoor spaces.
- g) Council's landscape guidelines must be considered for site planning and landscape design.
- h) Council's "Preservation of vegetation" outlines requirements for the protection of trees.
- i) For residential flat building developments, the minimum area of communal open space should be 30% of the site area. The open space shall be located to form functional spaces, rather than spread around the site.
- j) For residential flat building developments, a minimum 25% of the open space area of a site shall be a deep soil zone.
- k) In the CBD the developer shall plant large trees for the streetscape in accordance with the Street Tree Masterplan.

3.8 PLANTING ON STRUCTURES

The following controls apply in the City Core Precinct for planting on roof tops or over carpark structures, particularly for communal open space required as a component of mixed use residential development, and in non-residential developments where the landscaping proposed is not on natural ground.

Objectives

1. To contribute to the quality and amenity of open space on roof tops and internal courtyards.
2. To encourage the establishment and healthy growth of trees in urban areas.

Controls

- a) Design for optimum conditions for plant growth by:
 - providing soil depth, soil volume and soil area appropriate to the size of the plants to be established,
 - providing appropriate soil conditions and irrigation methods, and
 - providing appropriate drainage.
- b) Design planters to support the appropriate soil depth and plant selection by:
 - ensuring planter proportions accommodate the largest volume of soil possible and soil depths to ensure tree growth, and
 - providing square or rectangular planting areas rather than narrow linear areas.
- c) Increase minimum soil depths in accordance with:
 - the mix of plants in a planter for example where trees are planted in association with shrubs, groundcovers and grass,
 - the level of landscape management, particularly the frequency of irrigation,
 - anchorage requirements of large and medium trees, and
 - soil type and quality.
- d) Provide sufficient soil depth and area to allow for plant establishment and growth. The minimum standards in Table 3-3 are recommended:

PLANT TYPE	MINIMUM SOIL DEPTH	MINIMUM SOIL VOLUME
Large trees (Over 8 metres high)	1.3 metres	150 cubic metres
Medium trees (2 to 8 metres in height)	1.0 metres	35 cubic metres
Small trees (up to 2m high)	800 millimetres	9 cubic metres
Shrubs and ground cover	500 millimetres	N/A

TABLE 3.3: MINIMUM SOIL DEPTHS AND VOLUMES FOR DEEP SOIL ZONES

3. Building form



FIGURE 3.15: PLANTING ON ROOF STRUCTURES EXAMPLE



FIGURE 3.16: COURTYARD LANDSCAPING EXAMPLE

3.9 OFFICE PREMISES IN THE B6 ENTERPRISE CORRIDOR ZONE

The Primacy of the City Core needs to be reinforced by the support of surrounding adjoining lands within the City Centre.

In order to provide opportunities for alternate locations for a variety of business, and to provide a range of employment opportunities, office premises are permitted within the B6 Enterprise Corridor.

Objectives

1. To promote businesses along main transport routes and to encourage a mix of compatible uses.
2. To provide a range of employment opportunities and residential uses.
3. To allow for the development of small scale office premises, by limiting the size of office premises, which support uses in the enterprise corridor zone but which do not detract from the primacy of the City Core as the principal office premises area.

Controls

- a) Office premises on land in Zone B6 Enterprise Corridors are to be limited to a Gross Floor Area not exceeding 120m² per torrens title allotment existing as of 16 December 2010.
- b) Business premises on land in Zone B6 Enterprise Corridors are to be limited to a Gross Floor area not exceeding 120m² per torrens title allotment existing as of 16 December 2010.
- c) The provisions established in Sections 3, 4, 5, 6, 7 and 8 of this DCP are to also apply.

4. Pedestrian amenity

Pedestrian amenity incorporates all those elements of individual developments that directly affect the quality and character of the public domain. The pedestrian amenity provisions are intended to achieve a high quality of urban design and pedestrian comfort in the public spaces of the city centre. The pedestrian environment provides people with their primary experience of and interface with the city. This environment needs to be safe, functional and accessible to all. It should provide a wide variety of opportunities for social and cultural activities.

The pedestrian environment is to be characterised by excellence of design, high quality materials and a standard of finish appropriate to a Regional city centre. The city's lanes and *through site links* form an integrated pedestrian network providing choice of routes at ground level for pedestrians. The controls in this section aim to increase the vitality, safety, security and amenity of the public domain by:

- Encouraging future *through site links* at ground level,
- Ensuring active street frontages and positive building address to the street,
- Ensuring provision of awnings along the commercial core street frontages, and retail and tourism areas, and
- Mitigating adverse impacts on the street arising from driveway access crossings.

4.1 PERMEABILITY

Through site links provide connections between the long sides of street blocks. The existing lanes and *through site links* are an integral component of the pedestrian movement system, providing direct access between the street frontage and rear parking areas. With the north/south oriented grid of the northern portion of the city centre, *through site links* are important to improve accessibility. Additionally, lanes also provide for site servicing in a manner that protects the public domain quality of the main street frontages of the city centre.

Objectives

1. To improve access in the city centre by providing *through site links* as redevelopment occurs.

2. To ensure that *through site links* have active frontages along their length where possible.
3. To provide for pedestrian amenity and safety.
4. To encourage the removal of vehicular entries from primary street frontages.
5. To retain and develop lanes as useful and interesting pedestrian connections as well as for service access with high quality urban design treatment and materials.

Controls

- a) *Through site links*, arcades, shared ways and laneways are to be provided as shown in Figure 4-1.
- b) Where possible, existing dead end lanes are to be extended through to the next street as redevelopment occurs.
- c) New *through site links* should be connected with existing and proposed through block lanes, shared zones, arcades and pedestrian ways, and opposite other through site links.
- d) Existing publicly and privately owned lanes are to be retained.

Pedestrian links

- e) *Through site links* for pedestrians are to be provided as shown in Figure 4-1, and:
 - are to be open to the air and publicly accessible (refer to Figure 4-2),
 - have active frontages or a street address,
 - be clear and direct thoroughfares for pedestrians,
 - have a minimum width of 4m clear of all obstructions (including columns, stairs, etc), and
 - have signage, consistent with Council's Signage Policy, at street entries indicating public accessibility and the street to which the *through site link* connects.
 - when open at night they are to be appropriately lit.

Arcades

Design principles must be demonstrated (refer to Section 4-3 of this Plan).

f) Arcades are to:

- have *active frontages* for their length,
- be clear and direct thoroughfares for pedestrians,
- provide public access at all business trading times,
- have a minimum width of 4m clear of all obstructions (including columns, stairs and escalators),
- where practical, have access to natural light for at least 30% of their length,
- where air conditioned, have clear glazed entry doors comprising at least 50% of the entrance, and
- have signage at street entries indicating public accessibility and the street to which the *through site links*.

k) Provide consistent and high quality materials.

g) Internal arcades will not be approved in preference to the activation of an existing or required pedestrian link or lane.

Lanes

h) New through site laneways for pedestrians and vehicles are to be provided as indicated in Figures 4-1.

i) Lanes are to:

- have active frontages
- be clear and direct thoroughfares for pedestrians
- provide public access at all times or as otherwise stipulated by Council's conditions of consent,
- have a minimum width of 6m clear of all obstructions, and
- have signage indicating public accessibility and the street to which the lane connects, consistent with Council's Signage Policy and Section 4.8 of this DCP

j) Where lanes are primarily used for building access and servicing, *Crime Prevention Through Environmental*

4. Pedestrian amenity

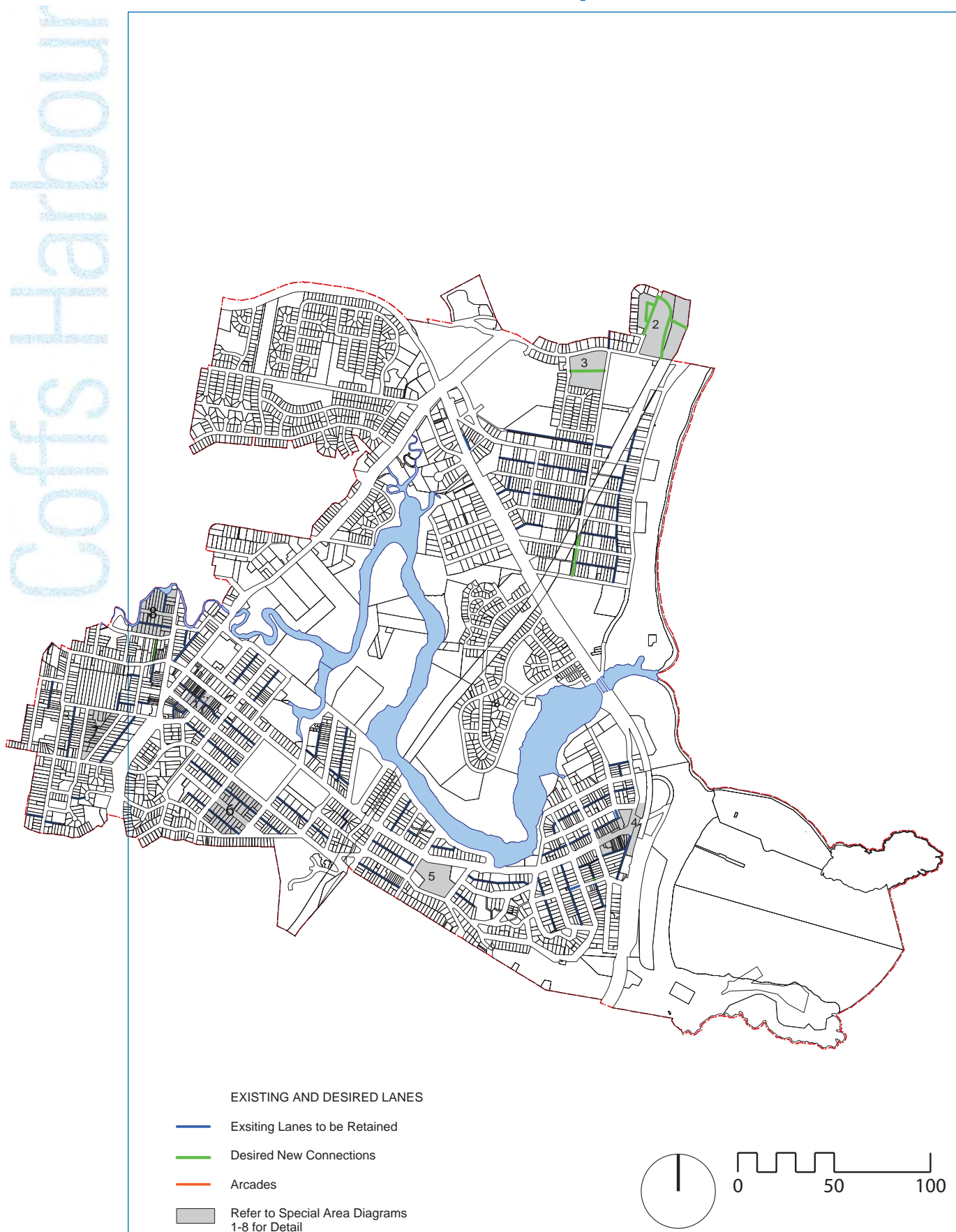


FIGURE 4.1 PERMEABILITY



FIGURE 4.2 EXAMPLE OF AN ACTIVE PEDESTRIAN LINK

4.2 ACTIVE STREET FRONTAGES AND STREET ADDRESS

Active street frontages promote an interesting and safe pedestrian environment. Busy pedestrian areas and non-residential uses such as shops, studios, offices, cafés, recreation and promenade opportunities promote the most active street frontages (refer to Figure 4-3).

Residential buildings contribute positively to the street by providing a clear street address, direct access from the street and outlook over the street.

Objectives

1. To promote pedestrian activity and safety in the public domain.
2. To maximise *active street frontages* in the Coffs Harbour city centre.
3. To define areas where *active street frontages* are required or desirable.
4. To encourage a positive address to the street outside of areas where *active street frontages* are required.

Controls

Active street frontages

- a) The following uses, or combination of uses, are required to have *active street frontages*:

- retail and shopfront (with clear glazing) and entrance at street level,
- glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage, to a maximum of 12 metres frontage,
- café or restaurant if accompanied by an entry from the street,
- active office uses, such as reception, if visible from the street, and
- public building if accompanied by an entry from the street.

b) *Active street frontages* are required on the ground level of all areas identified in Figures 4-4, including adjacent *through site links*.

c) In the B3 Commercial Core and B4 Mixed Use zones *active street frontages* are required in the form of nonresidential uses on the ground level. In addition to the ground level, non-residential active uses are also encouraged at the first floor level in the B3 Commercial Core zone.

d) Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street.

e) Where appropriate, restaurants, cafés and the like are to consider providing openable shopfronts.

f) Only open grille or transparent security shutters (at least 50% visually transparent) are permitted on retail frontages.



FIGURE 4.3 EXAMPLE OF AN ACTIVE STREET FRONTAGE

4. Pedestrian amenity

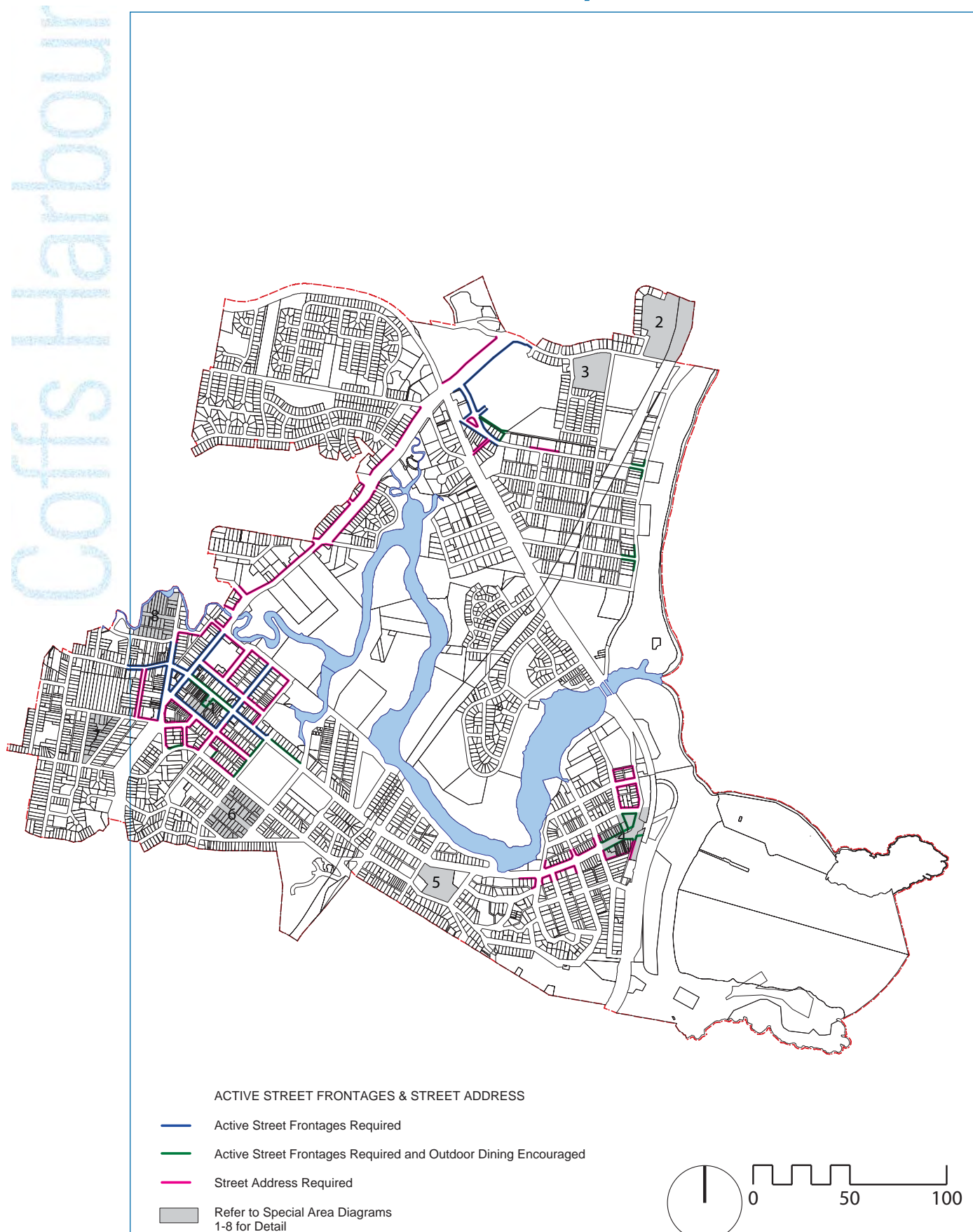


FIGURE 4.4 ACTIVE STREET FRONTAGES AND STREET ADDRESS

Street Address

- g) Street address is defined as entries, lobbies, and habitable rooms with clear glazing to the street not more than 1.2m above street level where habitable rooms do not have to be raised due to flooding concerns. Where habitable rooms are raised about ground level due to flooding concerns, opportunities for casual surveillance from the building to the street must be maintained, and the visual impact at street level of the raised ground level minimised
- h) Street address is required on the ground level of buildings as identified in Figures 4-4.
- i) Residential developments are to provide a clear street address and direct pedestrian access off the primary street frontage, and allow for residents to overlook all surrounding streets.
- j) Provide multiple entrances for large developments including an entrance on each street frontage.
- k) Provide direct 'front door' access from ground floor residential units.
- l) Residential buildings are to provide not less than 65% of the lot width as street address.

4.3 SAFETY AND SECURITY

The design of buildings and public spaces has an impact on perceptions of safety and security, as well as actual opportunities for crime. A safe and secure environment encourages activity, vitality and viability, enabling a greater level of security.

Objectives

1. To ensure developments are safe and secure for pedestrians.
2. Reduce opportunities for crime through environmental design.
3. To contribute to the safety of the public domain.
4. Encourage a sense of ownership over public and communal open space.

Controls

- a) Address 'Safer-by-Design' principles to the design of public and private domain, and in all development (in accordance with the NSW Police 'Safer by Design': *Crime Prevention Through Environmental Design (CPTED)* guidelines.
- b) Ensure that the building design allows for passive surveillance of public and communal space, accessways, entries and driveways.
- c) Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and carparks.
- d) Maximise the number of residential 'front door' entries at ground level.
- e) Provide entrances which are in visually prominent positions and which are easily identifiable, with visible numbering.
- f) Clearly define the development boundary to strengthen the transition between public, semi private and private space. This can be actual or symbolic and can include landscaping, fences, changes in paving material, etc.
- g) Provide adequate lighting of all pedestrian accessways, parking areas and building entries.
- h) Provide clear lines of sight and well-lit routes throughout the development.
- i) Where a pedestrian pathway is provided from the street, allow for casual surveillance of the pathway.
- j) For large scale retail and commercial development with a gross floor area of over 5,000 square metres, provide a 'safer by design' assessment in accordance with the *CPTED* guidelines from a suitably qualified consultant.

4. Pedestrian amenity

4.4 FRONT FENCES AND BOUNDARY TREATMENTS

The design of front fences and boundary walls impacts significantly on the quality of the public domain and adjoining properties. Appropriate design of front fences promotes casual surveillance and defines the interface between the public and private domain.

Objectives

1. To clearly define the interface between the public and the private domain.
2. To ensure front fences allow for passive surveillance of the street.
3. To encourage the preservation and/or construction of fences and walls that contribute to the character of the locality.
4. To adequately screen at-grade carparking areas from the public domain.

Controls

Front fences include fences to the primary and secondary street frontages, and side boundary fences forward of the building alignment.

- a) Front fences and boundary treatments are not to have a greater height to public domain than one metre in height (Figures 4.5 and 4.6).
- b) The use of varied materials is preferred. The use of sheet metal is not permitted as a front fence material.
- c) Front fences should:
 - Be integrated with the building and landscape design through the use of materials and detailing;
 - Highlight building entrances and allow for outlook and street surveillance; and
 - Conform with the predominant alignment of fences in the street.

