PART 1 - INTRODUCTION

PREAMBLE

- This Development Control Plan (DCP) applies to development on land identified on Map 1.
- All areas not defined under Precincts 1-6 of this DCP are excluded from principles contained within this DCP.
- This DCP supplements the provisions of Coffs Harbour City Local Environmental Plan 2000.
- This Plan came into force on 24 June 2000.
- This plan was amended on 20 December 2007.

OBJECTIVES

The objectives of this DCP are:

- to provide measures to improve the appearance of the City Centre;
- to provide increased opportunities for business activity within the City Centre;
- to provide clearer guidelines for public and private development;
- to provide measures to improve the safety and convenience for pedestrians, people with disabilities, bicycles and vehicles; and
- to establish a CBD urban form that compliments the environmental and overall coastal plain setting and reflects the community’s vision and desired future identity for the City.

EXPLANATION

The DCP is divided into three parts:

Part 1 Introduction - this part describes how the plan works and the procedures for gaining approval to undertake a development.

Part 2 Masterplan and General Controls - provides an overall masterplan with general guidelines that apply to all development including development on public and private land.

Part 3 Precincts - provides detailed controls relating to the business area of the City Centre.

PROCEDURES

- The erection of a building; the initial use of a building; change of use not described below; and other activities require the approval of Council.
- The following activities do not require the approval of Council:
  - change of use of a shop to another kind of shop (not involving the change of use of a non-food shop to a food shop);
  - change of use of a commercial premises to another commercial premises.

Notes:

While approval is not required, proponents are to notify Council in writing of the proposed change.

Sex shops and commercial premises selling or exhibiting publications within the meaning of the Indecent Articles and Classified Publications Act require approval.
MAP 1 - LOCALITY

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Relates to the area subject to the City Centre Special Rate.
Where approval is required, applicants should follow the step-by-step process shown in the procedures flow chart.

**PROCEDURES FLOW CHART**

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Step 1</td>
<td>Check proposal against Masterplan in this DCP.</td>
</tr>
<tr>
<td>Step 2</td>
<td>Check proposal meets General Controls and detailed controls (refer page 4).</td>
</tr>
<tr>
<td>Step 3</td>
<td>Consult Council staff on draft proposal.</td>
</tr>
<tr>
<td>Step 4</td>
<td>Consult with adjoining owners - consider their opinions on proposal where appropriate.</td>
</tr>
<tr>
<td>Step 5</td>
<td>Consult with Council's Technical Liaison Committee (Design Panel) or staff if necessary.</td>
</tr>
<tr>
<td>Step 6</td>
<td>Lodge development application with Council</td>
</tr>
<tr>
<td>Step 7</td>
<td>Commence work in accordance with conditions of approval</td>
</tr>
</tbody>
</table>

**HOW TO USE THIS DCP**

Proponents of development will need to show how their development fits into the overall masterplan and how it meets the detailed controls applying to the precinct in which the development is located.

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 this DCP.

**APPLICATION REQUIREMENTS**

All applicants are required to submit a site analysis drawing at a scale of 1:200 or larger with their application which includes (as a minimum if applicable):

- site dimensions (length, width);
- spot levels or contours;
- north point;
- natural drainage;
- any contaminated soils or filled areas;
- services (easements, utilities);
- existing trees (height, spread, species);
- views to and from site;
- prevailing winds;
- surrounding buildings;
- details of proposed design measures to reduce energy demand, including orientation, energy consumption of materials, shading, thermal mass, insulation and any other passive design measures;
- elevations of all buildings and the streetscape; and
- vehicular access (car parking, loading, visitors, etc).

**SITE ANALYSIS**

- acoustics
- traffic
- mid-summer sun path
- mid-winter sun path
- solar access
- good views
PART 2 - MASTERPLAN AND GENERAL CONTROLS

GENERAL CONTROLS

The following general controls will apply to all development within the City Centre.

In addition, reference should be made to detailed controls on design, parking, etc.

Other Statewide controls such as State Environmental Planning Policy (SEPP) (Major Projects) 2005, SEPP 65 Design Quality of Residential Flat Development and SEPP 71 Coastal Protection, may also apply to the development proposed.

