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West Woolgoolga



Development Control Plan



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PART 1 – THE PLAN

PREAMBLE

- This Development Control Plan (DCP) applies to land in West Woolgoolga under Coffs Harbour City Local Environmental Plan 2000 (as shown in Map 1).
- This Plan came into force on 13 October 2004.

AMENDMENTS

This Plan was amended on 28 November 2009

OBJECTIVES

The controls in this DCP seek to achieve the following objectives.

Economic Sustainability

- Water and sewerage facilities are able to be provided within a reasonable time frame and within adopted water and sewerage strategies for the Coffs Harbour Local Government Area.
- Development is able to proceed at a reasonable cost to both developers and the community.
- Development of the area is to contribute to the economic growth of Woolgoolga.

Social Sustainability

- Community, educational, leisure and recreational facilities are to be adequate to serve future residents of the area.
- Development is to provide adequate footpath, cycleway, public transport and road links to adjoining neighbourhoods and natural areas to assist in lessening reliance on cars.
- Development is to establish a road hierarchy that reduces the number of direct access points onto the Pacific Highway.

Environmental Sustainability

- Development is to protect and maintain natural bushland and native habitats.
- Development is to be free from environmental risk hazard associated with flooding, acid sulfate soils, urban capability and bushfire hazard.
- Development is to minimise impacts on Woolgoolga Creek by providing open space buffers between the creek and future development.

HOW TO USE THIS DCP

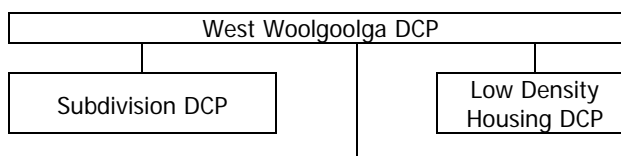
The DCP is divided into three parts:

- Part 1 - The Plan; introduction;
- Part 2 - Planning Strategy; sets out the overall strategy for the area; and
- Part 3 - Planning Controls; details the specific controls for development within the release area.

PROCEDURES

This DCP contains the general controls applying to subdivisions within the West Woolgoolga Release Area. Proponents of other types of development will be required to comply with the Low Density Housing DCP and, where subdivision is proposed, the Subdivision DCP (see Schedule below).

Schedule 1



Relevant Information Sheets:

- Acid Sulfate Soils
- Bed and Breakfast
- Contaminated land
- Energy Efficiency: Residential Development
- Bushfire Hazard
- Koala Habitat
- Landform Modification
- Potentially Flood Prone Land
- Tree Preservation Order
- Sediment and Erosion Control
- Water Sensitive Urban Design

Development generally requires the consent of Council. This consent is sought through the lodgement of a development application.

Applicants should follow step-by-step process shown in the procedures flow chart.

PROCEDURES FLOW CHART



Step 11

Commence work in accordance with the conditions of approval

Note:

State Environmental Planning Policy (SEPP) No. 71 – Coastal Protection requires certain development proposals to prepare a Masterplan. Coffs Harbour City Council have liaised with the Department of Infrastructure, Planning and Natural Resources to establish this DCP as the recognised Masterplan for the development of land in the locality.

Step 1

Read this DCP and obtain any relevant information sheets referred to in this DCP (refer Schedule 1)



Step 2

Undertake site analysis



Step 3

Prepare draft proposal in accordance with the Masterplan and Planning Controls (Parts 2 and 3)



Step 4

Discuss the draft proposals with Council staff and any other organisations i.e. RTA, NPWS, DIPNR



Step 5

Check the development meets the general controls in this DCP and is consistent with the Masterplan



Step 6

Check environmental constraints maps for:

- contaminated land
- flood prone land
- significant vegetation
- acid sulfate soils
- fire hazard



Step 7

Consult with adjoining land owners – consider their opinions on the proposal



Step 8

Consult with Council's Technical Liaison Committee if appropriate



Step 9

Prepare plans/report in accordance with discussions and guidance provided



Step 10

Lodge development application with Council



Where approval granted

PART 2 – PLANNING STRATEGY: MASTERPLAN

OBJECTIVE

- To provide an overall plan for the area that enables the integration of existing and proposed development.