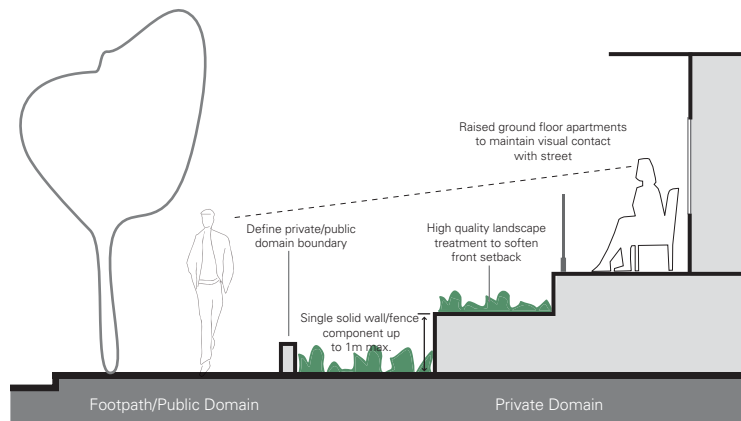


FIGURE 4.5 FRONT BOUNDARY TREATMENT



FIGURE 4.6 EXAMPLES OF FRONT BOUNDARY TREATMENTS

4.5 AWNINGS

Awnings increase the usability and amenity of public footpaths by protecting pedestrians from sun and rain. They encourage pedestrian activity along streets and, in conjunction with active edges such as retail frontages, support and enhance the vitality of the local area. Awnings, like building entries, provide a public presence and interface within the public domain and contribute to the identity of a development.

Objectives

1. To provide shelter for public streets where most pedestrian activity occurs.
2. To address the streetscape by providing a consistent street frontage in the city centre.

Controls

- a) Continuous street frontage awnings are to be provided for all new commercial developments as indicated in Figure 4-8. Outside these areas weather protection is to be provided at the main entrance to each building.
- b) Awning design must match building façades and be complementary to those of adjoining buildings. On commercial buildings, awnings are required where a building fronts car parks and/or internal pedestrian courtyards.

- c) Wrap awnings around corners for a minimum of 6m from where a building is sited on a street corner.
- d) Awning dimensions should generally be:
 - Minimum 2.8 metres deep where street trees are not required, otherwise minimum 2.4 metres deep,;
 - Minimum soffit height of 3.2 metres and maximum of 4 metres;
 - Steps for design articulation or to accommodate sloping streets are to be integral with the building design and should not exceed 700mm in width;
 - Low profile, with slim vertical fascias or eaves (generally not to exceed 300 millimetres in height); and
 - Setback from kerb to allow for clearance of street furniture, trees etc. (minimum 600mm).
- e) To control solar access, vertical blinds may be permitted along the outer edge of awnings.
- f) Signage on blinds is not permitted.
- g) Provide under awning lighting to facilitate night use and to improve public safety. Lighting is to be recessed into the soffit of the awning or wall mounted.



FIGURE 4.7 STREET AWNING EXAMPLE

4. Pedestrian amenity

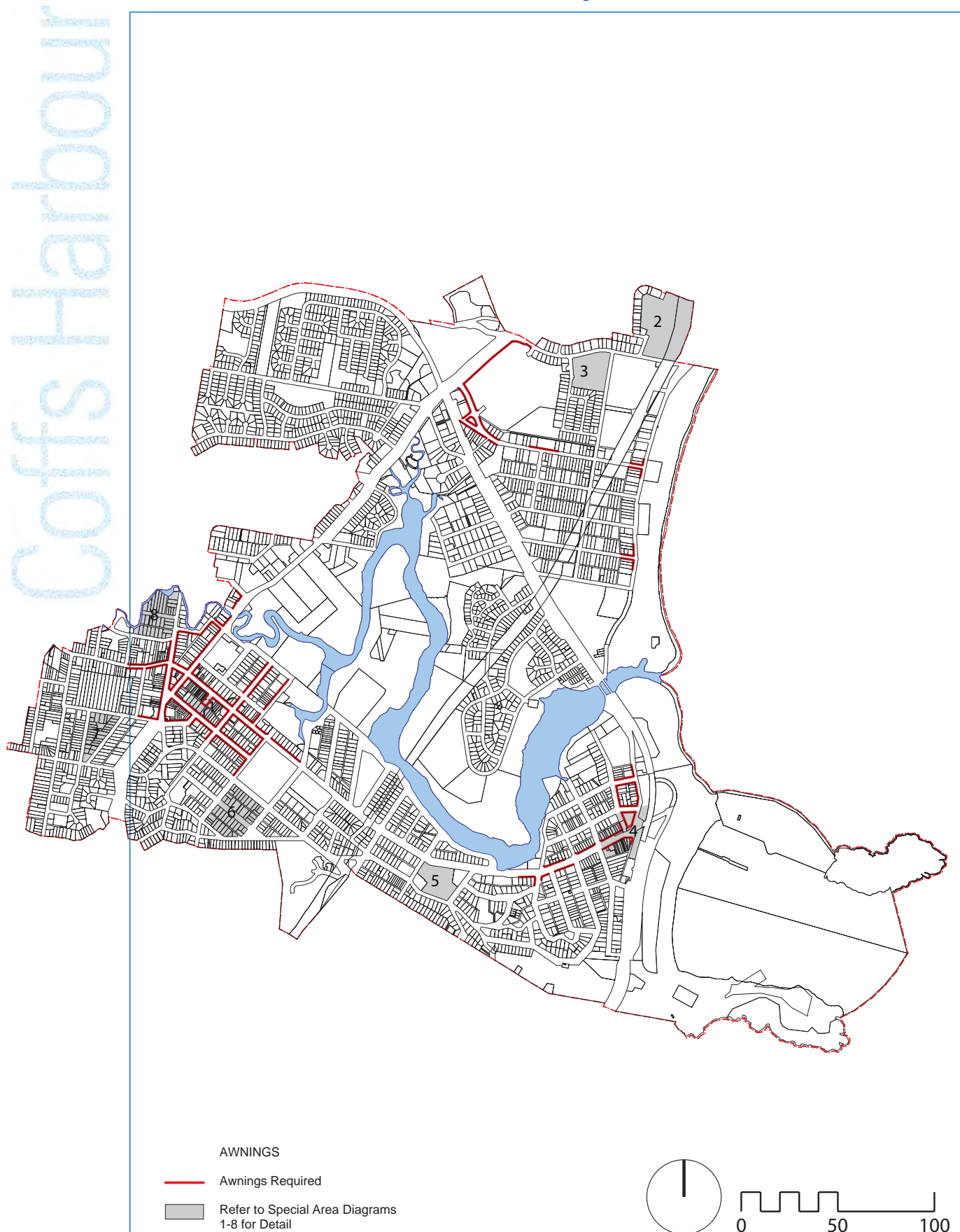


FIGURE 4.8 STREET AWNINGS

4.6 VEHICLE FOOTPATH CROSSINGS

Vehicle crossings over footpaths disrupt pedestrian movement and threaten safety. The design of vehicle access to buildings also influences the quality of the public domain. Overly wide and high vehicle access points detract from the streetscape and the active use of street frontages. The design and location of vehicle access to developments should both minimise conflicts between pedestrians and vehicles on footpaths (particularly along pedestrian priority walkways), and visual intrusion and disruption of streetscape continuity. Design of driveways and vehicle access is to be in accordance with the provisions of Section 5-2 of this Plan.

Objective

1. To make vehicle access to buildings more compatible with pedestrian movements and the public domain.
2. Reduce the impact of vehicular access on the public domain.
3. To ensure vehicle entry points are integrated into building design and contribute to high quality architecture.

Controls

Location of vehicle access

- a) One vehicle access point only (including the access for service vehicles and parking for non residential uses within mixed use developments) will be permitted.
- b) Vehicular access is to be limited from major streets including Harbour Drive in the commercial core. Where practicable, vehicle access is to be from lanes and minor streets rather than primary street frontages or streets with major pedestrian activity.
- c) Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.

Design of vehicle access

- d) 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 (refer to Figure 4-9).
- e) Ensure vehicle entry points are integrated into building design.
- f) Vehicle access ramps parallel to the street frontage will not be permitted.
- g) Doors to vehicle access points are to be roller shutters or tilting doors fitted behind the building facade.
- h) 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.

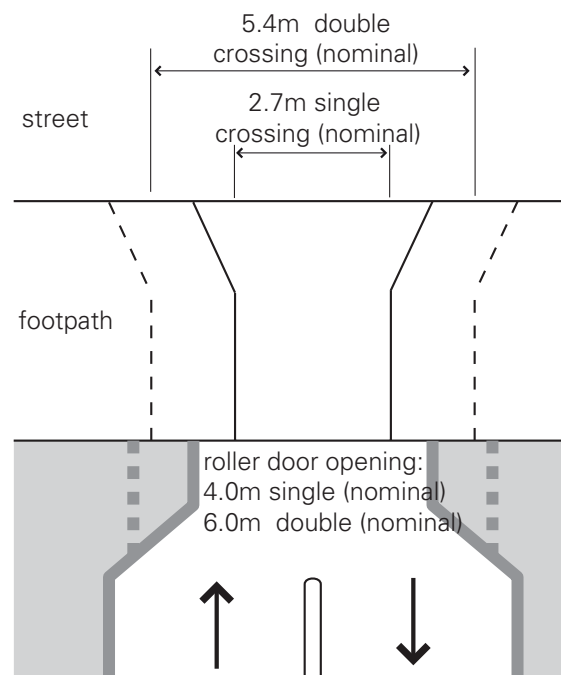


FIGURE 4.9 DRIVEWAY CROSSING DIMENSIONS

4. Pedestrian amenity

Porte cocheres

- i) Porte cocheres disrupt pedestrian movement and do not contribute to active street frontage. They 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.
- j) 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.
- k) 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.

4.7 PEDESTRIAN OVERPASSES AND UNDERPASSES

Streets represent important components of the public domain and provide the best potential amenity and safety when activated by pedestrians. Streets offer sky exposure, sunlight and air, a sense of orientation and direct access to the main frontages of buildings. A successful city street provides a comfortable interface between pedestrians and exposure for business.

Generally, pedestrians should be encouraged to use the street level to:

- enhance and contribute to street life,
- promote activity and interest, and
- maximise the safety and security of the public domain.

Coffs Harbour's subtropical climate does not warrant pedestrian isolation from the street, and any conflicts between pedestrians and vehicles are to be resolved at the street level. Pedestrian overpasses are discouraged as they have a negative impact on the streetscape quality and on vistas along streets. New pedestrian underpasses will only be considered where they would directly connect to major transport nodes, such as bus interchanges, and substantially improve pedestrian safety and access.

Objectives

1. To promote pedestrian activation of streets and public places.
2. To promote the *safer by design* and crime prevention principles.
3. To encourage pedestrian circulation at street level.
4. To protect vistas along streets.

Controls

- a) New overpasses over streets, and underpasses, will generally not be approved. In exceptional circumstances, new overpasses over service lanes may be considered by the consent authority subject to an assessment of impacts on safety and crime prevention, streetscape amenity, and the activation of the public domain. In such circumstances, overpasses are to be fully glazed, not greater than 6m wide or more than one level high.

4.8 ADVERTISING AND SIGNAGE

Advertisements and advertising structures are an important element of the built environment. These provisions are intended to protect the significant characteristics of buildings, streetscapes, vistas and the city skyline and to encourage well designed and well positioned signs which contribute to the vitality and legibility of the Coffs Harbour city centre and which respect the amenity of residents and pedestrians and the safety of motorists. In considering innovative design proposals for signs not envisaged by these provisions or where there are issues of interpretation, the consent authority will consider the design quality of the proposed advertising and the degree to which it meets the objectives of this section.

Objectives

1. To ensure that all advertising achieves a very high level of graphic design quality, its relationship to the architectural design of buildings and the character of streetscapes.
2. To limit the overall amount of advertising through the provision of fewer, more effective signs, to avoid the creation of visual clutter on buildings and streetscapes.
3. To promote signs that add character to the streetscape and assist with way finding and the pedestrian usability of the city.
4. To promote signs that complement the architectural style and use of buildings.
5. To consider the amenity of residential development and the visual quality of the public domain.
6. To encourage corporate logos and colours in signs that achieve a high degree of compatibility with the architecture of the building.
7. To ensure that the location and design of signs are consistent with road safety principles.

Controls

General location and design of signs

- a) Signs are to be designed and located to:
 - relate to the use of the building
 - be visually interesting and exhibit a high level of design quality,
 - be integrated and achieve a high degree of compatibility with the architectural design of the supporting building having regard to its composition, fenestration, materials, finishes, and colours, and ensure that architectural features of the building are not obscured (refer to Figures 4-10 and 4-11),
 - have regard to the view of the sign and any supporting structure, cabling and conduits from all angles, including visibility from the street level and nearby higher buildings, and against the skyline, and
 - have only a minimal projection from the building.
- b) Signs that contain additional advertising promoting products or services not related to the approved use of the premises or site.
- c) Signs painted on or applied on the roof are prohibited.
- d) Corporate colours, logos and other graphics are encouraged to achieve a very high degree of compatibility with the architecture, materials, finishes and colours of the building and the streetscape.
- e) In considering applications for new signs the consent authority must have regard to the number of existing signs on the site and in its vicinity and whether that signage is consistent with the provisions of this section and whether the cumulative impact gives rise to visual clutter.

4. Pedestrian amenity

Illuminated signs

- f) Illuminated signs are not to detract from the architecture of the supporting building during daylight.
 - g) Illumination (including cabling) of signs is to be:
 - concealed, or
 - integrated within the sign, or
 - provided by means of carefully designed and located remote or spot lighting.
 - h) The ability to adjust the light intensity of illuminated signs is to be installed where the consent authority considers necessary.
 - i) Limitation on hours of operation may be imposed for illuminated signs where continuous illumination may impact adversely on the amenity of residential buildings, serviced apartments or other visitor accommodation, or have other adverse environmental effects.
 - j) Uplighting of signs is prohibited. Any external lighting of signs is to be downward pointing and focused directly on the sign and is to prevent or minimise the escape of light beyond the sign.
- to road conditions are high such as at major intersections or merging and diverging lanes.
- l) Signs not for road purposes should not be used adjacent to classified roads.
 - m) Variable message signs are not suitable for purposes not related to the function and safety of motorists.

Signs and Road Safety

- k) Signs are regarded as prejudicial to the safety of the travelling public if they:
 - obscure or interfere with road traffic signs and signals or with the view of a road hazard, oncoming vehicles, or any other vehicle or person, or an obstruction which should be visible to drivers or other road users,
 - give instructions to traffic by use of the word stop or other directions, which
 - could be confused with traffic signs,
 - are of such a design, arrangement that intensity of lighting impairs a drivers' vision or distract drivers' attention, and
 - are situated at locations where the demands on drivers' concentration due

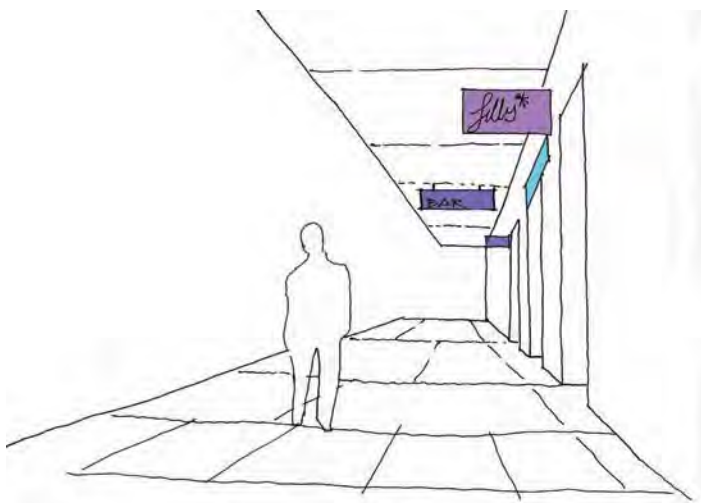


FIGURE 4.10 UNDER AWNING SIGNAGE

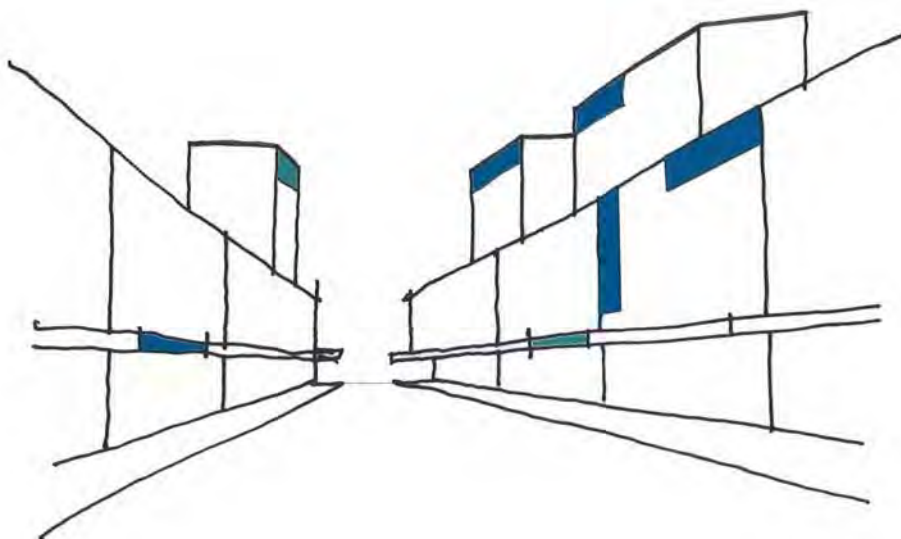


FIGURE 4.11 SIGNAGE ZONES

5. Subdivision, access, parking and servicing

This section contains detailed objectives and controls on pedestrian access, vehicular access, on site parking and site facilities, including refuse collection and removal. To satisfy the aims and zoning objectives of the *Coffs Harbour City Centre LEP 2011*, controls in this section aim to:

- facilitate the development of building design excellence appropriate to a regional city,
- require parking and servicing provisions to
- be contained within development sites to an amount and rate adequate for the economic and sustainable growth of the city centre,
- provide for safe and secure access,
- minimise impacts on city amenity, the public domain and streetscape, and
- ensure that access is provided for the disabled and mobility impaired.

5.1 PEDESTRIAN ACCESS AND MOBILITY

Any new development must be designed to ensure that safe and equitable access is provided to all, including people with a disability.

Objectives

1. To provide safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain.
2. To ensure buildings and places are accessible to people with a disability.
3. To provide a safe and accessible public domain.

Controls

- a) Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity.

- b) The design of facilities (including car parking requirements) for disabled persons must comply with the relevant *Australian Standard (AS 1428 Pt 1 and 2, AS 2890 Pt 1, or as amended)* and the *Disability Discrimination Act 1992* and the Disability (access to Premises-Building) Standards 2010.
- c) Barrier free access is to be provided to not less than 20% of dwellings in each development and associated common areas.
- d) The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor.
- e) The development must provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access.
- f) Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.

5.2 VEHICULAR DRIVEWAYS AND MANOEUVRING AREAS

The location, type and design of vehicle access points to a development can have significant impacts on the streetscape, site layout and building facade design.

Objective

1. To minimise the impact of vehicle access points on the quality of the public domain.
2. To minimise the impact of driveway crossovers on pedestrian safety and streetscape amenity.
3. Minimise stormwater runoff from uncovered driveways and parking areas.

Controls

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

- located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees,
 - located a minimum of 6 metres of the tangent point of the kerb of intersecting streets, and
 - located to minimise noise and amenity impacts on adjacent residential development.
- b) Vehicle access is to be integrated into the building design so as to be visually recessive.
 - c) All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.
 - d) 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 section 138 of the Roads Act 1993.
 - e) Driveway widths must comply with the relevant Australian Standards.
 - f) Car space dimensions must comply with Australian Standards 2890.1.
 - g) Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard (AS 2890.1).
 - h) Vehicular ramps less than 20m 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.
 - i) Accessways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms and are to comply with the Disability (Access to Premises - Buildings) Standards 2010.
 - j) For development in Medium and Low Density Residential zones, use semipervious materials for all uncovered parts of driveways and parking areas to assist with stormwater infiltration.