DESIGN

- New development is to respect the scale and landmark qualities of important community buildings such as churches, within the City Centre.
- New development fronting streets at the centre of the CBD, particularly at street level, shall incorporate active retail uses (or uses of a similar character), provide direct and inviting access, and an interesting outlook for pedestrians.
- Development should retain or support a strong built form edge to major streets within the activity centre.
- Applications for buildings over three storeys may be referred to an independent panel of design consultants, with the intention of peer review, at the development application stage, and at the applicant’s cost.

MICROCLIMATE

- Weather protection shall be provided above footpaths, consisting of continuous awnings over street footpaths in the central CBD.
- Building design shall facilitate good natural ventilation and solar access to work and living spaces, as well as to key outdoor places (such as parks, outdoor eating areas, and CBD streets).

DESIGN FOR ACCESS AND MOBILITY

- New buildings and alterations to existing buildings are to be designed to incorporate disabled access and facilities.
- Parking areas, footpaths, recreation areas, outdoor dining areas and other public spaces are to be designed as barrier-free environments for people with disabilities.
- Refer to Council’s Access and Mobility DCP.

VISUAL IMPACTS

- Buildings shall be designed to take advantage of views without significantly compromising the views from surrounding buildings, in particular residential buildings.
- New development that terminates key street vistas, or that is located on corner sites, shall respond in their built form and incorporate special architectural emphasis, acknowledging the vista or corner site.
- Development shall respect views to important community landmarks, such as church spires and the like.
- New development shall respect significant view corridors within the City Centre, and shall frame vistas along key streets (including Harbour Drive, Grafton Street, Park Avenue, Gordon Street and Moonee Street) to the surrounding landscape.
- A four metre setback splay, to be dedicated to Council, is required on corner sites in major redevelopments.
HEIGHT CONTROLS

• The CBD height envelope is a maximum of eight storeys. Council may allow taller development within all the precincts on a merit based assessment.

• For development above three storeys, it is recommended that a podium building typology in some form be used. That is, to the three storey level, a maximum 100% of site cover is possible. For upper levels, a total of only 50% of site cover is to be achieved.

• Building height shall be in proportion to the CBD street hierarchy and cross sectional width.

• Building height shall generally be in accordance with precinct control statements of future character.

• Building height shall be in a scale consistent with adjoining zoned land. For example, development on the CBD edge should be in a scale consistent with adjacent one and two storey residential developments and open space reserves.

• Development applications shall include appropriate context analysis to address the issue of height of the building. The quality of architectural expression, wind effects and overshadowing issues will need to be carefully considered in the application.

• In some locations special emphasis may be desirable, such as at significant corner sites that form ‘gateways’ to the CBD. Heights in these locations can be assessed on a merit basis, to a maximum of eight storeys.

PARKING AND ACCESS

• Any surface level parking, provided on site, is to be located at the rear of buildings.

• To minimise the visual impacts of car parking facilities on the public domain, preference is given to underground carparking.

• Aboveground parking for CBD sites is permitted only if “embedded” within the block using best practice guidelines.

• Second and third level “podium” carparking is permitted only if mitigated by a high quality façade to the street.

• A landscape zone to surrounding landuses is to be provided to limit the visual impact of on grade/above ground carparking.

• Parking provided under buildings is to comply with BCA requirements for ventilation and access. Basement car parking ceiling height is not to exceed 1.2 metres above natural ground level.

• Vehicular access is to be via service lanes where property has access to lane.

• Parking will be subject to the provisions of Council’s Off-Street Car Parking Development Control Plan.

• Council will accept a contribution in lieu of on-site parking for commercial and retail development.

• All residential development is to provide car parking on site subject to the provisions of Council’s Car Parking Development Control Plan.

• Parking spaces, where provided on site, for use by people with disabilities are to be located as close as possible to an accessible entrance to the building or facility that they are intended to serve.

ENERGY EFFICIENCY

• All residential development is to comply with the Building and Sustainability Index (BASIX).

• Commercial and retail developments shall be designed to be energy efficient in accordance with Part J of the Building Code of Australia, and further, shall be designed so as to allow building owners, managers and occupants to meet the five star rating for energy and water under the National Australian Built Environment Rating System.

• All kitchen and hand basin taps are to be fitted with flow restrictions and all showerheads to be AAA rated (low flow). Toilets are to be dual flush systems.
• Car parking mechanical ventilation shall be designed to activate, only at times when ventilation is actually required.

• Hot water systems are to have a 4.0 greenhouse energy rating or better (refer Table 1), and all hot water pipes shall be insulated.