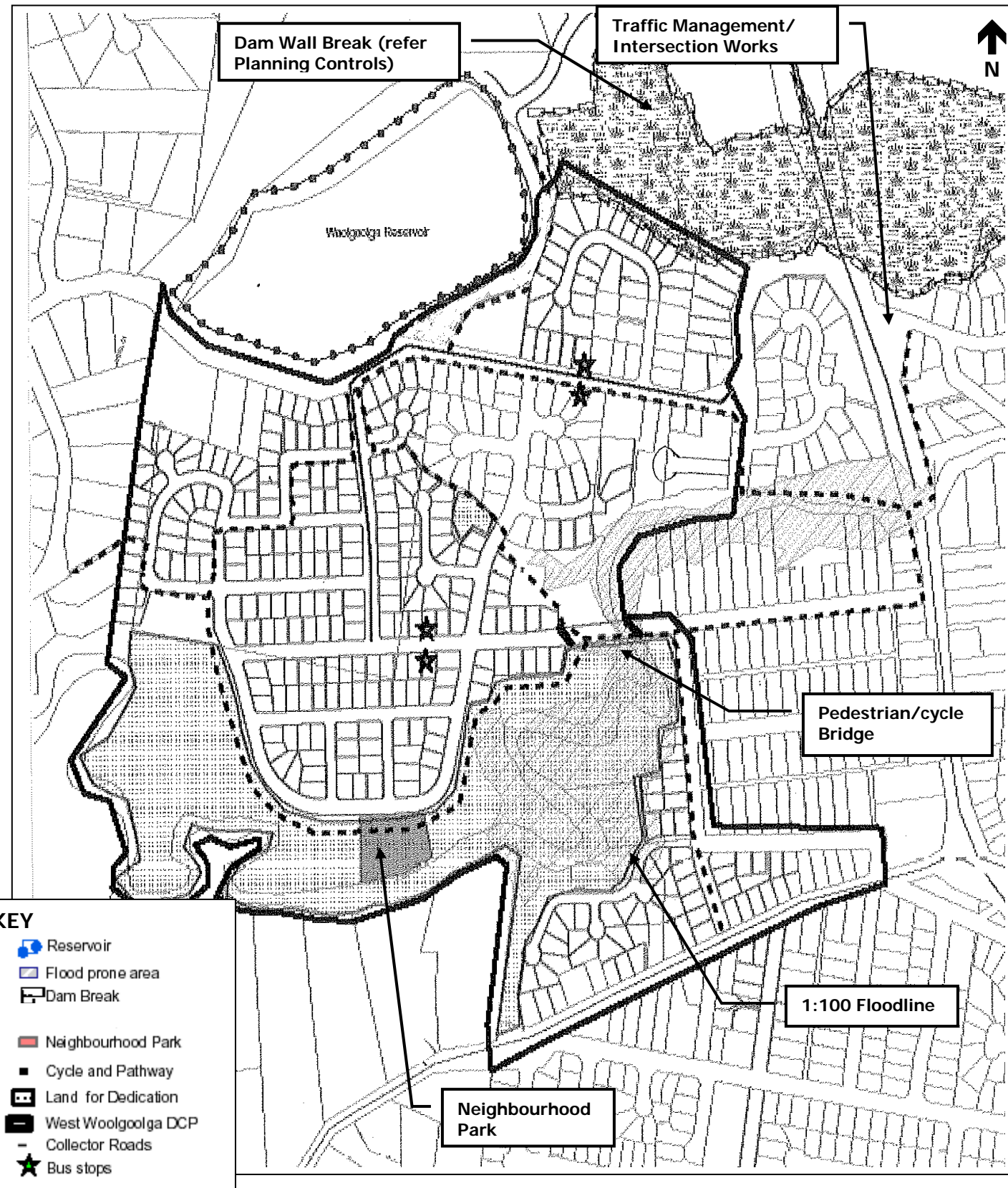
SPECIFIC STRATEGIES

Economic Sustainability

- A **minimum lot yield of 330 lots**; an additional 944 people.
- Water** is to be supplied by extending the existing water main network.
- The **sewer** rising main from Pump Station 14 will be upgraded and then diverted along the Pacific Highway to Pullen Street.
- Proponents of development are to construct several small pump stations and gravity sewer line.
- Upgrade of the Pacific Highway/Newmans Road intersection to occur when approximately half the release area has been developed.