5.3 On-site parking

On-site parking includes underground (basement), surface (at-grade) and above ground parking, including parking stations. There are particular constraints in certain areas of Coffs Harbour city centre on the provision of car parking in underground structures. Due to the high water table, excavation on certain sites may become difficult beyond one level of basement parking. This may necessitate site design which locates the parking above ground. In these cases, minimising the impacts of above ground parking on the public domain is important.

Objectives

1. To facilitate an appropriate level of on-site parking provision in the city centre 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).
4. To encourage economic growth in the city centre.
5. To enable the conversion of above ground parking to other future uses.
6. To recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking.

Controls

- a) Car parking rates are to be provided for in accordance with the Table 5-1.
- b) Car parking and associated internal manoeuvring areas provided over and above that required by this DCP and the Coffs Harbour City Centre LEP 2011 is to be calculated towards gross floor area.

5. Subdivision, access, parking and servicing

- c) On-site parking must meet the relevant *Australian Standard (AS 2890.1 2004)*. Parking facilities, or as amended).
- d) A minimum of 2% of the required parking spaces, or minimum of 1 space per development, (whichever is the greater) is to be appropriately designated and signposted for use by persons with a disability.
- e) Bicycle parking is to be provided in accordance with Table 5.1, in secure and accessible locations, with weather protection. Where no rates are specified, bicycle parking is to be provided at a rate of 1 space per 200m² of GFA.
- f) Motorcycle parking is to be provided in accordance with Table 5.1.
- g) Council may require the provision of a supporting geotechnical report prepared by an appropriately qualified professional as information to accompany a development application to Council.
- h) 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 facade, and
 - Oriented away from windows of inhabitable rooms and private open space areas.
- i) If car parking is to be below ground level all access points to the carpark are to have a weir height at or above Council's mandated level of 1:100 ARI flood level + 100mm."
- j) Above ground parking is not to be located on the primary street frontage where active street frontages are required under this Plan.
- k) Above ground parking structures are to comply with rear setbacks where relevant as shown in Figures 5-1 and 5-2.
- l) Above ground parking structures are to be artistically and imaginatively screened from view from the public domain as indicated in Figure 5-3 (refer to Figures 5-4 and 5-5 for examples).
- m) Car parking above ground level is to have a minimum floor to ceiling height of 2.7m so it can be adapted to another use in the future.
- n) Within the Commercial and Mixed Use Zones, exposed, but screened natural parking ventilation may be permitted fronting onto service lanes if agreed to by the consent authority.
- o) The impact of any at-grade 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 landscape 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.

USE	CARS	BICYCLES	MOTORBIKES
Commercial			
General office development	1 space per 40m2 GFA for up to 3 storey development. If development exceeds 3 storeys it is to be accompanied by a Parking and Traffic Study	1 space per 200m2 GFA per employee; 1 space/ 750m2 GFA for visitors	1 space per 25 employees
Educational establishments			
Schools and tertiary colleges	1 space per employee of classroom; 1 space per 10 students over 17 years	1 bicycle rack / 5 students above grade 4 at schools	1 space per 25 car spaces
Health, medical and aged care			
Health consulting rooms	1 space per 40m2;		1 motorbike space per 25 car spaces
Hospital	1 space per 2 beds		
Nursing home	1 space per 4 beds		1 motorbike space per 25 car spaces
Recreational and tourist facilities			
Recreation facilities - public use			
Squash Courts	3 spaces per court		
Tennis Courts	3 spaces per court		
Bowling alleys	3 spaces per alley		
Bowling greens	30 spaces for first green + 15 spaces for each additional green		
Gymnasiums	Regional Centres: 1 space per 33m2 GFA		
Tourist Facilities			
Motels	1 space per unit + 1 space per 2 employees <i>If restaurant included then add the greater of: 1 space per 13.2m2 GFA of restaurant/function room, or 1 space per 6 seats, + 1 space for managers residence</i>		1 motorbike space per 25 car spaces
Hotels	Subject to parking study		
Caravan Parks	1 space per caravan and tent site + 1 visitor space per 10 long term sites and 1 per 20 short term sites 1 visitor space per 40 tent sites. A minimum of 4 visitor spaces must be provided in any caravan park		
Marinas	If a survey of a similar existing development has not been undertaken, the following figures may serve as a general guide; 0.6 spaces per wet berth; 0.2 spaces per dry storage berth; 0.2 spaces per swing mooring; 0.5 spaces per marina employee.		
Retail			
Shops	1 space per 25m2 GLFA	1 space / 750m2 for employees and 1 space / 1000m2 for customers	1 motorbike space per 25 car spaces

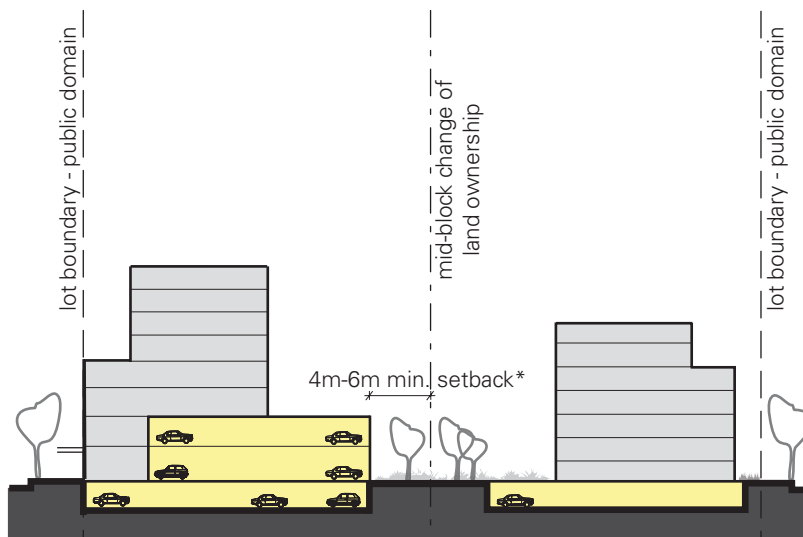
5. Subdivision, access, parking and servicing

Bulky goods salesrooms	1 space per 50m ²		1 motorbike space per 25 car spaces
Refreshments			
Drive-in takeaway food outlets	1 space per 8.3m ² GFA plus greater of; 1 space per 5 seats (internal and external) ; or 1 space per 2 seats (internal) Developments with on-site seating and drive through facilities: Greater of: 1 space per 2 seats (internal) or 1 space per 3 seats (internal and external) plus queuing area for 5 to 12 cars		
Restaurants	For new development sites: 1 space per 6.6m ² GFA For change of use of existing premises: 1 space per 25m ² GFA		
Clubs	Subject to parking study		
Residential			
Dwellings - Multi - Unit housing			
Dwellings - Dual occupancies	Small (<100m ² GFA) 1 space (behind front setback) Large (>100m ² GFA) 2 spaces (at least 1 space behind front setback)		
Multi-unit housing - each dwelling, zones R1, R2 & R3	Small (<100m ² GFA) 1 space Large (>100m ² GFA) 2 spaces	1 space per 3 dwellings and space / 12 dwellings for visitors	1 motorbike space per 25 car spaces
Multi-Unit Housing - each dwelling zone R4	1 space per dwelling		
Senior Livings SEPP (2004)			
Self Contained Units	Public: 1 space per 5 units Private: 0.5 spaces per small unit (<55m ²) 0.85 spaces per medium unit (55- < 85m ²) 1 space per large unit (> 85m ²)		
Hostels	Public or private 1 space per 10 beds +1 space per 2 employees + 1 space per ambulance		
Industry			
Factories/ Warehouses	1 space per 100m ² GFA		

Development types not specified in Table 5.1 Parking Rates are subject to a parking study.

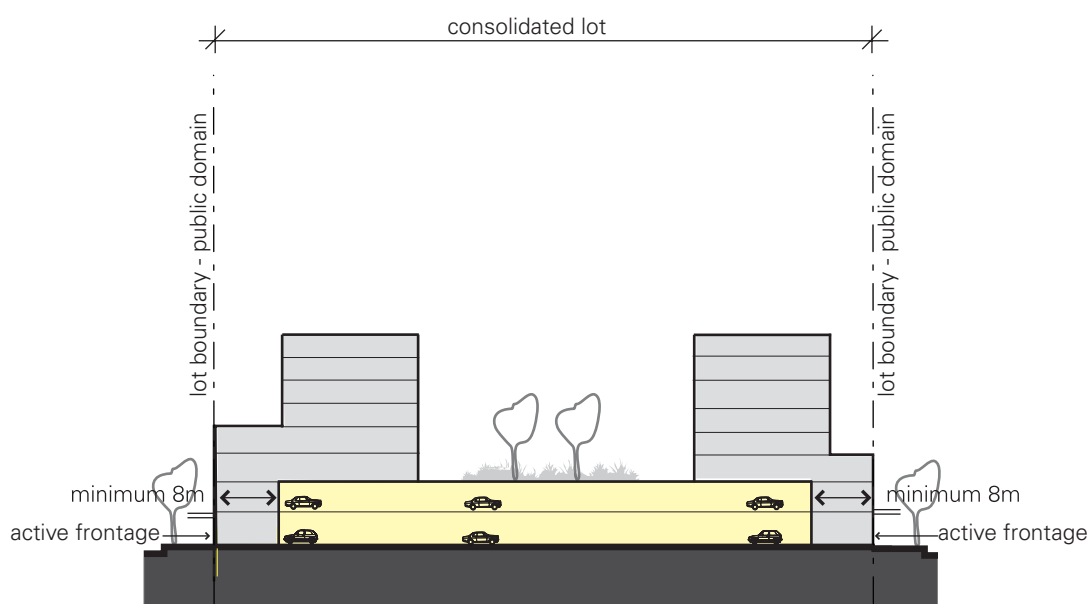
Note: Where a parking study is required, proponents are to undertake a parking study of a similar type of development in a similar location to determine the number of parking spaces required for the proposed development. The study shall reference the former Road and Traffic Authority Guide to Traffic Generating Development. Where developments are subject to a parking study, it must be prepared by a suitably qualified professional.

TABLE 5.1: PARKING RATES



*4m setback in the Commercial Core; 6m setback in all other zones (from the rear property boundary).
Exposed parking structures and internal lighting to be screened.

FIGURE 5.1: REAR SETBACKS FROM EXPOSED ABOVE GROUND PARKING STRUCTURES WHERE LAND OWNERSHIP CHANGES MID-BLOCK



Minimum 8m setback distance between parking areas and a building facing onto a street or public space. This setback distance is to allow for active uses fronting onto the street and to minimise the impact of parking on the public domain.

FIGURE 5.2: INTEGRATED ON-SITE PARKING REQUIREMENTS FOR COMMERCIAL AND MIXED USE DEVELOPMENT

5. Subdivision, access, parking and servicing

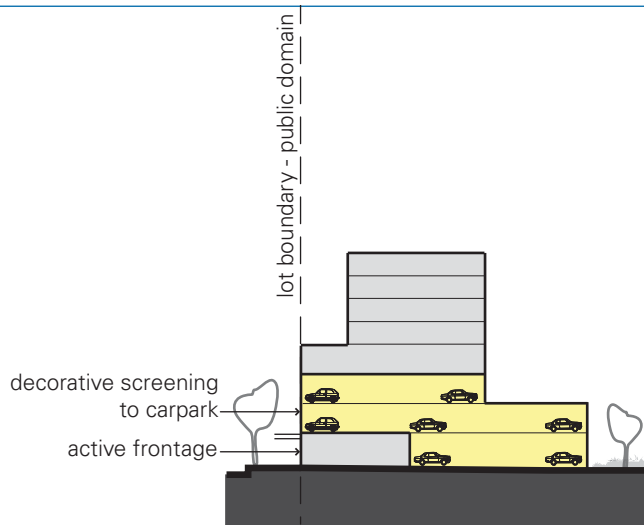


FIGURE 5.3: ABOVE GROUND CAR PARKING IN PROFILE

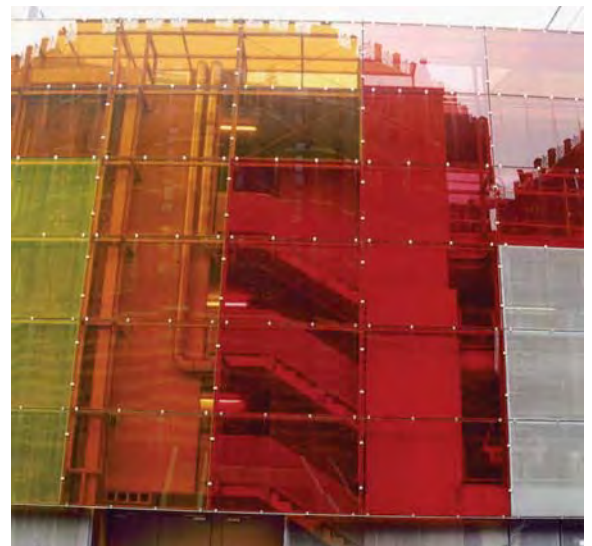


FIGURE 5.4: EXAMPLES OF ABOVE GROUND PARKING SCREENED FROM VIEW BY ARTWORK



FIGURE 5.5: EXAMPLE OF ABOVE GROUND PARKING SCREENED FROM PUBLIC DOMAIN

Bicycles lockers and shower facilities

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

Developments in other zones

- q) 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).
- r) Visitor parking for multi unit residential is to be on site and accessible i.e. not in a security area. Visitor car parking is to be provided according to the following table:

Number of dwellings	Number of visitor spaces required
1-4	0
5-9	1
10-14	2
15-19*	3

**and at a rate of one space per every five dwellings thereafter.*

TABLE 5.2 VISITOR PARKING

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

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

5.4 SITE FACILITIES AND SERVICES

Objectives

1. To ensure that site facilities (such as clothes drying areas, mail boxes, recycling and garbage disposal units/areas, screens, lighting, storage areas, air conditioning units and communication structures) are effectively integrated into the development and are unobtrusive.
2. To ensure that site services and facilities are adequate for the nature and quantum of development.
3. To establish appropriate access and location requirements for servicing.
4. To ensure service requirements do not have adverse amenity impacts.

Controls

Mail boxes

- a) Provide mailboxes for residential buildings and/or commercial tenancies in one accessible location adjacent to the main entrance to the development.
- b) Mailboxes should be integrated into a wall where possible and be constructed of materials consistent with the appearance of the building.
- c) Mailboxes are to be secure and large enough to accommodate articles such as newspapers.

Communication structures, air conditioners and service vents

- d) Locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures:
 - away from the street frontage,
 - integrated into the roofscape design and in a position where such facilities will not become a skyline feature at the top of any building, and
 - adequately setback from the perimeter wall or roof edge of buildings.

5. Subdivision, access, parking and servicing

- e) A master antenna must be provided for residential apartment buildings. This antenna shall be sited to minimise its visibility from surrounding public areas.

Waste (garbage) storage and collection General (all development)

- f) All development is to adequately accommodate waste handling and storage on-site. The size, location and handling procedures for all waste, including recyclables, is to be determined in accordance with Council waste policies and advice from relevant waste handling contractors.
- g) Access for waste collection and storage is preferred from rear lanes, side streets or rights of ways.
- h) Waste storage areas are to be designed to:
- ensure adequate driveway access and manoeuvrability for any required service vehicles,
 - located so as not to create any adverse noise impacts on the existing developments or sensitive noise receptors such as habitable rooms of residential developments, and screened from the public way and adjacent development that may overlook the area.
- i) The storage facility must be well lit, easily accessible on grade for movement of bins, free of obstructions that may restrict movement and servicing of bins or containers, and designed to minimise noise impacts.

Location requirements for waste storage areas and access

- j) Where waste volumes require a common storage and handling area, this is to be located:
- for residential flat buildings, enclosed within a basement or enclosed car park,
 - for multi-unit housing, at ground behind the main building setback and facade, or within a basement or enclosed car park, and

- for commercial, retail and other development, on-site in basements or at ground within discrete service areas not visible from main street frontages.

- k) An above ground collection storage area is to be provided within the property boundary situated to provide easy access for the collection vehicles designed in accordance with the requirements of this Plan.
- l) Where a mobile compaction vehicle is required to enter the site, the access and circulation area shall be designed to accommodate a vehicle with the dimensions in Table 5.3;

Position	Dimension
Vehicle length	12,300 millimetres
Vehicle width	3,500 millimetres
Vehicle height - travel	3,800 millimetres
Vehicle height - operation	6,100 millimetres

TABLE 5.3: SERVICE DOCKS AND LOADING/UNLOADING AREA DIMENSIONS

- m) Provide adequate space within any new development for the loading and unloading of service/delivery vehicles.
- n) Screen all service doors and loading docks from street frontages and from active overlooking from existing developments.
- o) Design circulation and access in accordance with AS 2890.1.

Fire service and emergency vehicles

- p) 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*.
- q) 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.

Utility Services

- r) The provision of utility services and access for regular servicing and maintenance must be considered at the concept stage of site development.
- s) Development must ensure that adequate provision has been made for all essential services including water, sewerage, electricity and telecommunications and stormwater drainage to the satisfaction of all relevant authorities.
- t) 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.
- u) 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.
- w) The applicant is to consider bundling for existing power lines when redeveloping a site.

5.5 INDUSTRIAL USES

Objectives

- 1. To promote the efficient and economic use of the City Centre's industrial resources by ensuring development is appropriate to industrial areas.
- 2. minimise the impact of industrial development, visual or otherwise throughsite planning and implementation of environmental safeguards.

- 3. ensure that industrial development proposed in close proximity to residential areas does not have a materially detrimental effect on these areas.

5.5.1 MARCIA AND JUNE STREETS PRECINCT

Given the close proximity of these industrial lands to adjoining and surrounding residential development land uses it is important to establish some objectives, guidelines and heads of consideration for the future of this precinct.

This precinct has progressively changed over the past two decades from traditional industry with heavy manufacturing to more low key less impacting industrial and recreational uses.

The land use zone precludes hazardous and offensive industries and allows light industry. It is envisaged these light industries will be complemented by recreational facilities, places of workshops and the like where bigger footprint buildings are required.

5.5.2 ORLANDO STREET PRECINCT

Land in this industrial zone is intended to accommodate a wide range of industrial uses, encourage employment opportunities; to minimise adverse effects of industry on other land uses and to enable the provision of facilities and services to meet the day to day needs of workers in the area, but only where such facilities or services do not compromise the land being used for industrial purposes.

5.5.3 SUBDIVISION OF INDUSTRIAL LANDS

For subdivision of industrial lands, proposed lots should have the following characteristics:

- 20 metre frontage (providing suitable access and manoeuvring areas);
- 1,000m² average area of all lots created.

5. Subdivision, access, parking and servicing

5.5.4 DEVELOPMENT OF EXISTING INDUSTRIAL LOTS

- Development of existing industrial lots will be considered on a merits basis with regard to the compliance of the development with the other sections of this DCP.
- Small narrow sites may not be able to accommodate industrial development unless amalgamated with adjoining properties.

5.5.5 DESIGN AND APPEARANCE

Buildings

- Coffs Harbour City Council encourages high aesthetic standards for building design to maintain suitable levels of visual and environmental amenity. Attractive building design can be achieved by consideration to variations in fascia treatment; rooflines and a selection of materials.
- Elevations of buildings visible from public roads or adjoining residential land, should be constructed using brick, masonry, pre-coloured metal cladding, tilt-slab construction or a combination of these materials.
- Large expanses of walls or building mass should be broken up by suitable building articulation, fenestration or architectural enhancements.
- Showroom display areas, ancillary offices, staff amenities and other low scale elements should be, where practicable, located at the front of the premises and constructed in appropriate materials to enhance the appearance of the development.
- Roofing should consist of non-reflective materials.

Open Storage/Work Areas

- If work or open storage areas are proposed outside buildings, full details of those parts of the site to be used and the materials stored, are to be provided with the application.
- Open work or storage areas are to be located at the rear of industrial developments and screened from view by landscaping/screen fencing.

Security Fencing

- Security fencing should be visually unobtrusive.
- Fencing should not be provided in front of the building line.