Table 1 - Water Heater Types

<table>
<thead>
<tr>
<th>Greenhouse Energy Rating</th>
<th>Water Heater Types</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Solar-Gas Boost*</td>
</tr>
<tr>
<td></td>
<td>Storage</td>
</tr>
<tr>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Gas</td>
<td>Instantaneous</td>
</tr>
<tr>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Gas-Storage</td>
<td>High Efficiency</td>
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<tr>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Gas Central Boiler</td>
<td>With insulated circulating ring main</td>
</tr>
<tr>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Electric-Storage</td>
<td>Heat Pump</td>
</tr>
<tr>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Solar-Electric Boost*</td>
<td>Continuous</td>
</tr>
<tr>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Solar-Electric Boost*</td>
<td>OP2</td>
</tr>
<tr>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Electric</td>
<td>Instantaneous</td>
</tr>
<tr>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Electric</td>
<td>Continuous</td>
</tr>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Electric-Storage</td>
<td>Storage (OP1.OP2)</td>
</tr>
<tr>
<td></td>
<td>1</td>
</tr>
</tbody>
</table>

* greater than 50% solar contribution

LOADING/UNLOADING BAYS

• Bays should be located such that vehicles do not utilise any public road, footway, laneway, or service road when loading/unloading.

• Bays and turning areas should have dimensions designed in accordance with the size of vehicles that will service the site.

FLOODING

• Flooding controls are detailed in the adopted Coffs Creek Floodplain Risk Management Plan.

• All new development is to comply with the provisions of the Coffs Creek Floodplain Risk Management Plan.

• In the Coffs Creek Floodplain Risk Management Plan the preferred minimum finished floor level is the 100 year flood levels plus 0.5m free board, however, for redevelopment of commercial properties in the City Centre a merit based assessment can be applied considering issues such as access, compatibility and urban design.

OFF-SITE INFRASTRUCTURE REQUIREMENTS

Site frontages are to have the following minimum standards to suit this type of development. Developers will be required to upgrade site frontages, at the developer’s full cost (including design), to meet these standards upon development of the property:

- sealed road pavement;
- concrete kerb and gutter;
- concrete footpath to the nearest cross street;
- piped stormwater drainage;
- if access is to be via a lane, the lane is to be constructed full width from at least one street.

SERVICES

Waste

• Facilities are to be provided to meet the waste and recyclables storage needs generated on the premises and to allow access for collection vehicles.

• Refer to Council’s Waste Management DCP.

• Where excavation is proposed as part of a development, sites for disposal of excavated material are to be nominated in the proposal for Council approval.

• Trade waste facilities are to be designed to comply with Council’s Trade Waste Policy with suitable access for service vehicles.

• Waste and recyclable storage areas are to be screened from public areas.
**Water and Sewerage Services**

- Where water and sewer connections are not available to a lot, Council will require the extension of Council’s main to service that lot at the developers cost.

- Design plans are to be prepared by a suitably qualified Engineer for Council’s approval.

- Applications are to accord with Council’s policy on building over services.

**Stormwater**

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 directed to neighbouring properties. Stormwater to kerb connections are to be via kerb adaptor units.
Note: This Masterplan will be revised as part of the Standard LEP Template process, 2007-2009.
ROLE
Core retail precinct: a mix of specialty shops – professional offices – a meeting place for the community.

MAIN STREET THEMES
- Harbour Drive to be developed on a maritime theme to link with Jetty area.
- Park Avenue to be developed to link with Brelsford Park.

CONTROLS

Building Setbacks
- Vernon Street - 0m
- Harbour Drive - 0m
- Grafton Street - 0m
- Park Avenue - 0m
- Little Street - 0m
- Gordon Street - 0m

Building Design
- Provide awning along Vernon Street, Harbour Drive, Grafton Street (Pacific Highway), Little Street and Gordon Street.
- Awnings in Harbour Drive to be extended to on-street parking areas.

Future Character and Height Controls
An eight-storey focus along Harbour Drive and western side of Gordon Street. Lower development typically of two or three storey height will front the Little Street area.

Other building design requirements are to be in accordance with general controls.
PRECINCT 2

ROLE
Office and community support precinct: community and cultural facilities and services – health and welfare support – administrative offices – entertainment area.