Social Sustainability

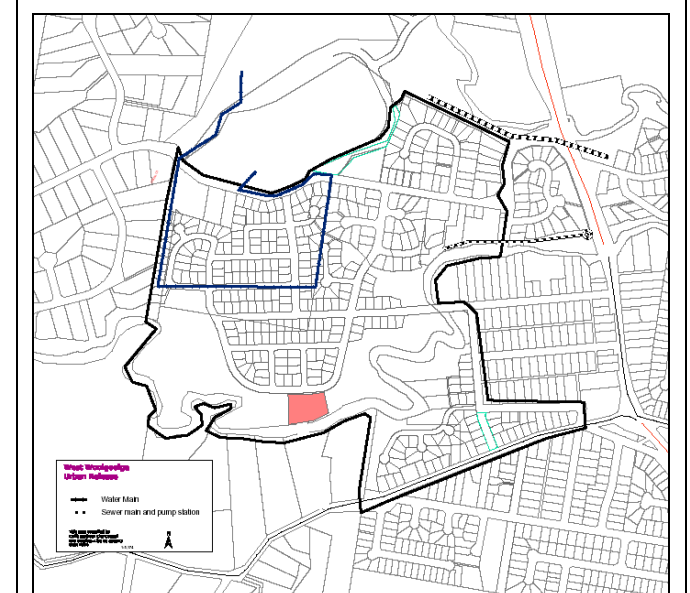
- The **collector road** is to be progressively constructed concurrent with subdivision/development.
- A **neighbourhood park** and **children's playground** is to be provided within 500m of the community to be served.
- Pedestrian paths** and **cycleways** are to be constructed by the developer, except where they are within identified **open space areas** and along the collector road.
- Cycle/pedestrian bridge** to be commenced when approximately half the release area has been developed.



SPECIFIC STRATEGIES

Environmental Sustainability

- Identified areas for **conservation** shown on the Masterplan are to be dedicated as development occurs.
- A minimum 20m wide perimeter road shall be provided adjacent to conservation areas.
- All proposals for subdivision must be accompanied by a **bushfire assessment** in accordance with Council's Bushfire Information Sheet.
- The provision for bushfire Asset Protection Zones shall not involve the clearing of native vegetation and conservation areas.



WEST WOOLGOOLGA RELEASE AREA

FIGURE 1

PART 3 - PLANNING CONTROLS

DESIRED FUTURE LOCALITY CHARACTER

The future character of the West Woolgoolga Urban Release Area is the creation of affordable, environmentally friendly residential housing on allotments of varying sizes, with an average size of 700m².

The majority of lots are to be oriented to facilitate solar access.

Reducing reliance on private motor vehicles will be achieved with the provision of a suitable pedestrian/cycle network within the area and linking to district and regional facilities.

Buffers are to be provided between proposed residential development and sensitive/significant vegetation and riparian areas. These buffers will also facilitate Asset Protection Zones for bushfire protection purposes. The buffers become passive open space for community enjoyment.

DENSITY

- The density of development (number of potential lots) shall be in accordance with the targets shown in Figure 2. These targets provide for a **minimum density**. Densities may exceed those shown.
- Applicants will be required to **demonstrate** the means to achieve at least the **minimum target density** shown.


TIMING OF DEVELOPMENT

- No subdivision or development for residential purposes is to occur until reticulated water and sewerage services are available to the land.
- Funding of construction is to be met by developers, with Council reimbursing developers as contributions are collected.
- The collector road is to be progressively constructed concurrent with subdivision/development of the release area. The pedestrian/cycle bridge is to be constructed when approximately half the release area has been developed .
- The timing of the upgrade of the Newmans Road intersection will be dependant on the timing of the rate of development and the timing of the proposed Pacific Highway Bypass works.