Neighbourhood Amenity

In assessing a development proposal that adjoins or is in close proximity to residentially zoned land, Council will have particular regard to:

- The nature of the proposal;
- The bulk and scale of the proposal and possible overshadowing;
- The need for side and rear boundary setbacks;
- The provision of landscaping and its effectiveness in screening the proposal;
- The level of car parking provision;
- The access and manoeuvring areas provided to facilitate safe and functional car and truck movements;
- The hours of operation; and
- The impact of noise and other emissions.

5.6 SUBDIVISION

Objectives

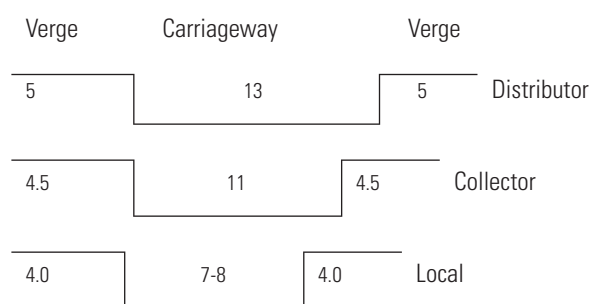
1. To provide measures to protect and enhance the natural and built environment by ensuring that subdivision patterns relate to site conditions;
2. To ensure that subdivisions do not detract from the desired future neighbourhood character of the locality; and
3. To promote the orderly development of land by ensuring that the appropriate form of subdivision is used (i.e. Torrens, community, strata title) while ensuring that it is adequately serviced.

5.6.1 SUBDIVISION AND ROAD DESIGN

The road hierarchy of subdivisions should also reflect road function, and should be designed in accordance with Table 5.3.

	URBAN ROADS				RURAL ROADS			INDUSTRIAL ROADS
	Distributor	Collector	Local	Minor Road (cul-de-sac)	Rural	Cul-de-sac rural road	Rural Residential Road	General
Road Reserve Width	23m	20m	15-16m	13.5-15m	20m	20 m (18.5m min.)	20m	23m
Carriageway Width	13m	11m	7-8m	5.5-7m	6.2m	6.2m	6-8m	13m
Verge	2 x 5m	2 x 4.5m	2 x 4.0m	2 x 4.0m	N/A	N/A	N/A	2 x 5.0m
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

TABLE 5.3 ROAD HIERARCHY



Urban roads



Industrial roads

FIGURE 5.6 ROAD CONFIGURATIONS

5. Subdivision, access, parking and servicing

The layout of new roads should be designed so as to:

- provide road 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 (bushfire and garbage trucks);
- provide for safe and functional vehicle and pedestrian movement; and
- provide for landscaping, utility services, driveways, mailboxes, street lighting, etc.

The layout of main roads should also, where possible, provide road networks based on a grid pattern so as to:

- provide for more memorable places, making it easier to find one's way around (legible);
- provide persons with a high degree of directional choice (permeable).
- Cul-de-sacs should be avoided, but if used should be short in length.
- To avoid congestion a minimum frontage requirement of 10 metres per allotment shall be provided for subdivisions in cul-de-sac heads.

5.6.2 ENERGY EFFICIENCY – LOT ORIENTATION

- Subdivisions should be designed to maximise solar access.
- Where possible roads are to be orientated so that the majority of their length are within the range N20oW to N30oE or E20oN to E30oS.
- On sloping sites, north-facing slopes improve opportunities for solar access while south facing slopes impose a penalty on solar access. Accordingly, smaller lots should be concentrated on northern slopes and large lots on southern slopes.

5.6.3 SERVICES

Urban Areas

Subdivision in urban areas are generally required to provide infrastructure to all lots including:

- road;
- footpath;
- kerb and gutter;
- drainage;
- reticulated sewer and water;
- telecommunications;
- street lighting; and
- electricity.

5.6.4 STORMWATER DRAINAGE

Stormwater drainage shall be designed and provided in accordance with Council's Development Design and Construction Specification.

The design details will need to be approved by Council before the drainage is provided, and will need to be completed to Council's satisfaction prior to the issue of the Subdivision Certificate.

Stormwater is to be gravity drained to Council's drainage system. In some circumstances inter-allotment drainage easements over downstream properties may be required. This will necessitate a letter of consent from the owner(s) of the downstream properties to be submitted with the development application.

Drainage from sites should reflect the pre-existing or natural situation in terms of location, quantity, quality and velocity.

5.6.5 UTILITY SERVICES

Utility services must be extended to all lots within a subdivision in accordance with the following table:

Utility Services	Urban Area
Council's water main	Yes
Council's sewer main	Yes
Telephone	Yes*
Electricity	Yes*
NBN	Yes*

TABLE 5.4 UTILITY SERVICES

* In Greenfield subdivisions these services must be underground.

5.6.6. EROSION AND SEDIMENT CONTROL

Subdivisions should be designed to minimize the disturbance of lands with topographical constraints.

5.6.7 DEVELOPER CONTRIBUTIONS

In many cases the payment of contributions are required to cover the cost of services and facilities which are provided by Council. These contributions are often levied with subdivision, prior to the issue of the Subdivision Certificate.

5.7 NOTIFICATION

This section of the Plan sets out the circumstances in which a development is to be notified and/or advertised.

Objectives

1. To encourage public participation in the development control process; and
2. To inform the community about potentially sensitive developments.

Controls

General

- a) Adjoining landowners will be notified if in the opinion of Council the enjoyment of land

(see note) adjoining the development may be detrimentally affected by the proposed development.

- b) Owners of land other than adjoining land will be notified by advertisement in a local newspaper circulating in the Council area where in the opinion of Council (see note), the enjoyment of that land may be detrimentally affected by the proposed development.

Note: Council will consider the following in forming its opinion as to whether or not the enjoyment of land may be detrimentally affected by a proposed development:

- the views to and the views from the land
- the overshadowing of the land
- the privacy of the land
- the likelihood of the land being detrimentally affected by the proposed use
- the streetscape.

The following development is not usually notified:

- dwellings of single storey construction
 - minor alterations/additions including internal work
 - development in rural areas
 - private swimming pools or outbuildings.
- c) Public authorities Council considers may have an interest in the determination of the application will be notified.

Designated Development

- d) Designated development is advertised in accordance with the Environmental Planning and Assessment Act Regulations.

Integrated Development

- e) Integrated Development involving an approval:
 - under Section 58 of the Heritage Act 1977;
 - under the Water Act 1912; and
 - under the Pollution Control Act 1970,is advertised in accordance with the Environmental Planning and Assessment Act Regulations.

5. Subdivision, access, parking and servicing

State Development

- f) State Development is advertised in accordance with the Environmental Planning and Assessment Act Regulations.

Notes:

- *A notice to an association for a community, precinct or neighbourhood parcel within the meaning of the Community Land Development Act 1989 or to a body corporate for a parcel within the meaning of the Strata Titles Act 1973 or the Strata Titles (Leasehold) Act 1986 is taken to be a notice under this section to the owner of each lot within the parcel concerned.*
- *If a parcel of adjoining land is owned by more than one person, a notice to one owner is taken to satisfy the requirements of this section.*
- *Notice is not required to be given to an owner of adjoining land if that owner is the person, or one of the persons, who made the application for approval to erect the building.*

Industrial and Business Zones

- g) Industrial and Business Zones

- Advertising of development is required where:
- Development Applications for buildings with a gross floor area of more than 500m² are proposed on land zoned IN1 General Industrial, IN4 Working Waterfront and W3 Working Waterways;
- All development applications on land zoned B1 Neighbourhood Centre, B2 Local Centre, B3 Commercial Core, B4 Mixed Use, B5 Business Development and B6 Enterprise Corridor; other than where, in the opinion of Council, the public interest will not be significantly affected by the proposal. Examples of proposals that may not be advertised are:
 - internal alterations
 - shop fit-outs
 - shopfront alterations
 - demolition (other than Heritage Items or buildings located in Heritage Conservation Areas)
 - change of use
 - minor alterations/additions to existing uses

- signs (where the sign complies with this DCP)
- subdivisions.

Contaminated Land

- h) Category 1 remediation work, as defined in State Environmental Planning Policy No. 55 - Remediation of Land, is advertised in accordance with the Environmental Planning and Assessment Act Regulations for a period of 30 days.
- i) A notice of completion of a category 1 remediation work must be provided to Council (with a copy to the consent authority if Council was not the consent authority) within 30 days after the completion of the work.
- j) Notice must be given to the Council, at least 30 days prior to the commencement of category 2 remediation work.

Form of Notice/ Advertisement

- k) The following is to be included in a written notice or published advertisement:
- description of the land (including address);
 - name of applicant;
 - name of consent authority;
 - description of development;
 - a statement, including the dates, that the application and any accompanying documents may be inspected at Council's office during working hours; and
 - a statement that any person during the exhibition period may make a written submission.
- l) In respect of category 2 remediation work of contaminated land, the notice must be in writing and:
- provide the name, address and telephone number of the person who has the duty of ensuring that the notice is given;
 - briefly describe the remediation work;
 - show why the work is category 2 remediation work;
 - provide a property description, street address and map of the location of the land; and

-
- provide estimates of the dates for the commencement and completion of the work.

Note: Minimum exhibition period is 14 days (30 days for integrated development). Where proposal is for integrated development, the notice must contain a statement that it is integrated development and must state the approvals required and relevant approval bodies.

Circumstances in which Notice Requirements may be dispensed with

m) If:

- a development application is amended, or substituted, or withdrawn and later replaced before it has been determined by Council; and
- Council has notified/advertised the original application, in accordance with the format in this DCP; and
- Council is of the opinion that the amended, substituted or later application differs only in minor respects from the original application,

n) Council may decide to dispense with further notification/advertising in relation to the amended, substituted or later application.

Notice of Determination

- o) All persons making written submissions will be given written notice of the determination of the application.

Notification/Advertising Fee

- p) A fee to cover Council's costs for notifying or advertising in relation to this DCP may be charged on each application.

Note: All proponents should comply with the DECCW's "Aboriginal Cultural Heritage Consultation Requirements for proponents (April 2010)".

6. Environmental management

This section addresses energy efficiency for buildings, water use and conservation, climate change and floodplain management, wind and solar impacts, and waste management.

To satisfy the aims and zoning objectives of the *Coffs Harbour City Centre LEP 2011*, controls in this section aim to:

- Facilitate the development of building design excellence appropriate to a regional city,
- Ensure the environmental impact of new development is managed in a sustainable and economic way,
- Ensure a healthy environment,
- Provide an adequate and renewable supply of resources, and
- Ensure the application of the appropriate BASIX or Australian Greenhouse Ratings (AGR) certification systems.

6.1 ENERGY EFFICIENCY AND CONSERVATION

The ability of development to optimise thermal performance, thermal comfort and day lighting will contribute to the energy efficiency of the buildings, provide increased amenity to occupants, and reduce greenhouse emissions.

Objectives

1. To reduce the necessity for mechanical heating and cooling.
2. To minimise greenhouse gas emissions.
3. Benefit from the natural climatic advantages of a coastal location such as cooling summer breezes, and exposure to unobstructed winter sun.

Controls

Residential

- a) New dwellings, including multi-unit development within a mixed use building and serviced apartments intended or capable of being strata titled, are to demonstrate compliance with *State Environmental Planning Policy - Building Sustainability Index (BASIX)*.

Non-residential

- b) All non-residential development Classes 5-9 must comply with the *Building Code of Australia* energy efficiency provisions.
- c) Improve the control of mechanical space cooling by designing cooling systems to target only those spaces which require cooling, not the whole building.
- d) Improve the efficiency of hot water systems by:
 - insulating hot water systems, and
 - installing water saving devices, such as flow regulators, 3 stars rated shower heads, dual flush toilets and tap aerators.
- e) Reduce reliance on artificial lighting by designing lighting systems to target only those spaces which require lighting at any particular 'off-peak' time, not the whole building.
- f) All commercial development over \$5 million is to provide an Energy Efficiency Report from a suitably qualified consultant that demonstrates a commitment to achieve no less than a 4 stars under the *Australian Building Greenhouse Rating Scheme*.

6.2 WATER CONSERVATION

Building design can contribute to environmental sustainability by integrating measures for improved water quality and efficiency of use. Water can be conserved in a number of ways, including: reducing water demand from the mains and re-using water, which would otherwise be lost, as run off or waste water. By integrating water use efficiency, water collection and water reuse measures into building and associated infrastructure design, development can contribute to environmentally sustainable outcomes.

All mains water is treated to drinking water standard, however, only 1% of domestic water consumption is actually used for drinking. Uses such as toilet flushing, laundry and outdoor uses do not require water to be treated to such a high standard. Such uses can be satisfactorily supplied using rainwater collected from roofs and stored

in tanks. Benefits include significant water cost savings and substantial reductions in stormwater charges.

Objectives

1. To reduce per-capita mains consumption of potable water.
2. To harvest rainwater and urban stormwater runoff for use.
3. To reduce wastewater discharge.
4. To capture, treat and reuse wastewater where appropriate.
5. To safeguard the environment by improving the quality of water run-off.
6. To ensure infrastructure design is complementary to current and future water use.

Controls

Residential

- a) New dwellings, including a residential component within a mixed use building and serviced apartments intended or capable of being strata titled, are to demonstrate compliance with *State Environmental Planning Policy - Building Sustainability Index (BASIX)*.

Non-residential

The following water saving measures are to be incorporated into non-residential buildings:

Water consumption reduction

- b) Use an alternative to mains water source for the irrigation of public or private open space.
- c) Provide all irrigation of public and private open space by sub-surface, drip irrigation systems controlled by timers and soil moisture or rainfall sensors.
- d) All water fixtures in non-residential buildings including public facilities should be rated to deliver maximum water flows of:
 - 6 litres per minute for hand basins, and
 - 9 litres per minute for showers

- e) Provide other water efficiency measures in non-residential buildings and public facilities including:

- all toilets to be provided with dual flush systems of no more than 6 litres per full flush and 3 litres per half flush.
- manual or sensor operated, low volume flush systems fitted to all urinals (excluding waterless, or ultra water efficient urinals),
- trigger nozzles on all hoses and kitchen dishwashing facilities, and
- automatic shut off for all public hand basin taps.

- f) Locate all non-residential hot water systems as close as practical to the hot water end-use (for example, shower facilities)

- g) Appliances (dishwashers, clothes washers etc) are to be 3 stars or better rated with respect to water use efficiency. Demonstrate, if necessary, how these requirements will be achieved for replacement appliances, appliances not installed at construction, or bought in by occupants following construction.

- h) Stormwater runoff control, capture and reuse, including water quality management in accordance with Council's guidelines.

- i) Select water efficient plants and/or, indigenous vegetation for landscape in accordance with Council's recommendations.

- j) Use non- potable water for watering gardens and landscape features.

- k) Specify operating details for swimming pools and water features including filling, draining and maintenance activities. Covers are to be included in the design and operational aspects of swimming pool installations.

Alternatives to the above water savings methods can be presented to Council and will be assessed on merit.

6. Environmental management

Alternative water supply and treatment options

- l) Where achievable, potable water should not be drawn on for the following uses in non-residential development, unless as a backup supply:
- toilet and urinal flushing,
 - fire service testing,
 - clothes laundering,
 - hosing-down, and
 - car washing.
- m) As long as 'fit for purpose' treatment measures, appropriate to the water source and the water end uses, are applied, alternative water sources for non-potable uses may include:
- rainwater harvested from roofs, or
 - treated waste water, stormwater or greywater (such as collected from showers, hose-down, car wash or laundry facilities).

Cooling towers

- n) Cooling towers, or other forms of evaporative coolers for the provision of cooled air to, or the rejection of heat from, heating, ventilation, air conditioning, chilling or refrigeration systems, must (except in the case of emergency, such as failure of the particular water supply), draw 100% of their water use from an alternative water supply. Suitable alternative water supplies include harvested rainwater or appropriately treated waste water, stormwater or greywater (such as collected from showers, hose-down, carwash or laundry facilities).

6.3 REFLECTIVITY

Reflective materials used on the exterior of buildings can result in undesirable glare for pedestrians and potentially hazardous glare for motorists. Reflective materials can also impose additional heat load on other buildings.

The excessive use of highly reflective glass should be discouraged. Buildings with a glazed roof, facade or awning should be designed to minimise hazardous or uncomfortable glare arising from reflected sunlight.

Objectives

1. To restrict the reflection of sunlight from buildings to surrounding areas and buildings.

Controls

- a) New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.
- b) Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%.
- c) Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar glare from the proposed development on pedestrians or motorists may be required.

6.4 WIND MITIGATION

Windy conditions can cause discomfort and danger to pedestrians, and downdrafts from buildings can inhibit the growth of street trees. Conversely, moderate breezes that penetrate the streets can enhance pedestrian comfort and disperse vehicle emissions and air conditioning plant exhausts. The future growth of the city centre may necessitate the management of the microclimatic influence of built form.

Objectives

1. To ensure that new developments satisfy nominated wind standards and maintain comfortable conditions for pedestrians.
2. To ensure that moderate breezes are able to penetrate the streets of Coffs Harbour City Centre.

Controls

- a) To ensure public safety and comfort the following maximum wind criteria are to be met by new buildings:

- 10 metres/second in retail streets,
 - 13 metres/second along major pedestrian streets, parks and public places, and
 - 16 metres/second in all other streets
- b) Site design for tall buildings (towers) should:
- Set tower buildings back from lower structures built at the street frontage to protect pedestrians from strong wind downdrafts at the base of the tower,
 - Ensure that tower buildings are well spaced from each other to allow breezes to penetrate city centre,
 - Consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level, and
 - Ensure usability of open terraces and balconies.
- c) A Wind Effects Report is to be submitted with the development application for all buildings greater than 35m in height.

6.5 WASTE AND RECYCLING

The minimisation of waste from development can reduce impacts on the public domain, contribute to the amenity of the building and limit the potential harmful impacts to the environment. Waste management refers to all stages of development from construction and use through to demolition. It also includes the way in which waste is stored and collected.

Objectives

1. To minimise waste generation and disposal to landfill with careful source separation, reuse and recycling.
2. To avoid the generation of waste through design, material selection and building practices.
3. To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development.
4. To ensure efficient storage and collection of

waste and quality design of facilities.

Controls

- a) All development must comply with Council's building site waste management policy.

Non-residential development

- b) Development applications for all non-residential development must be accompanied by a waste management plan that addresses:
 - best practice recycling and reuse of construction and demolition materials.
 - use of sustainable building materials that can be reused or recycled at the end of their life.
 - handling methods and location of waste storage areas in accordance with the provisions of Section 5.4 of this Plan, such that handling and storage has no negative impact on the streetscape, building presentation or amenity of occupants and pedestrians, and
 - procedures for the on-going sustainable management of green and putrescibles waste, garbage, glass, containers and paper, including estimated volumes, required bin capacity and on-site storage requirements.

The waste management plan is to be prepared by a specialist waste consultant and is subject to approval by Council.

Residential development

Provision must be made for the following waste generation:

- c) In developments not exceeding six dwellings, individual waste storage facilities may be permitted.
- d) In development of more than six units or dwellings, or where the topography or distance to the street collection point makes access difficult for individual occupants, a collection and storage area is required. The storage area must be located in a position which is:

6. Environmental management

- not visible from the street,
- easily accessible to dwelling occupants,
- accessible by collection vehicles (or adequately managed by the body corporate to permit relocation of bins to an approved collection point),
- has water and drainage facilities for cleaning and maintenance, and
- does not immediately adjoin private open space, windows or clothes drying areas.

e) Subject to Council collection policy, common garbage storage areas must be sized to either accommodate the number of individual bins required or to accommodate sufficient larger bins with the minimum dimensions in Table 6-1.

BIN SIZE	DIMENSIONS
660 litres	1070 x 910 x 635 millimetres
240 litres	1180 x 740 x 570 millimetres

TABLE 6.1: MINIMUM GARBAGE STORAGE AREA DIMENSIONS

6.6 EROSION AND SEDIMENT CONTROL

The following will assist in ensuring development is compatible with the natural features of its site, reducing any negative aspects on natural water and land systems.