MAIN STREET THEMES
- Vernon Street to be developed on and entertainment and nightlife theme.
- Coff, Castle and Duke Streets to be developed on a creekside theme.

CONTROLS

Building Setbacks
- Duke Street – 4m
- Gordon Street – 4m
- Vernon Street – 0m
- Coff Street – 4m
- Castle Street – 6m

- Riding Lane – 0m
- Little Street – 0.3m

Building Design
- Provide awning along Vernon Street.
- Buildings in Gordon, Duke, Coff and Castle Streets to be set in landscaped surrounds with not less than 10% of site area used for landscaping.

Future Character and Height Control
Taller development will adjoin Vernon Street from Grafton to Gordon Streets. The northern edge, Coff Street, will step down to the park.

The Duke Street will be typically two to three storeys in height.

Other building design requirements are to be in accordance with general controls.
PRECI NCT 3

ROLE
City Centre support precinct: services – bulky goods retailing – housing – community facilities – specialty shops – recreation areas.

MAIN STREET THEMES
- Harbour Drive to be developed as maritime link to Jetty area.
- Park Avenue and Earl Street to be developed on parkland theme with Brelsford Park as a City Park.

CONTROLS

Building Setbacks
- Harbour Drive – 0m
- Gordon Street – 0m
- Park Avenue – 0m
- Earl Street – 0m

Building Design
- Provide awning along Gordon Street, Harbour Drive and Park Avenue.
- Buildings to be surrounded by courtyard spaces with at least 10% of site area set aside for open space.

Future Character and Height Controls
Areas adjacent Earl Street to be two to three storeys. Areas adjacent Gordon Street up to eight storeys.

Other building design requirements are to be in accordance with general controls.
ROLE

Mixed use precinct: professional offices – medium density housing – health services.

MAIN STREET THEMES

- Albany Street to be developed for mixed uses within a residential setting.
- Albany Street to be developed as the airport link.

CONTROLS

**Front Building Setbacks**

- Albany Street - 6m
- Park Avenue - 0m
- Earl Street - 4m
- Gordon Street - 4m

**Side Building Setbacks**

- Albany Street - 1m

**Building Design**

- Buildings to have a residential character: avoid flat roofs, include domestic elements (i.e. pergolas, small windows, verandahs, hip and gable roof, etc).
- Provide awning along Park Avenue.

**Future Character and Height Controls**

Redevelopment is to provide a transition from the adjoining residential area to the heart of the CBD. Albany Street and Earl Street to be typically two to three storeys stepping up to Park Avenue.

Other building design requirements are to be in accordance with general controls.
PRECINCT 5

ROLE

Business services and housing precinct: business services – high density housing – tourist services.

MAIN STREET THEMES

- Highway and Moonee Street to be developed on a travellers rest and movement theme.
- Scarba Street and Elbow Street to be developed on a creekside theme.

CONTROLS

Building Setbacks

- Pacific Highway – 4m (between Coff Street and Creek)
- Pacific Highway – 0m (between High and Elbow Streets)
- Scarba Street – 4m
- Murdock Street – 4m

- West High Street – 0m (between Pacific Highway and Moonee Street)
- West High Street – 4m (between Moonee and Murdock Streets)
- Elbow Street – 4m

Building Design

- Provide awning along Grafton Street, Moonee Street and West High Street frontages.
- Avoid flat roofs.

Future Character and Height Controls

The Murdock Street area is to generally be a transition from residential to business. Typically redevelopment here would be two to three storeys in height. The eastern (Grafton Street), Southern and Northern points of this precinct will achieve taller development up to eight storeys in height.

Other building design requirements are to be in accordance with general controls.
PRECINCT 6

ROLE
Civic and Highway service precinct: civic services – administrative offices – tourist services and facilities.

MAIN STREET THEMES
- Highway and Moonee Street to have a travellers rest and movement theme.

CONTROLS

Building Setbacks
- Moonee Street – 1m
- Pacific Highway – 0m
- Lyster Street – 4m
- West High Street – 0m (between Moonee and Lyster Streets)
- West High Street – 4m (west of Lyster Street)

Building Design
- Provide transition between residential and business area in design of buildings.

Future Character and Height Controls
Where this precinct adjoins residentially zoned land it will create transition from residential use to business use. Typically the residential edge would be two to three storeys stepping up to taller development adjacent West High and Grafton Streets.

Other building design requirements are to be in accordance with general controls.