WATER QUALITY

- Development involving earthworks or vegetation removal shall be accompanied by a Sediment and Erosion Control Management Plan in accordance with Council's Policy.
- Development applications are to be accompanied by water quality modelling in accordance with Council's Water Sensitive Urban Design (WSUD) Information Sheet.
- Development shall incorporate best practice WSUD to achieve water quality objectives set out in the WSUD Information Sheet.
- Water quality in the creeks is to be protected through water sensitive urban design incorporating the "treatment train", rather than reliance on "end of pipe" solutions.



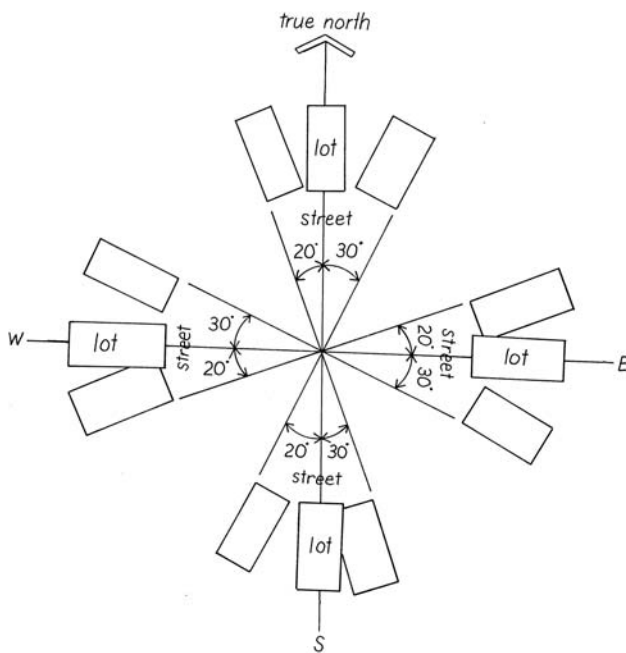
 ~ NO TARGET DENSITIES SET AS
 SUBJECT TO APPROVED DEVELOPMENT
 APPLICATION OR LAND HAS ALREADY
 BEEN DEVELOPED

PRECINCT	TARGET No. OF LOTS
1	139
2	102
3	32
4	57
TOTAL	330

**FIGURE 2
TARGET DENSITIES**

ENERGY EFFICIENT DESIGN

- Lots are to be orientated to facilitate the siting of dwellings that will have adequate solar access.
- A minimum of 75% of lots in any proposed subdivision for single dwelling allotments, shall be orientated so that the long axis of the lot is within the range shown in the Diagram.



- Residential and tourist accommodation shall be designed in accordance with Council's Energy Efficiency Information Sheet.
- Applications for residential subdivision shall include an analysis of cost comparison between solar powered street lighting and main grid supply, including a 10-year operating cost for each. Where the total capital and 10 year operating costs is equal or lower for solar powered supply, Council will require its installation.

NATURAL AND HABITAT AREAS

A minimum 20m wide perimeter road shall be provided adjacent to conservation areas.

ARCHAEOLOGY

- Applications for subdivision or other development involving landform modification shall be accompanied by an archaeological report prepared by an appropriately qualified person.
- All consents involving earthworks shall be subject to Council's standard condition, which specifies action to be taken if any artefacts are unearthed.

HERITAGE CONSERVATION

Developers of land will be required to commission appropriate heritage impact assessment studies (Aboriginal and European) for development applications that may result in places, sites or objects with heritage significance being disturbed.

The assessment study is to identify the actions to be carried out in areas of heritage sensitivity.

BUSHFIRE HAZARD

All proposals for subdivision must be accompanied by a bushfire assessment in accordance with Council's Bushfire Information Sheet.

DAM WALL BREAK

An assessment of potential impact of localised flooding from a sudden loss of structural integrity (dam wall break) is shown on Figure 1.

Council requires any allotment shown to have a notation on its title.

This notation should identify that no major structure or building is to be erected in the area influenced by the dam wall break.

SITE REMEDIATION

Any land with a history of banana land use, or identified potentially contaminating use, is to have matrix soil sampling undertaken prior to subdivision approval.