Objectives

1. To minimise the potential for sediment and erosion associated with development of land.

Controls

Residential Development

- a) For proposals for three or more dwellings an Erosion and Sediment Control Plan is required to be submitted to and approved by Council prior to the release of the construction certificate; refer "Erosion and Sediment Control on Building and

Development Sites – Policy and Code of Practice".

- b) For proposals for two or less dwellings the following is required:

- three strips of turf parallel to, and against, the kerb;
- coarse gravel to define a single construction access no more than 3m wide;
- install sediment fence:
 - along the road frontage immediately upslope of the turf strips or around the low side of the area of construction if the site slopes away from the road;
 - around the low side of stockpiles; and
 - with the ends of the fences turned upslope;
- all stockpiles of topsoil, sand, aggregate, spoil, vegetation or other material capable of being moved by running water shall be stored clear of any drainage lines, easements or natural watercourses, footpath, kerb or road surface;
- before roofing material is laid, temporary or permanent guttering and downpipes shall be installed and connected to an approved stormwater disposal system; and
- all disturbed areas shall be rendered erosion resistant by revegetation or landscaping within four weeks of building activities being completed or suspended.

Note: All development is to also comply with the provisions of Coffs Harbour City Council's Water Sensitive Urban Design Policy.

Commercial and Industrial Development

- c) Where construction or works to the land are proposed an Erosion and Sediment Control Plan is to be submitted to and approved by Council.

Note: All development is to also comply with

the provisions of Coffs Harbour City Council's Water Sensitive Urban Design Policy.

6.7 STORMWATER

To minimise the impact of overland flow of stormwater on land adjoining development the following controls apply.

Controls

- a) All stormwater is to be directed to the street drainage system, or to an interallotment drainage easement where available. Surface water is not to be concentrated and directed to neighbouring properties. Stormwater to kerb connections are to be via kerb adapter units. Fencing should not obstruct overland flows of water.

Note: All development is to also comply with the provisions of Coffs Harbour City Council's Water Sensitive Urban Design Policy.

Note: To provide for new development, interallotment drainage via easements may be required.

6.8 PRESERVATION OF VEGETATION

Preservation of vegetation in the Coffs Harbour City will be protected by reference to location, vegetation type (species) and size and applies to all lands within the urban growth areas as defined in the Mid North Coast Regional Strategy (2009) if it fits the following criteria.

Objectives

1. To promote the retention of native vegetation and tree cover to conserve and enhance the existing pattern of native vegetation;
2. To protect and maintain important linkages between core habitat and facilitate fauna movement; and
3. To maintain a diversity of plants and animals, and the ecological processes essential for their continued existence.
4. To protect old-growth and significant hollow-bearing trees in recognition of

their ecological value and scarcity in the landscape.

Controls

Vegetation type (species)

- a) Vegetation includes any native species associated with the vegetation communities and types of the Coffs Harbour City.

Location

- b) All native vegetation is protected within the following corporate mapped areas of the Coffs Harbour City.

- E2 – Environmental Conservation (zone)
- Primary and secondary koala habitat
- Endangered Ecological Communities
- State Environmental Planning Policy 14 (significant wetlands)
- State Environmental Planning Policy 26 (Littoral rainforest)
- Old-growth forest

- c) Protection of trees only. For the purpose of this clause a tree is:

- Any woody-stemmed plant with either a height greater than 5 metres or a Diameter at Breast Height (DBH) of 15cm
 - within a Regional, sub-regional and local wildlife corridor (draft PHACS)
 - tertiary koala habitat

- d) A Significant Tree Register (STR) has been developed to identify all significant trees in the Coffs Harbour City which have either high ecological, aesthetic or cultural value. All trees registered on the STR are protected. Approval to prune, modify or remove an STR will be managed through Council's Development Application - Tree Management System.

Size

- e) Protection of native old-growth and hollow-bearing trees

6. Environmental management

Native tree species possessing a Diameter at Breast Height (DBH) greater than 120 centimetres are protected under this Preservation of Vegetation clause. A Development Application is required to remove or modify old-growth trees.

Exempt Vegetation

- f) Vegetation within 5 metres of an existing dwelling.
- g) Pruning less than 10 percent of a tree.
- h) Plants declared to be noxious weeds under the Noxious Weeds Act 1993.
- i) Action required by regulations under the Electricity Safety Act 1945 or the Electricity Supply Act 1995.

6.9 DESIGN RESPONSE TO DEVELOPMENTS IN FLOOD AFFECTED AREAS

Note: These controls are additional to the requirements of the Coffs Creek Flood Risk Management Plan and the Coffs Harbour City Council's Floodplain Development and Management Policy

The Coffs Creek Floodplain Risk Management Plan identifies low, medium and high risk categories affecting the Coffs Harbour City Centre. The impact of the predicted sea level rises of 40 cm by year 2050 and 90 cm by year 2100 have been modelled and mapped by Council. Flood modelling and mapping was undertaken to assess of the possible impacts of climate change on flooding in Coffs Creek. The assessment was undertaken in accordance with the following: -

- Practical Considerations of Climate Change by DECCW, Oct 2007;
- Draft Flood Risk Management Guide: Incorporating sea level rise benchmarks in flood risk assessment by DECCW 2009.

The results of the modelling show that sea level rise will have an impact on flood levels in the lower reaches of Coffs Creek that diminishes as you progress upstream and is minimal upstream of the Pacific Highway.

The northern part of the Commercial Core, the high density residential area, the western part

of the Park Beach area and parts of the Jetty area are identified in the Floodplain Risk Management Plan to be in the low and medium flood risk.

The flood risk to habitable dwellings and businesses can be minimised by the appropriate structural building design and the location of building stock that responds to the flood risk of a given site. The damage to building structures and contents can be minimised by locating buildings on higher grounds away from flood waters or designing buildings to minimise impact of floods. Planning controls can be used to minimise flood risk and enable the community to respond effectively in a flood event.

Objectives

1. To reduce the flood risk to property and occupants in the city centre area.
2. To locate suitable building forms and uses in areas of differing flood risk categories.
3. To encourage mixed land uses in areas of higher flood risk, with non habitable uses such as retail, commercial and car parking on ground floor and residential uses on higher levels.
4. To distribute internal uses in buildings so that uses which are more suitable to withstanding flood events are located on lower levels.
5. To promote good design of flood prevention elements and to maintain high quality urban design and good relationship with the streets in urban areas.

Controls

Residential development

In most cases, higher density housing is the most suitable building type in areas of low and medium flood risk, due to the ability to raise habitable rooms above the flood level (refer to Figure 6.1). By reducing flood risk to individual dwellings, there is also a reduction in damage costs in the event of flooding. High and medium density housing have the added advantage of being built of a stronger reinforced concrete and steel construction, and most have a central reinforced concrete lift and fire stair core. As such, they are better able to withstand high forces during flooding events.

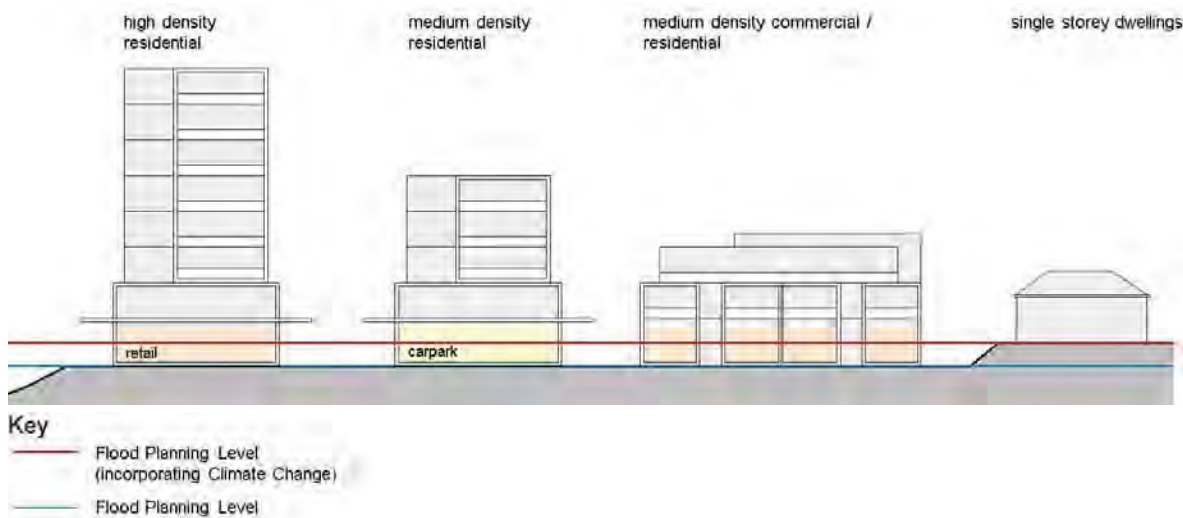


FIGURE 6.1. GENERIC APPROACH TO BUILDING TYPES AND FLOOD PLANNING LEVELS

The following measures are to be incorporated into residential buildings;

- Locate medium and high density residential housing in areas of low/medium flood risk.
- High density residential housing located in medium flood risk areas are to:
 - Have habitable floors elevated above the Flood Planning Level – ie 1:100 Average Recurrence Interval (ARI) flood level plus 0.5 metres freeboard. (refer to Figure 6.2)
 - Have car parks and common areas at or above ground level and habitable floors at or above the FPL.
- Cluster dwellings on higher points of the site to reduce risk of flooding to dwellings.
- Design basement car parks to provide protection against flooding through the use of entry ramps, ventilation points, pedestrian exits that prevent water entering the basement until the “last possible moment in a flood event”, and controlled flooding of basement in order to give an effective advanced visual and audible cue of pending flooding. Warning signage of the hazard and the route to safe refuge are to be provided in prominent locations. Where possible, design access points to basement car parks in such a way that the crest level of the entry ramp is above the required level of 1:100 ARI flood level plus 100mm. (refer to Figure 6.6)

- Provide a flood protected “Refuge In Place” common area in the event of a short duration flood. Provide clear signage in common areas to notify residents of the location of the accessible refuge.
- Locate house plant machinery and essential services on higher levels of buildings to prevent water damage.

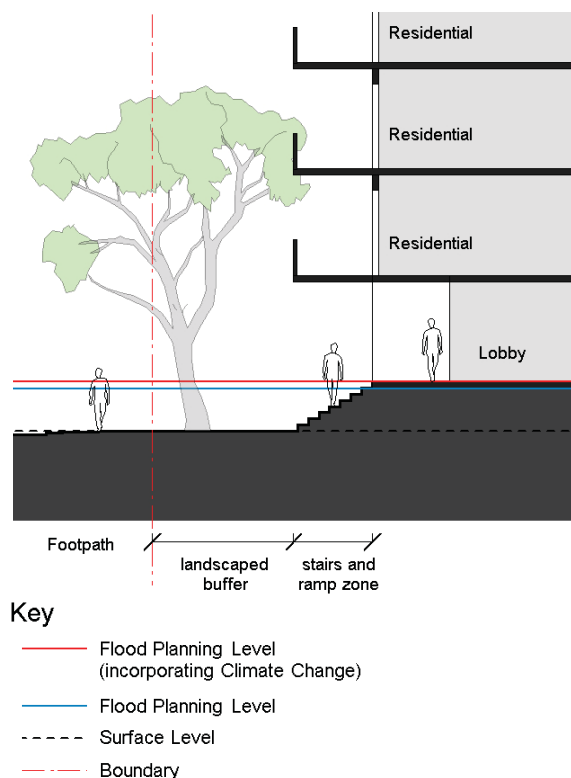


FIGURE 6.2. RESIDENTIAL BUILDING CONTROLS

6. Environmental management

Non-residential and Mixed Use Development

Multi storey commercial buildings and mixed use buildings are generally more suitable to withstand forces of floodwaters due to their robust construction systems. In order to reduce the risks of property (including stock) damage in commercial and mixed uses buildings from flooding to more acceptable levels it is preferred that the FPL (i.e. 100 ARI flood level + 0.5m freeboard) normally applied to residential buildings be also applied to the ground floor level of commercial buildings. However, there can be merit from an access/presentation viewpoint to have the entry floor level at street level. Approval for such a floor level would require a full financial/flood emergency management risk assessment to justify such a variation from the normal FPL.

Unless otherwise approved on a merit basis, the following measures are to be incorporated into commercial buildings;

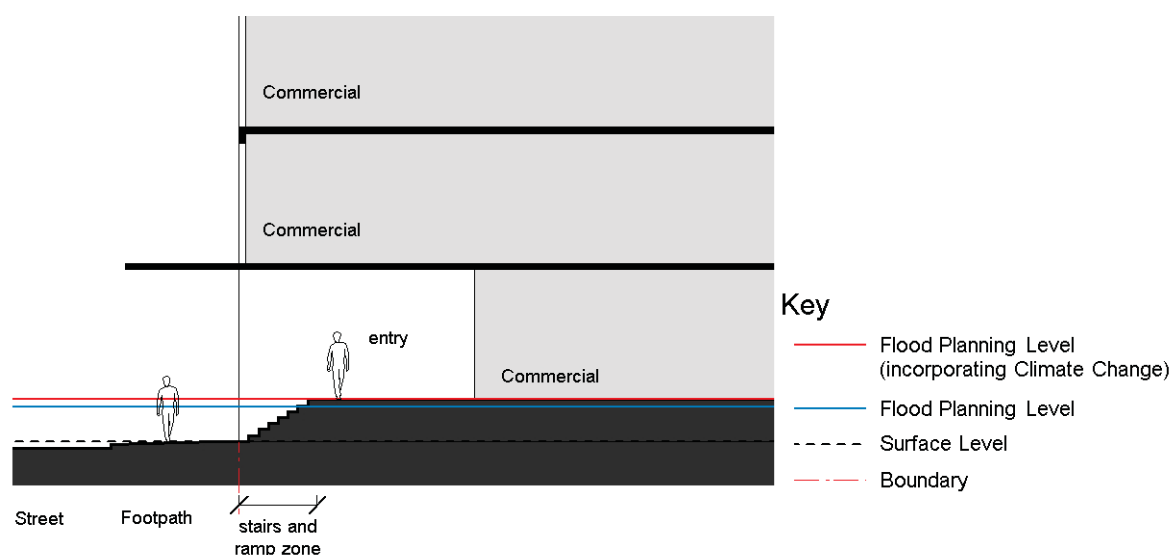
- g) Elevate the ground floor level above the FPL. (refer to figure 6.3).
- h) Provide a disabled access from the street to a raised ground floor level (refer to Figure 6.4).
- i) Locate above ground car parking to the rear of the site accessed from the rear lane.
- j) Design basement car parks to provide protection against flooding through the use of entry ramps, ventilation points, and pedestrian exits that prevent water entering

the basement until the “last possible moment in a flood event” and controlled flooding of basement in order to give an effective visual cue of pending flooding. Warning signage of the hazard and the route to safe refuge are to be provided in prominent locations. Where possible, design access points to basement car parks in such a way that the crest level of the entry ramp is above the level of 1:100 ARI flood level plus 100mm (refer to Figure 6.6)

- k) Locate house plant machinery and essential services on higher levels of buildings to prevent water damage.

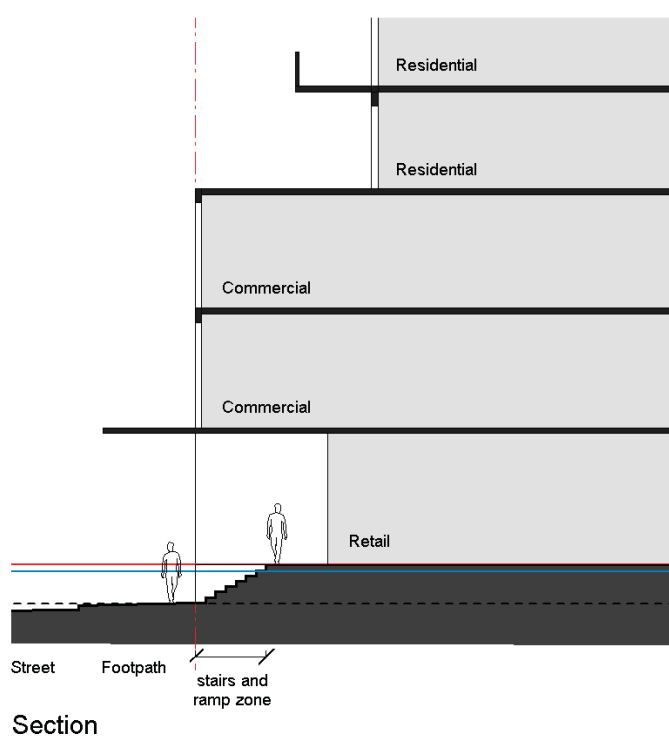
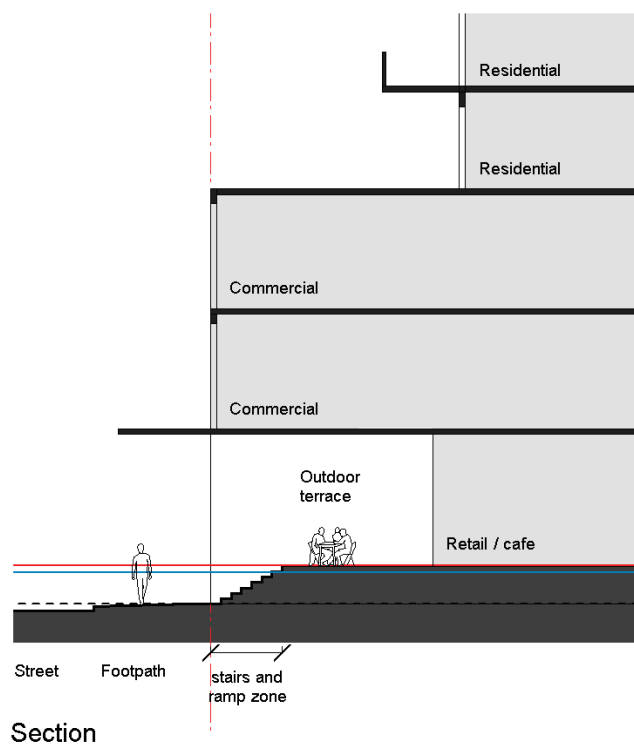
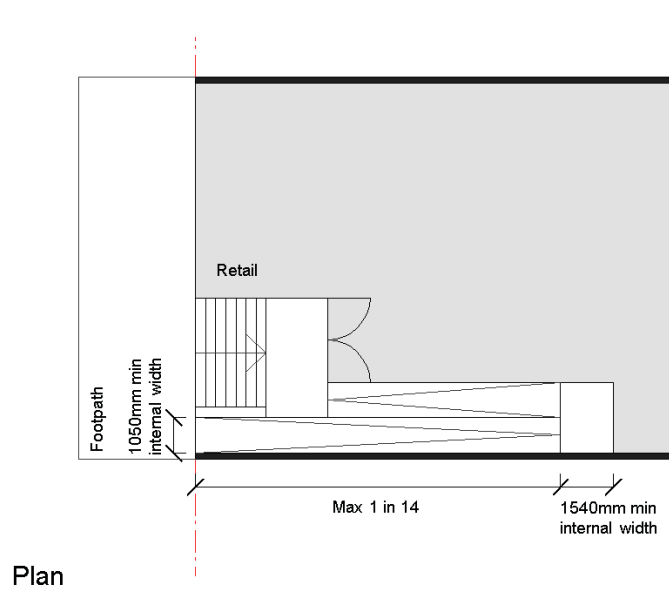
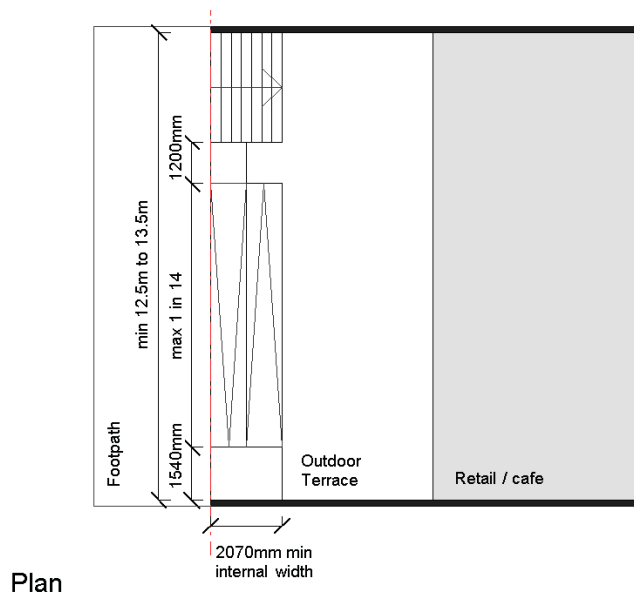
The following flood protection measures are to be incorporated into buildings with ground floor retail and buildings required to have active street frontages;

- l) Options for successful interface with the street are presented in the following figures:
 - Figure 6.4) Shows two layout options for sites with narrow and wide street frontages. Both options feature a maximum elevation from the street level and have disabled access incorporated into the building frontage.
 - Figure 6.5) Minimal elevation from the street to achieve disabled access to a raised ground floor level with a storage area designed to be above the predicted 2100 flood level.