Soil sampling is to be in accordance with Council's guidelines.

Soil sampling results and any Remedial Action Plan (RAP) are to be submitted with the subdivision development application.

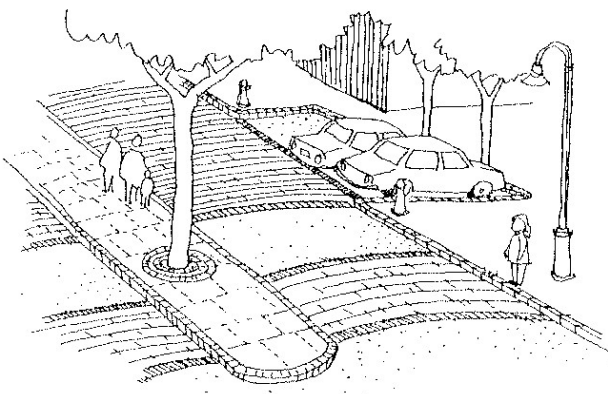
The developer shall demonstrate, to Council's satisfaction, that any necessary remediation has been carried out. A linen plan of subdivision shall not be issued until submission of a report demonstrating remediation has achieved acceptable levels of contamination for residential use of the land.

PEDESTRIAN AND CYCLEWAY PATHS

- The developer is to provide pedestrian and cycleway paths within the development in accordance with the masterplan.

ROAD DESIGN AND ACCESS CONTROL

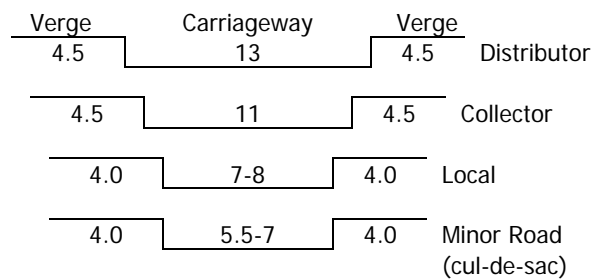
- Threshold and pavement treatments are to be provided throughout the subdivision to create an attractive streetscape.



Threshold and pavement treatment

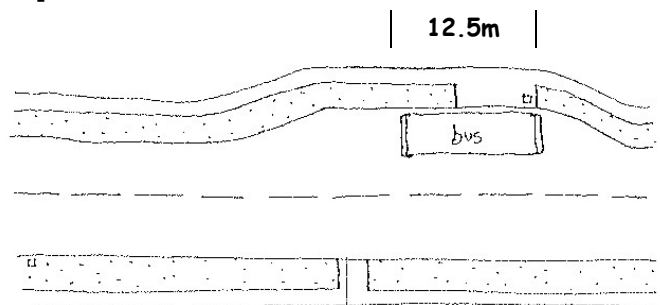
- Roads are to be constructed in accordance with the standards below.

	Distrib. Road	Collect. Road	Local	Minor Road
Road Reserve Width	22m	20m	15-16m	13.5-15m
Carriageway Width	13m	11m	7-8m	5.5-7m
Verge	2 x 4.5m	2 x 4.5m	2 x 4.0m	2 x 4.0m
Minimum Design Speed	60km/h	50km/h	40km/h	25km/h
Formation clear of table drain	N/A	N/A	N/A	N/A
Bitumen Seal	N/A	N/A	N/A	N/A



ROAD DESIGN FOR BUS ACCESS

- Consideration to the safe and efficient movement of buses through the subdivision will be required through:
 - Provision of appropriate road widths on roads likely to form part of a bus route.
 - Provision of bus bays where appropriate.
 - Linking bus routes and bus stops to the pedestrian network.



Typical bus bay arrangement

PACIFIC HIGHWAY

Noise

Applications for subdivision within 300m of the Pacific Highway will be required to be accompanied by an acoustic report, identifying measures (mounding, acoustic barriers, building design, building materials, etc) to ensure future residents are not subject to unacceptable traffic noise levels.

Assessment is to be undertaken by an appropriately qualified person, having regard to the DEC document "The Environmental Criteria for Road Traffic Noise May 1999". Development is to be conditional upon provision of these measures.

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