Section

FIGURE 6.3. COMMERCIAL BUILDING CONTROLS



Key

- Flood Planning Level (incorporating Climate Change)
- Flood Planning Level
- Surface Level
- - - Boundary

FIGURE 6.4. MIXED USE BUILDING CONTROLS AND STREET INTERFACE - OPTIONS 1 AND 2.

6. Environmental management

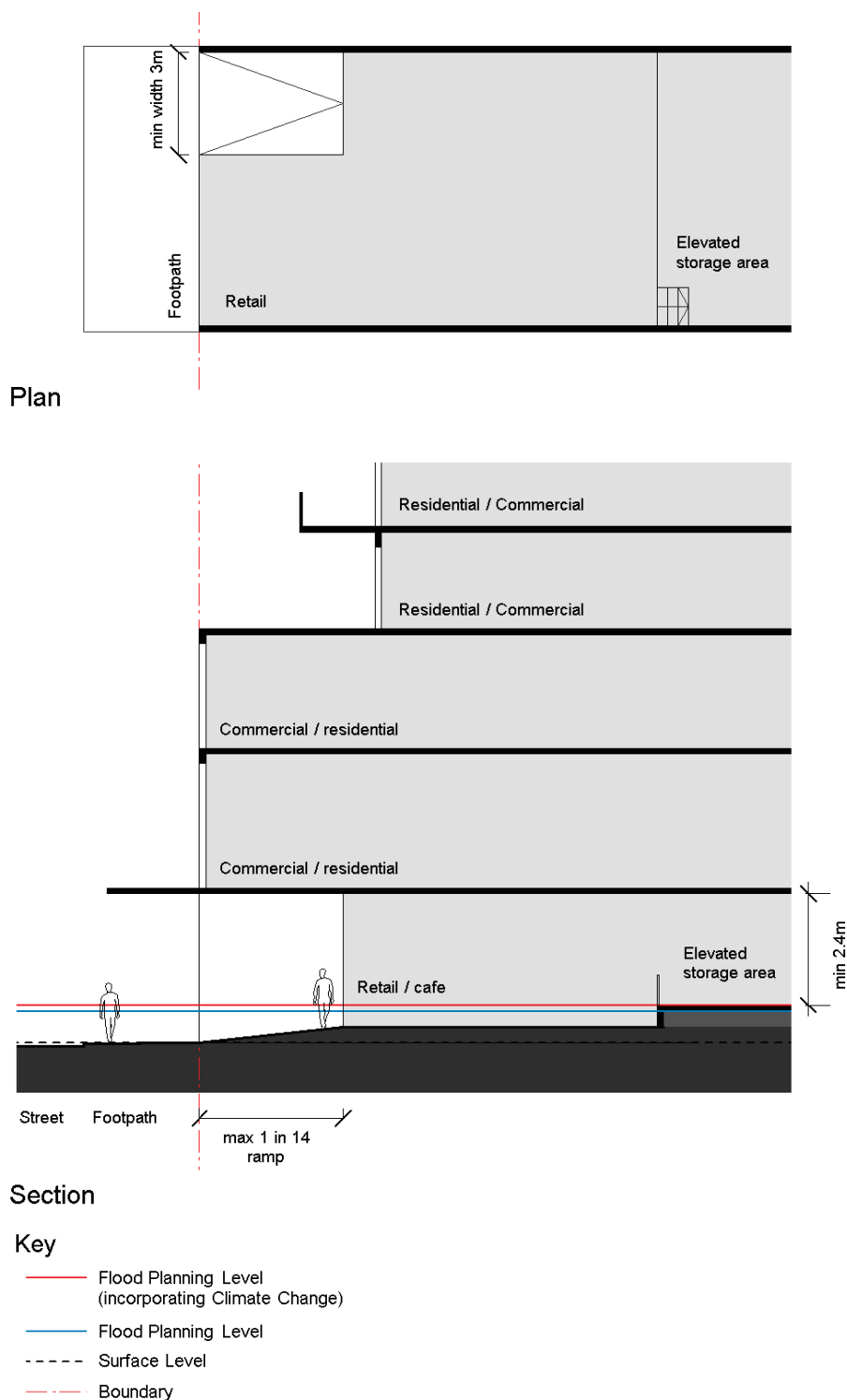


FIGURE 6.5. MIXED USES BUILDING CONTROLS AND STREET INTERFACE - OPTION 3

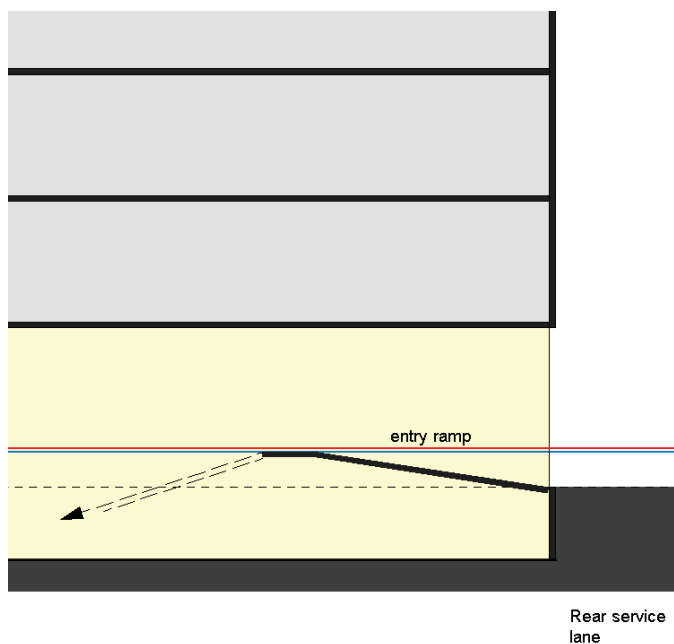
CAR PARKS

It is preferred to accommodate car parking at or above ground level on land affected by flooding in the Commercial Core, Mixed Use and High and Medium Density Residential zones. The at grade ground car parking should be designed and located in accordance with the controls in Clause 5.3 of this DCP.

Underground basement car parking on flood affected land can be subject to inundation as flood waters rise. Basement car parking should ideally be fully flood protected without the reliance on mechanical devices. To avoid early inundation the underground car parks should be designed with entry ramps, ventilation points and pedestrian exits positioned in such a way as to ensure that flood water would not enter until the last possible moment in a flood event. The crest of the ramp of the basement car park must be

above the Council's mandated level of 1 in 100 ARI flood level + 100mm (refer to Figure 6.6). Given that flooding of the basement carpark may occur, such flooding should occur in a controlled manner in order to give an effective advance visual and audible cue of pending flooding. Warning signage of the hazard and the route to safe refuge are to be provided in prominent locations. The development with basement car parking in flood affected areas must ensure prompt and early evacuation warnings to allow removal of cars before the evacuation routes become impassable and before car park becomes flooded.

Typically large scale commercial buildings should locate house plant machinery such as air conditioning for underground car parks higher within the building to reduce the chance of damaging this equipment.



Key

- Flood Planning Level (incorporating Climate Change)
- Flood Planning Level + 0.1m

FIGURE 6.6. BASEMENT CARPARK DESIGN AND FLOOD PLANNING LEVELS

6. Environmental management

6.10 BUSHFIRE PRONE AREAS

All development with areas identified on Coffs Harbour City Council's Bushfire Prone Maps, shall comply with the provisions of the Rural Fires Act 1997 and where relevant the Special Fire Protection purpose requirements of the Planning for Bushfire Protection Guidelines 2006.

6.11 CIVIL AVIATION REQUIREMENTS

Any development could be subject to lighting limitations. Proponents are to check lighting limitations in the Manual of Standards 139 Chapter 9 Section 21 "Lighting in the Vicinity of Aerodromes".

This is available on the CASA website at casa.gov.au

Any development which may result in an increase in bird activity is subject to "Coffs Harbour Regional Airport Bird and Animal Hazard Management Program". Proponents are to consider all aspects of their development and provide details of any likely resultant increase in bird activity in proximity to the Operation of the Coffs Harbour Regional Airport.

7. Residential development controls

7.1 SEPP 65 AND RESIDENTIAL FLAT DESIGN CODE

In addition to other controls in this Plan, the provisions in the Residential Flat Design Code associated with *State Environmental Planning Policy No.65: Design Quality of Residential Flat Development (SEPP 65)* are adopted in this Plan to apply to residential development in the Coffs Harbour city centre including residential flat buildings, multi dwelling housing, any residential component of a mixed use development, and serviced apartments that are strata titled. In particular, Parts 2 and 3 of the Code are to apply to the city centre and include provisions for the following:

- Site configuration including deep soil zones, fences and walls, landscape design, open space, orientation, planting on structures, and stormwater management,
- Site amenity including safety and visual privacy,
- Site access including building entries, parking, pedestrian and vehicle access,
- Building configuration including apartment layout, balconies, ceiling heights, flexibility, ground floor apartments, internal circulation, mixed use and storage,
- Building amenity including acoustic privacy, daylight access and natural ventilation,
- Building form including awnings and signage, facades and roof design, and
- Building performance including energy efficiency, maintenance, waste management and water conservation. Where there is an inconsistency between other provisions in this Plan and the *Residential Flat Design Code*, this Plan prevails to the extent of the inconsistency.

7.2 HOUSING CHOICE AND MIX

The following provisions of the *Coffs Harbour City Centre DCP 2011* applies to dwelling house development, multi dwelling housing development and dual occupancies in the R1 General Residential, R2 Low Density and R3 Medium Density Residential Zones in the Coffs Harbour city centre

A choice of dwelling types and mix of sizes in the city centre should be provided to cater for a variety of socioeconomic groups.

Objectives

1. Ensure that residential development provides a mix of dwelling types and sizes to cater for a range of household types.
2. Ensure that dwelling layout is sufficiently flexible to adapt to residents' changing needs over time.
3. Ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.
4. Ensure the provision of housing that will, in its adaptable features, meet the access and mobility needs of any occupant.

Controls

- a) A mix of living styles, sizes and layouts should be provided within each residential development that is appropriate to the locality.

For developments larger than ten dwellings:

- b) For development built by (or on behalf of) the Department of Housing, an alternative mix of unit types may be approved, subject to housing needs being demonstrated by the Department.
- c) For residential apartment buildings and multi-unit housing, 10% of all dwellings (or at least one dwelling) must be designed to be capable of adaptation for disabled or elderly residents. Dwellings must be designed in accordance with the *Australian Adaptable Housing Standard (AS 4299- 1995)*, which includes "pre-adaptation" design details to ensure accessibility is achieved.
- d) Where possible, adaptable dwellings shall be located on the ground floor, for ease of access. Dwellings located above the ground level of a building may only be provided as adaptable dwellings where lift access is available within the building. The lift access must provide access from the basement to allow access for people with disabilities.
- e) The development application must be accompanied by certification from an accredited Access Consultant confirming that the adaptable dwellings are capable of being modified, when required by the occupant, to comply with the *Australian Adaptable Housing Standard (AS 4299-1995)*.

- f) Car parking and garages allocated to adaptable dwellings must comply with the requirements of the relevant Australian Standard for accessible parking spaces.

7.3 RESIDENTIAL DESIGN IN A SUBTROPICAL CLIMATE

The following provisions of the *Coffs Harbour City Centre DCP 2011* apply to dwelling house development, multi dwelling housing development and dual occupancies in the R1 General Residential, R2 Low Density and R3 Medium Density Residential Zones in the Coffs Harbour city centre.

7.3.1 NATURAL VENTILATION

Ventilation is required for cooling dwellings and to avoid stale air. The *BCA* requires all habitable rooms to have adequate flow through or cross ventilation which can be natural or mechanical. Natural ventilation is preferable for a high quality living environment and energy efficiency, and is particularly important in a subtropical climate. Where natural ventilation is not available to all rooms, such as in a loft style conversion, mechanical ventilation may be necessary.

Adequate natural ventilation requires cross ventilation. Cross ventilation is easily achieved in apartments that extend the full building depth and have window and door configurations that allow unimpeded air movement through the full depth of the apartment. Changes in height between incoming and existing air also encourage cross ventilation. In situations where apartments cannot extend the full width of the building, ventilation shafts and courtyards can make it possible for cross ventilation to occur.

Objectives

1. To ensure development can be naturally ventilated.
2. To ensure high quality internal amenity.
3. To enhance energy efficiency through passive thermal control.

Controls

- a) All new residential developments are to demonstrate how sufficient natural ventilation can be achieved in principal habitable rooms.
- b) Natural ventilation is to be provided via doors or openable windows:
 - The aggregate opening size should not be less than 5 percent of the floor area of the room to be ventilated, where such openings face the sky or a suitably sized courtyard or verandah which is open to the sky.
 - Natural ventilation may be provided from an opening in a wall shared with an adjoining room: the size of that opening should not be less than 5 percent of the floor area of the room to be ventilated, and the size of the window or other openings in the adjoining room should not be less than 5 percent of the combined floor areas.
 - Where dependent on natural ventilation, dwellings should not have sole access to outside air via lightwells or enclosed building setbacks.
 - When mechanical ventilation is incorporated it should only be used as a supplementary measure in the following situations:
 - high noise,
 - high levels of air pollution or odour, and
 - where site constraints prohibit apartment layout that facilitates natural ventilation.

7. Residential development controls

7.3.2 SHADING

Housing design should take advantage of winter sun and provide protection from the severity of summer sun. The most effective way of controlling the overheating of a dwelling, is to prevent summer sun from reaching glazed areas through external shading.

Objectives

1. Integrate external window shading into the design of the building to improve the comfort and energy efficiency of housing.

Controls

- a) Provide for external shading to a dwelling's north, east and west facing windows.
- b) For north facing windows, use horizontal shading devices (adjustable or fixed) that maximise winter sun penetration and reduce summer sun penetration. Examples of horizontal shading devices are deep awnings, upper floor balconies, pergolas, eaves and overhangs.
- c) For east and west facing windows, use vertical shading devices to block the low rays of the rising and setting summer sun. Examples of vertical, shading devices are blinds, shutters, adjustable external awnings and landscaping. Where practical, and without compromising the design elements, reduce the extent and size of east and west facing windows to reduce low summer sun penetration into the dwelling.
- d) Use landscaping to reduce summer heat gain, by controlling sun penetration and shading dwellings and outdoor spaces, without reducing solar access in winter.



FIGURE 7.1: EXAMPLES OF EXTERNAL ADJUSTABLE AND FIXED SHADING DEVICES

Devices shown increase comfort and encourage a greater indoor/outdoor lifestyle through amenable balconies and terraces.

7.3.3 BALCONIES AND TERRACES

Well designed balconies and terraces have the potential to improve residential amenity and the lifestyle of residents. Outdoor living can be enjoyed in higher density housing developments if the balcony design carefully considers size, proportions and environmental issues such as sunlight access and controlled protection from strong wind. Detailed balcony design also has a significant effect on the architectural character of a residential development.

Objectives

1. To encourage well designed balconies to provide the enjoyment of outdoor living for all residents.

Controls

- a) Balconies are to:
 - wherever possible be located and oriented to take advantage of northerly aspect;
 - have a minimum depth of:
 - 2 metres for 1, 2 and 3 bedroom dwellings.
 - have a minimum area of:
 - 8 square metres for 1 and 2 bedroom dwellings, and
 - 10 square metres for 3 + bedroom dwellings.
 - include sun screens, pergolas, shutters, openable walls and other devices for the control of sunlight and wind to increase the usefulness of balconies, particularly in the upper levels of high rise buildings, and
 - in certain circumstances, allow fully enclosed balconies with openable louvres or screens to become outdoor rooms and extensions of the living area.

7.3.4 PRIVATE OPEN SPACE

The integration of private open space can improve residential amenity and the lifestyle of residents.

Private open space can assist with the enjoyment of outdoor living in a variety of dwelling densities if appropriate consideration is given to location, size, proportion, sunlight access and prevailing winds. Private open space, and associated landscaping, can improve the architectural character of residential development.

Objectives

1. To encourage well designed private open space areas to provide for the enjoyment of outdoor living for all residents.

Controls

- a) Each dwelling is to have private open space with direct connection to indoor living areas through sliding glass doors or other similar openings. This space should ideally be oriented to provide for maximum year round use.
- b) Ground level private open space (including swimming pools) is not to be located at the front of a development adjoining a public road, unless details of satisfactory fencing are included with the proposal.
- c) Private open space areas, on developments in the R1, R3 and R4 zones, are to:
 - have a minimum depth of:
 - 2.4 metres for 1 and 2 bedroom dwellings, and
 - 2.4 metres for >3 bedroom dwellings.
 - have a minimum area of:
 - 8m² for 1 and 2 bedroom dwellings, and
 - 10m² for >3 bedroom dwellings.
- d) Ground level private open space areas, on developments in the R2 zone, are to:
 - have a minimum depth of 4 metres; and

7. Residential development controls

- a ground slope not greater than 1 in 8; and
 - have a minimum area of 40m².
- e) Private open space can include balconies and terraces.
- f) Dwellings are not to unreasonably compromise the private open space of nearby dwellings.

7.4 DENSITIES

Density is based on site area per dwelling and dwelling size. The following table establishes the target densities for each zone:

Zone	Dwelling Size	Site Area per Dwelling
R1	For tourist purposes	1 unit/80m ²
	For residential purposes	1 dwelling/100m ²
R2		1 dwelling/400m ²
	For lots fronting cul-de-sac	1 dwelling/500m ²
R3	Small (<55m ²)	1/50m ²
	Medium (55-84m ²)	1/75m ²
	Large (85-125m ²)	1/110m ²
	Extra Large (>125m ²)	1/150m ²
R4	Small (<55m ²)	1/50m ²
	Medium (55-70m ²)	1/60m ²
	Large (>70m ²)	1/80m ²

**Note: not including area of any access handle.*

TABLE 7.1 DENSITIES IN RESIDENTIAL ZONES

All developments should provide a mix of dwelling sizes in accordance with Section 7.2 of this DCP.

8. Controls for special areas

8.1 SPECIAL AREAS AND CONTROLS

Throughout the city centre, a number of “special areas” have been identified in recognition of their location, attributes, size and development potential.

This DCP has identified 8 special areas (see Figure 8-1), each of which has its own set of objectives linked to the relevant development controls. These controls must be considered in addition to the general controls addressed previously in this Plan.



LEGEND:

- DCP area
- Special areas

- 1 City Square
- 2 Arthur Street East
- 3 Arthur Street West
- 4 Jetty Village
- 5 Former Hospital Site
- 6 Albany Street High Density Residential
- 7 McLean Street High Density Residential
- 8 Coffs Creek High Density Residential

FIGURE 8.1: SPECIAL AREA CONTROLS

8. Controls for special areas

8.1.1 CITY SQUARE

Objectives

1. Under the City Centre Plan, the City Square will continue to be the central public space in the Coffs Harbour CBD. The square currently benefits from a northerly aspect, active frontages on two sides and the pedestrian friendly streetscape of Harbour Drive between the Pacific Highway and Gordon Street. The special area plan seeks to improve pedestrian access from Park Avenue and increase the extent of active frontages.

Controls

Links and connections

- a) The pedestrian link connecting the square to Park Avenue is to be lined on both sides with active frontages.
- b) Vehicle access from Park Avenue Lane is to be restricted adjacent to the square in order to improve pedestrian amenity and allow for active frontages on the southern side of the square. This section should be paved to indicate a shared surface area.

Built form

- c) New buildings in the area are generally to take the form of edge-defining mixed use podium buildings with active frontages at street level. Residential development will have an upper level setback on the eastern and western sides of the square. Heights near the square will be limited to four storeys.
- d) Winter sun access to the square will be maintained through the use of an upper level setback, as shown in Figure 8.2 and 8.3.

Public domain interface

- e) Ground level active frontages and outdoor dining are to be maintained along the square. Active frontages are to be provided as shown in Figure 8.3.
- f) Vehicle and service access should be confined to Park Lane. No driveways are to be constructed adjacent to the square.

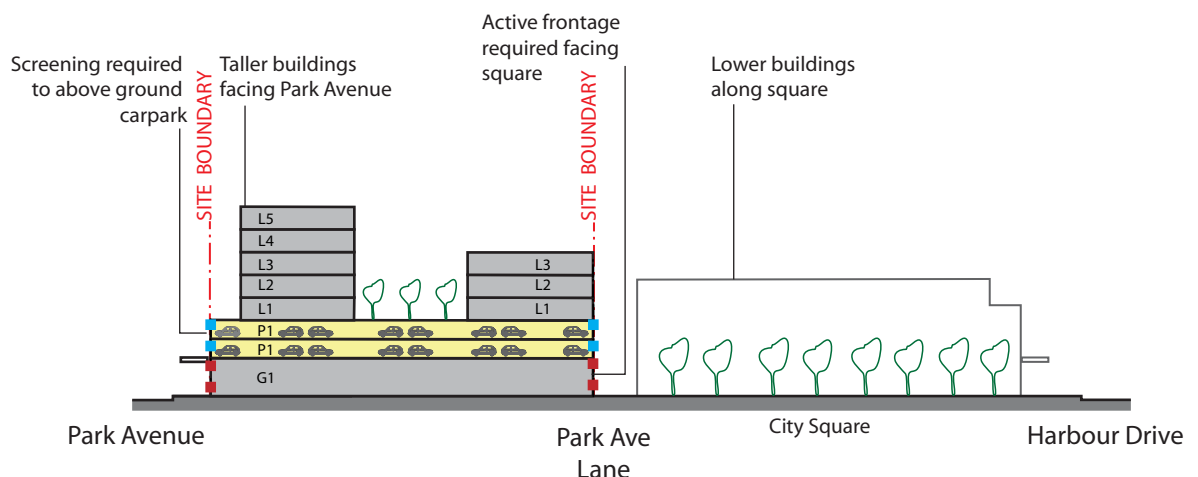
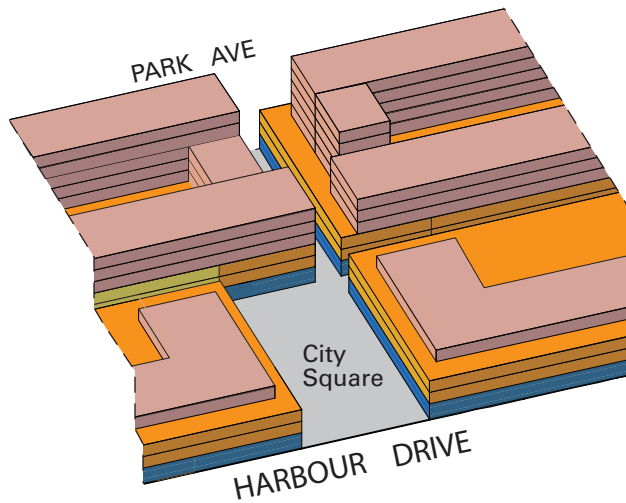
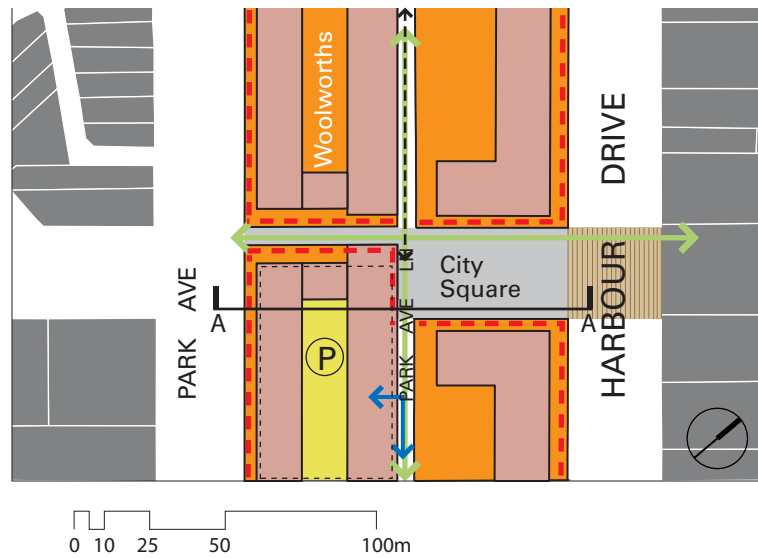


FIGURE 8.2: CITY SQUARE SECTION AA



LEGEND:

-  City square
-  Retail
-  Commercial
-  Residential above
-  Surrounding blocks
-  Pedestrian street crossing
-  New multi-deck parking above street level
-  - - - Extent of above ground car-parking
-  - - - Active frontage
-   Pedestrian access/links
-   Vehicle access
-   Service access

FIGURE 8.3: CITY SQUARE DEVELOPMENT CONTROLS

8. Controls for special areas

8.1.2 ARTHUR STREET EAST AREA

Objectives

1. This large site to the north of Arthur Street at the end of Hogbin Drive, is zoned medium density residential and presents a great opportunity for high quality development. Because of the site's size, it will need to be planned around a well designed street grid with multiple connections to the surrounding area.
2. To preserve the environmental values of the site and maximise deep soil zones.
3. To maintain appropriate view corridors from adjoining land.
4. To maintain a high level of amenity to adjoining residential land uses.

Controls

Links and connections

- a) A grid street layout will stitch the new development into the surrounding street network. A hierarchy of streets should be devised according to the importance of each connection.
- b) Street design will need to incorporate traffic management to cater for topography and local connectivity.
- c) Roads should be located to minimise impacts on existing vegetation.
- d) Pedestrian connections should be provided through public open spaces.

Public space

- e) Provide a new central public space located to maximise the preservation of existing vegetation, as shown in Figure 8.4.

Built form

- f) Building heights are to be a maximum of 15.5m or five storeys, with the higher development concentrated on the lower parts of the site, near Arthur Street, so as to minimise its visual impact.

- g) A front street setback of six metres is to be maintained to all street frontages, as shown on Figure 8.4. The setback to bushfire prone areas is to comply with Rural Fire Service guidelines (See *RFS – Planning for Bushfires*)

Public domain interface

- g. In order to maximise the extent of deep soil zones, underground parking should be confined to the building footprints as shown in Figure 8.4. The number of driveway entrances is to be minimised.



FIGURE 8.4 ARTHUR STREET EAST DEVELOPMENT CONTROLS

8. Controls for special areas

8.1.3 ARTHUR STREET WEST AREA

Objectives

1. To promote high quality residential development in proximity to Park Beach Plaza.
2. To increase the diversity of uses in the area by providing new residential development near the major regional shopping centre.
3. To improve pedestrian access and connectivity in the area.
4. To maximise deep soil zones.

Controls

Links and connections

- a) Because of the site's size, a new local street should be provided to connect York Street and San Francisco Avenue.
- b) San Francisco Avenue should be extended to connect Arthur Street and Columbus Circuit. Combined with Arthur Street, York Street and the new local street which will bisect the site, a grid will be formed which will maximise connectivity.

Built form

- c) Development is to be a maximum of 15.5m or four storeys and must be set back from the street by a minimum of six metres as shown in Figure 8.5.
- d) Underground Carparking may protrude above ground by a maximum of 1.5 metres, but must be screened from the street by the landscape zone.

Public domain interface

- e) In order to maximise the extent of deep soil zones, carparking is to be confined to the building footprints. The number of driveway entrances is to be minimised

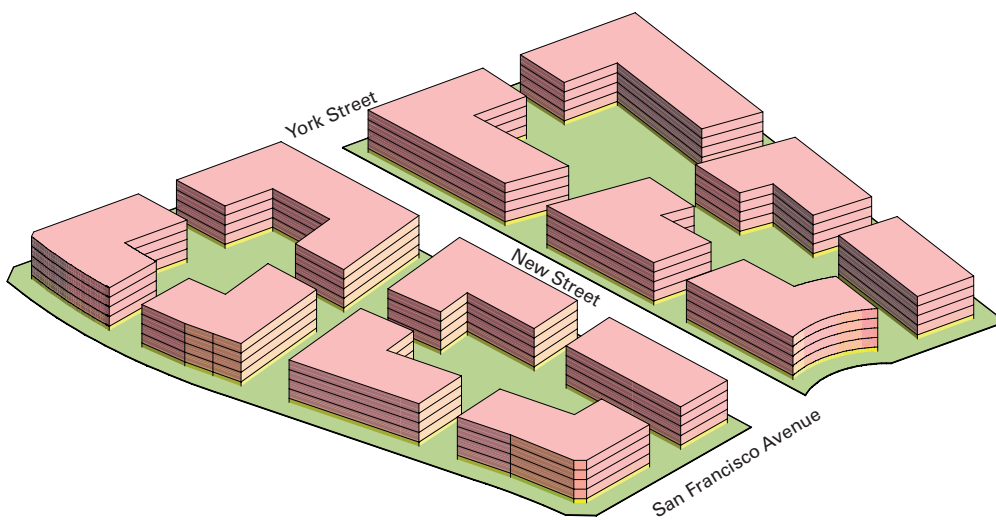
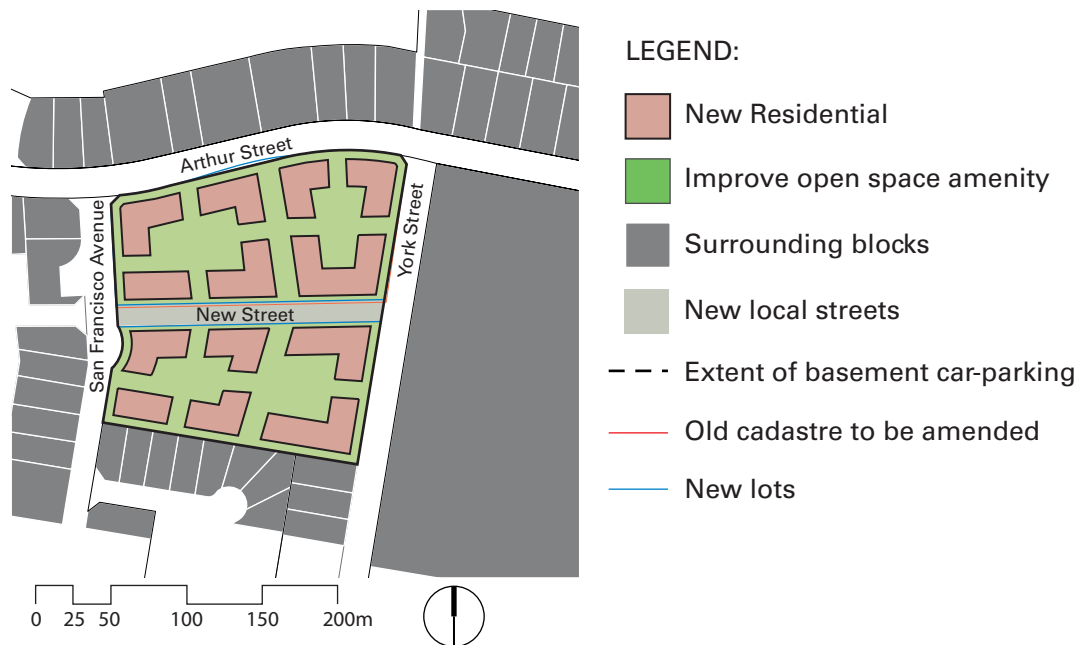


FIGURE 8.5 ARTHUR STREET WEST DEVELOPMENT CONTROLS

8. Controls for special areas

8.1.4 JETTY VILLAGE

Objectives

1. The Coffs Harbour Jetty area at the eastern end of Harbour Drive is a lively, pedestrian-friendly outdoor dining and retail precinct. By improving the local streetscape and road geometry and providing new pedestrian connections, the area will be strengthened as a tourist precinct with a distinctive character.
2. To promote development which complements the “Jetty Strip” using principles which ensure the preservation of sight corridors and views to the foreshore area.

Controls

Links and connections

- a) Provide a new mid-block crossing on Harbour Drive as illustrated in Figure 8.6.
- b) Provide a widened footpath and pedestrian connection between Edgar Street and Harbour Drive.
- c) Improve pedestrian movement at the intersection of Marina Drive and Orlando Street.

Public space

- d) The redesign of the intersection of Harbour Drive, Orlando Street and Marina Drive and the incorporation of pedestrian crossings should allow for the creation of an enlarged public plaza on the southeast corner of the intersection.

Built form

- e) Maximum building heights vary within the precinct between 15.5m and 19m. Shop top housing is encouraged. Mixed use developments are generally to take the form of edge-defining podium buildings with an upper level setback to residential development (see Figure 8.6).
- f) Buildings are to be designed to take advantage of views without significantly compromising the views from surrounding buildings, in particular residential buildings.
- g) Colours textures and materials of buildings and landscape elements shall reflect the character of the coast, harbour and beaches. Suggested colours are blues, greens and lighter shades.

- h) Buildings are to occupy the footprints and envelopes shown in Figure 8.6 in order to preserve the view corridor toward the harbour along the axis of Harbour Drive and Marina Drive.
- i) There is a potential for a distinctive, high-quality design at the south east end of Harbour Drive to mark the gateway to the precinct. The building should be designed to maintain sight lines to the harbour and the beach. Refer to Figure 8.6.
- j) Buildings can be built to the side and rear boundaries (zero setbacks) where:
 - There is no adverse impact upon the amenity of the adjoining properties; and
 - There is no disruption to overland drainage paths

- k) Development adjacent to the railway line is to incorporate mitigation measures designed to reduce the impact of noise and vibration from trains.

Public domain interface

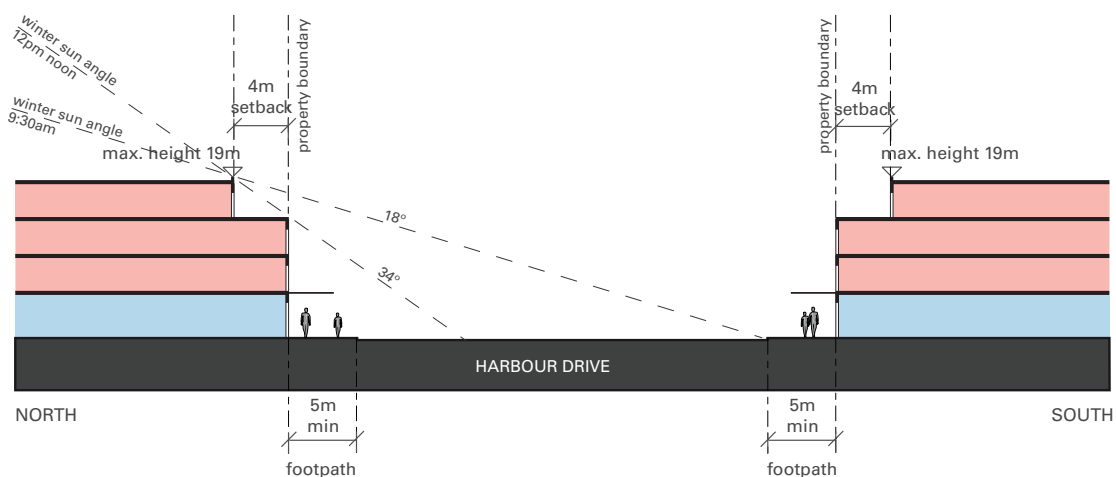
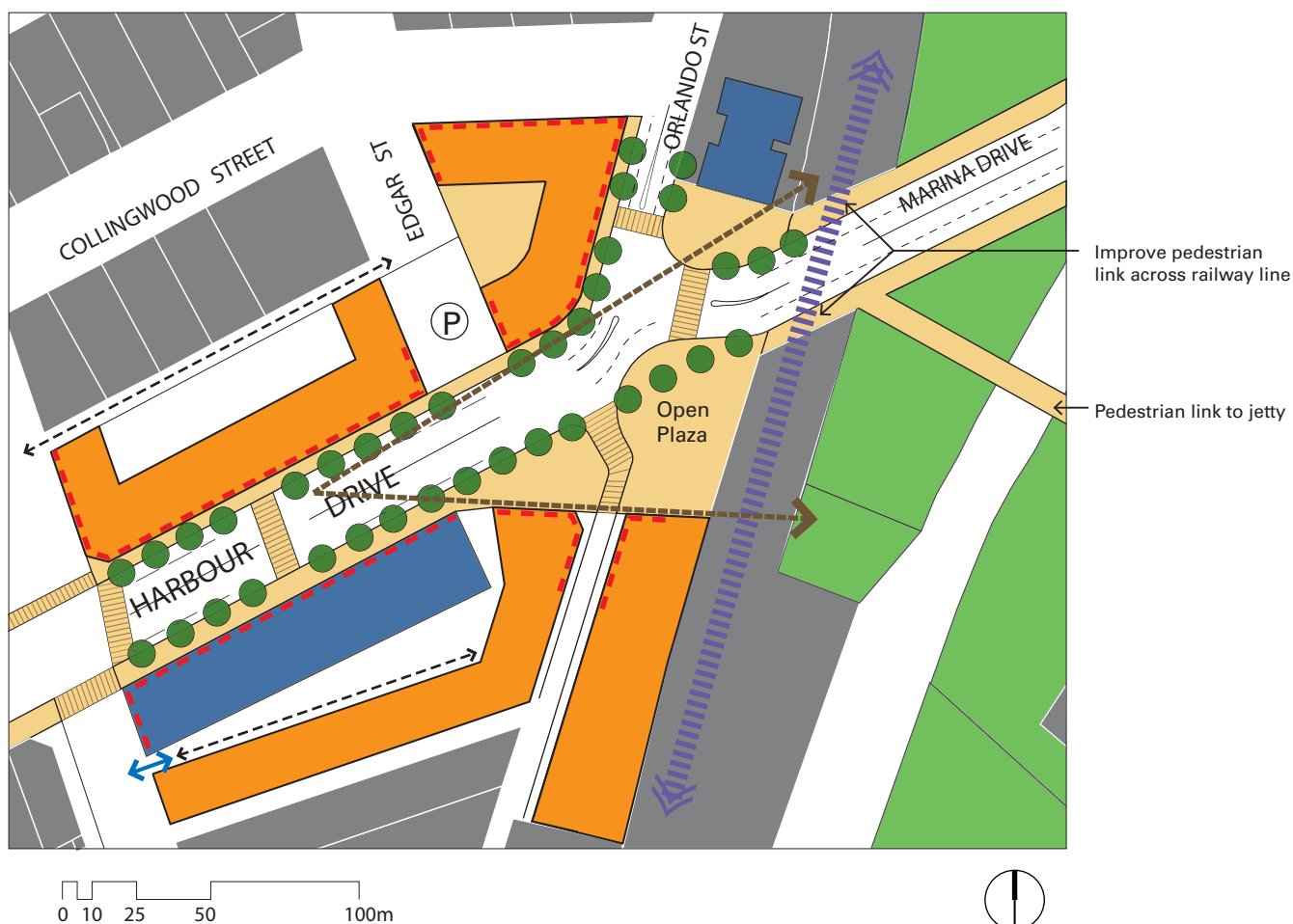
- l) Laneways are to provide vehicle and service access as shown in Figure 8.6. No new driveways are to be constructed off Harbour Drive.
- m) Surface carparking is to be confined to the rear of buildings as shown in Figure 8.6.
- n) Improvements to Harbour Drive will include enhanced street tree planting and widened footpaths to allow space for outdoor dining.
- o) All buildings are to address the street with ground level active frontages where indicated on Figure 8.6.

Landscaping

- p) A landscape plan prepared by a qualified landscape architect or designer is to be submitted showing existing trees and proposed landscaping.

Heritage

- q) The Coffs Harbour Jetty Post Office is listed as a heritage item. Development at the Post Office (350 Harbour Drive, Coffs Harbour) and adjoining sites shall comply with the principles described in Council’s Heritage Information Sheet.



LEGEND:

- | | | |
|--|------------------|---|
| Improved pedestrian amenity/plaza | Residential uses | Existing railway line |
| Potential future built form, including parking | Retail uses | Harbour drive sight line - maintain view corridor |
| Existing shops | Active frontage | New street tree planting |
| Surrounding blocks | Vehicle access | |
| Pedestrian street crossing | Service access | |

FIGURE 8.6 JETTY VILLAGE DEVELOPMENT CONTROLS

8. Controls for special areas

8.1.5 FORMER COFFS HOSPITAL SITE

Objectives

1. The former Coffs Harbour Hospital site is located on Harbour Drive between the Jetty precinct and the CBD. The site has a north-easterly aspect and captures sea views from its upper level on Victoria Street. The site has a major drop from Victoria Street down to Harbour Drive and higher built form on site can be accommodated in the centre of the site with lower scale development addressing local streets and the surrounding context. The objective is to develop this site with a mix of residential dwellings including high quality strata apartments, retirement dwellings, aged housing and other forms of accommodation offering a mixture of dwelling sizes and types. The site should be developed with no loss of amenity for neighbouring development

Controls

Built form

- a) Buildings fronting all surrounding streets should be a maximum of 11 metres or 3 storeys in height with generous setbacks to the maximum height of 22 metres or 7 storeys in the centre of the site, as illustrated in Figure 8-8.
- b) The length of the building facades should be broken up to preserve view corridors to the north towards the sea.

Public domain interface

- c) All carparking should be contained within the building footprints to achieve good address to the streets and private open space.
- d) The development should be built to the level of the street with buildings oriented to address local streets
- e) Entries and fences should be designed to provide direct access and encourage the activation of surrounding streets.

Vehicle access

- e) Vehicle access should be limited to Boambee and Dibbs Streets.

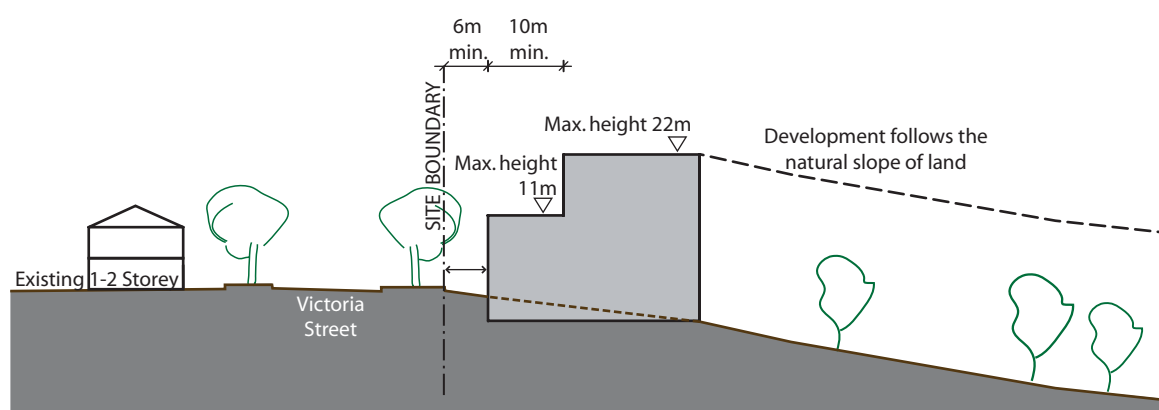


FIGURE 8.7: FORMER HOSPITAL SITE SECTION AA



0 10 25 50 100m

LEGEND:

- Future development
- Existing development
- Improve existing tree screening
- Surrounding blocks
- ↔ Vehicle access
- ↔ View corridors
- 2 2 Metre contours
- 14m Maximum building height
- 18 Minimum setbacks

FIGURE 8.8: FORMER HOSPITAL SITE DEVELOPMENT CONTROLS

8. Controls for special areas

8.1.6 ALBANY STREET HIGH DENSITY RESIDENTIAL

Objectives

1. To maintain views to the hillsides west of the city centre.
2. To retain a low key residential character streetscape in Bonville Street.
3. To encourage vehicular access from rear lanes.

Controls

Amalgamation

- a) To achieve good development, consolidation of at least two lots is recommended, as shown in Figure 8-9.

Access and Connections

- b) Vehicular access shall be provided from rear lanes to improve street address on Albany, Bonville and Avenue Streets.
- c) Laneways are to be constructed, widened and improved, where needed, by the developer.
- d) No vehicular access is to be provided from Albany and Earl Streets
- e) Footpaths shall be constructed along the full length of street frontages

Built form

- f) Front, side and rear setbacks are to be provided as shown in Figure 8-9 and in Table 3-2.

Public domain interface

- g) A minimum landscaped front setback of 6 metres shall be provided.
- h) Exposed portions of below grade carparking are to be screened from the street as shown in Figures 4-5 and 4-6.



LEGEND:

- Residential development layout options
- Preferred lot amalgamation pattern
- Reinstated public laneways

FIGURE 8.9: ALBANY STREET HIGH DENSITY RESIDENTIAL DEVELOPMENT CONTROLS

8. Controls for special areas

8.1.7 MCLEAN STREET HIGH DENSITY RESIDENTIAL

Objectives

1. To provide for a city centre residential area consisting of a mix of dwelling sizes.
2. To complement the open space setting of the park

Controls

Amalgamation

- a) To achieve good development, consolidation of at least two lots is recommended, as shown in Figure 8-10.

Access and Connections

- b) Footpaths shall be constructed along the full length of street frontages.
- c) The vista down McLean Street from the east shall be enhanced through the provision of boulevard street tree planting

Built form

- d) Front, side and rear setbacks are to be provided as shown in Figure 8-10, and in Table 3-2.

Public domain interface

- e) A minimum landscaped front setback of 6 metres shall be provided.
- f) Exposed portions of below grade carparking are to be screened from the street as shown in Figures 4-5 and 4-6.



LEGEND:

- Residential development layout options
- Preferred lot amalgamation pattern

FIGURE 8.10: MCLEAN STREET HIGH DENSITY RESIDENTIAL DEVELOPMENT CONTROLS

8. Controls for special areas

8.1.8 COFFS CREEK HIGH DENSITY RESIDENTIAL

Objectives

1. To retain a tranquil atmosphere.
2. To preserve items of heritage significance.
3. To utilize the creek edges for low key recreation.
4. To retain and enhance the Coffs Creek vegetation.
5. To minimise the flood risk impacts on life and property from use of the land

Controls

Amalgamation

- a) To achieve good development, consolidation of at least two lots is recommended, as shown in Figure 8-11.

Access and Connections

- a) Sites with frontage to Scarba Street or the southern side of Korff Street shall provide vehicle access only from the rear laneway.
- b) The laneway parallel to Scarba Street is to be constructed, widened and improved by the developer.
- c) Footpaths shall be constructed along the full length of street frontages. Footpaths should connect to the creek walking trail.
- d) Development of lots adjoining Coffs Creek is subject to dedication of future parkland. This will provide a continuous walking trail along the creek for the length of the precinct. In addition, linkages across the creek and to Moonee Street will also be established

Built form

- e) Front, side and rear setbacks are to be provided as shown in Figure 8-11, and in Table 3-2.
- f) Building design, materials and choice of colours shall be compatible with the natural setting of the precinct.

Public domain interface

- g) A minimum landscaped front setback of 6 metres shall be provided. Existing Poinciana trees should be supplemented by plantings along the street frontage of new development. Dense landscaping in front setback areas shall be provided to create a continuation of the natural setting of the creek.
- h) Exposed portions of below grade carparking are to be screened from the street as shown in Figures 4-5 and 4-6.

Flood Planning

Development of the land can only be approved if:

- i) it will not adversely affect flood behaviour of the area and will not result in increased flood affectation on other properties, and
- j) it incorporates mitigation measures to manage risk to life and property from flood,
- k) it satisfies the flood planning controls in the Coffs Creek Floodplain Risk Management Plan.



LEGEND:

- Residential development layout options
- Preferred lot amalgamation pattern
- High hazard flood area (refer to Objective 5)
- Future creek foreshore pedestrian walkway
- Reinstatement public laneways

FIGURE 8.11: COFFS CREEK HIGH DENSITY RESIDENTIAL DEVELOPMENT CONTROLS

8. Controls for special areas

8.2 DESIGN EXCELLENCE

8.2.1 ARCHITECTURAL DESIGN COMPETITIONS

Good building design should positively contribute to the overall architectural quality of the city and provide buildings appropriate to their context. In some circumstances, this contribution may be as an iconic or landmark building, but more typically it is as a well mannered building that fits sensitively into the streetscape.

Objectives

- a) To improve the design quality of city buildings, for development applications where the provisions of Clause 6.4 of the *Coffs Harbour City Centre LEP 2011* require that all the buildings above 28 metres and on sites identified on the *Key Sites Map* in the *Coffs Harbour City Centre LEP 2011* to be designed as a result of a design competition.

Provisions

- a) In determining a development application, Clause 6.4 of the *Coffs Harbour City Centre LEP 2011* requires the consent authority to consider whether the proposed development exhibits design excellence.
- b) In accordance with Clause 6.4 of the *Coffs Harbour City Centre LEP 2011* the consent authority is to consider whether the design of the building is the result of an architectural competition that facilitates design excellence.
- c) The architectural design competition is to be in accordance with the Director General of the Department of Planning procedures (advice available from Council).
- d) An architectural competition can be undertaken at either the development plan stage or the development application stage.

9. Glossary

Above awning sign a projecting sign on top of an awning.

Acronyms used in this Document:

AS – Australian Standards

BASIX – Building Sustainability Index

BCA – Building Code of Australia

CBD – Central Business District

CPTED – Crime Prevention through Environmental Design

DA – development application

DCP – development control plan

EP&A – Environmental Planning and Assessment

GFA – Gross Floor Area

NSWFB – NSW Fire Brigades

RFS – Rural Fire Service

SEPP – State Environmental Planning Policy

SFH – Street Frontage Height

Australian Adaptable Housing Standard

Australian Building Greenhouse Rating Scheme

Australian Standards

Average Recurrence Interval (ARI) means the long-term average number of years between the occurrence of a flood as big as, or larger than, the selected event. For example, floods with a discharge as great as, or greater than, the 20 year ARI flood event will occur on average once every 20 years. ARI is another way of expressing the likelihood of occurrence of a flood event.

Awning a predominantly horizontal structure that projects over a footpath from the host building to provide weather protection for pedestrians

Awning fascia sign a sign on the fascia of an awning or verandah.

State Environmental Planning Policy – Building Sustainability Index (BASIX)

Building Code of Australia (BCA)

Building line or **setback** means the horizontal distance between the property boundary or other stated boundary (measured at 90 degrees from the boundary) and:

- a) a building wall, or
- b) the outside face of any balcony, deck or the like, or
- c) the supporting posts of a carport or verandah roof,

whichever is the shortest.

Coffs Harbour City Centre Local Environmental Plan 2011

Coffs Harbour City Centre Vision

Compensatory earthworks refers to earthworks where material is excavated (or “cut”) from one location in the floodplain and placed (or “filled”) at another location in the floodplain, with no net importation of fill material, such that the volume available for storage of floodwaters is not reduced for all floods.

Crime Prevention through Environmental Design

Design floor level or ground level means the minimum floor level that applies to the development. If the development is concessional development, this level is determined based on what land use category would apply if it was not categorised as Concessional Development. The floor level standards specified for the relevant land use category (excluding Concessional Development) in the low flood risk precinct are to be applied.

Diameter at breast height (DBH) is measured in accordance with the Australian Standard EV-018-00-02 – Protection of Trees on Development Sites.

Disability Discrimination Act 1992

Effective warning time is the time available after receiving advice of an impending flood and before the floodwaters prevent appropriate flood response actions being undertaken. The effective warning time is typically used to move farm equipment, move stock, raise furniture, evacuate people and transport their possessions.

Environmental Planning and Assessment (EPA) Act 1979

Fascia sign a sign on the fascia of an existing awning or verandah.

Filling is the importation of earth material onto a site and placement above existing ground levels. This is excluding where this results in the increase in ground levels by up to 100mm across 50 % of the site, or the raising of ground levels across part of a site as a result of compensatory earthworks. Such works are to form part of a proposed use, which is otherwise permitted and assessed as part of that proposal.

Flood Planning Level (FPL) means the level of a 1:100 ARI (average recurring interval) flood level plus 0.5m freeboard

Flood prone land (being synonymous with flood liable and floodplain) is the area of land which is subject to inundation by the probable maximum flood (PMF).

Freeboard is a factor of safety expressed as the height above the design flood level. Freeboard provides a factor of safety to compensate for uncertainties in the estimation of flood levels across the floodplain, such as wave action, localised hydraulic behaviour and impacts that are specific event related, such as levee and embankment settlement, and other effects such as “greenhouse” and climate change.

Floor Space Ratio: The floor space ratio of buildings on a site is the ratio of the gross floor area of all buildings within a site to the site area (refer to Clause 5.4 of the Coffs Harbour City Centre Local Environmental Plan for more information).

Habitable floor area means:

- in a residential situation: a living or working area, such as a lounge room, dining room, rumpus room, kitchen, bedroom or workroom;
- in an industrial or commercial situation: an area used for offices or to store valuable possessions susceptible to flood damage in the event of a flood.

Habitable room any room or area used for normal domestic activities, including living, dining, family, lounge, bedrooms, study, kitchen, sun room and

play room.

Hazard is a source of potential harm or a situation with a potential to cause loss. In relation to this plan, the hazard is flooding which has the potential to cause harm or loss to the community.

Hollow-bearing tree has the same meaning under the NSW Scientific Committee final determination for Loss of Hollow-bearing Trees – key threatening process.

Note. The presence, abundance and size of hollows are positively correlated with tree basal diameter, which is an index of age. Tree diameter at breast height (DBH) is, in turn, a strong predictor of occupancy by vertebrate fauna. The minimum size-class at which trees consistently (>50% of trees) contain hollows varies depending on the species and environmental conditions, yet is always skewed toward the larger, more mature trees (after Loss of Hollow-bearing Trees – key threatening process, NSW Scientific Committee).

Identification sign a sign used to identify a site, building, building use or tenant.

Illuminated sign a sign which is internally or externally lit by artificial lighting whether that lighting is integral to or separate from the sign, include signs that have flashing or sequenced lighting, spotlighting, directional, projected or laser lighting.

Key Sites Map in Draft LEP 2011

Lane an external space which is uncovered and open to the sky and which provides permanent pedestrian and/or vehicle connections through the city fabric at all hours.

Local overland flooding means inundation by local runoff rather than overbank discharge from a stream, river, estuary, lake or dam.

Merit approach is an approach, the principles of which are embodied in the FDM which weighs social, economic and ecological impacts of land use options for different flood prone areas together with flood damage, hazard and behaviour implications, environmental protection and well being of the State’s rivers and floodplains.

Minor Landform Modification (as per Clause 2.6C the Coffs Harbour City Centre LEP 2011 for more information) means filling or extraction that is not:

9. Glossary

- within 30m of a river, creek or stream;
- on land possessing a slope greater than 15%;
- less than 600mm of cut or fill or one metre of cut or fill (measured vertically from natural ground level);
- more than 100m³ of material in an environmental protection zone or 1,000m³ of material on any other zone;
- on land subject to acid sulphate soils on Council's Acid Sulfate Soils maps;
- on land subject to flooding on Council's Flood maps;
- within a foreshore building line marked on Council's maps;
- within a Coastal Hazard zone on Council's maps.

Native vegetation has the same meaning as in the Native Vegetation Act 2003.

Note. The term is defined as follows:

Meaning of "native vegetation"

1. *Native vegetation means any of the following types of indigenous vegetation:*
 - (a) *trees (including any sapling or shrub, or any scrub)*
 - (b) *understorey plants,*
 - (c) *groundcover (being any type of herbaceous vegetation),*
 - (d) *plants occurring in a wetland*
2. *Vegetation is indigenous if it is of a species of vegetation, or if it comprises species of vegetation, that existed in the State before European settlement.*
3. *Native vegetation does not include any mangroves, seagrasses or any other type of marine vegetation to which section 205 of the Fisheries Management Act 1994 applies.*

Non-habitable room spaces of a specialised nature not occupied frequently or for extended periods, including bathrooms, toilets, pantries, walk-in wardrobes, corridors, lobbies, photographic darkrooms and clothes drying rooms.

NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements

Old growth tree are those where the canopy is in the late mature to over mature (senescent

or partly dying) growth stage, many containing hollows and often with the presence of dieback or dead branches in the crown

Porte cochere a porch, often used in hotel development, large enough for vehicles such as tourist coaches to pass through.

Probable maximum flood (PMF) is the largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation.

Probable maximum precipitation (PMP) is the greatest depth of precipitation for a given duration meteorologically possible over a given size storm area at a particular location at a particular time of the year, with no allowance made for long-term climatic trends (World Meteorological Organisation, 1986). It is the primary input to the estimation of the probable maximum flood.

Probability is a statistical measure of the expected chance of flooding (see ARI).

Projecting wall sign a sign projecting in either a horizontal or vertical direction from the wall of a building.

Promotional sign a sign on land or a building that advertises either:

- goods or services not provided by an occupier of a significant portion of the premises on which the sign is attached, or
- an event or activity not conducted on the land or in the building.

Reliable access during a flood means the ability for people to safely evacuate an area subject to flooding, having regard to the depth and velocity of flood waters, the suitability of the evacuation route, and without a need to travel through areas where water depths increase.

Risk means the chance of something happening that will have an impact. It is measured in terms of consequences and probability (likelihood). In the context of this plan, it is the likelihood of consequences arising from the interaction of floods, communities and the environment.

Roads Act 1993

Roof sign a sign above parapet level of a building on the uppermost structural elements and

attached to lift motor and plant rooms.

Safer-by-Design

Safely evacuate means the ability to leave an area subject to flooding, having regard to the depth and velocity of floodwaters, without the need to travel through areas where water depths increase.

Site Emergency Response Flood Plan (not being an SES Flood Plan) is a management plan that demonstrates the ability to safely evacuate persons and include a strategy to move goods above the flood level within the available warning time. This Plan must be consistent with any flood evacuation strategy, flood plan or similar plan adopted by Council.

Survey plan is a plan prepared by a registered surveyor which shows the information required for the assessment of an application in accordance with the provisions of this Policy.

Shop top Housing means one or more dwellings located above (or otherwise attached to) ground floor retail premises or business premises.

State Environmental Planning Policy (SEPP) No. 65 – Design Quality of Residential Flat Development

Significant tree register identifies significant trees in the Coffs Harbour City which have either high ecological, aesthetic or cultural value.

Silhouette a building outline viewed against the sky.

Street alignment the boundary between land allotments and a street or lane.

Street frontage height the vertical distance measured in metres at the centre of the street frontage from the average of the street levels at each end of the frontage to the parapet level of the frontage. The parapet level is the horizontal plane in which at least two thirds of the length of the top of the facade is situated. No part of the facade is to be less than 80 per cent of the height.

Through site link an enclosed or partly enclosed arcade within development that has a public character, provide right of way and are open and accessible at each end.

Top hamper sign an advertisement attached to

the transom of a doorway or display window of a building.

Tree is any woody-stemmed plant with either a height greater than 5 metres or a Diameter at Breast Height (DBH) greater than 15cm

Under awning sign a sign located below or otherwise supported from the underside of an awning.

Urban growth area growth areas mapped in the Mid North Coast Regional Strategy (2009)

View an extensive or long range prospect of particular objects or geographic features.

Vista a view along a street terminated by a building or structure such as an obelisk.





