

# Park Beach

## Precinct and Design Analysis





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# Introduction

## Scope

Deicke Richards was engaged by the Department of Planning and Environment and Coffs Harbour City Council to undertake a precinct and design analysis of the Park Beach neighbourhood. The analysis will provide an evidence base for the Draft Coffs Harbour Regional City Action Plan and future local planning work by Coffs Harbour City Council. Key objectives are to determine a future growth structure for the Park Beach locality, facilitate housing renewal/infill, improve the place identity, and develop stronger pedestrian and cycle connections.

## Park Beach

Park Beach is located on the coast in the north east part of Coffs Harbour. It is a mostly residential area. Bound by the North Coast Railway, Tasman Sea and a major shopping centre, the area is physically separated from the main urban environment to the south and west.

Under the North Coast Regional Plan 2036, Park Beach is identified as a Mixed Residential and Tourism precinct. Within this all residential zoned land east of Hogbin Drive is marked for urban renewal. The regional plan identifies Park Beach as one of three locations to enhance the variety of housing options in the Coffs Harbour LGA. The area is also being investigated for urban consolidation under Council's draft Local Growth Management Strategy (LGMS). The LGMS highlights the need to maximise the yield of the City's urban areas in order to meet future housing needs.

The current local planning framework (LEP and DCP) carries forward most of the strategic framework. However there appears to be a lack of detailed study into the intended future urban structure and centre hierarchy of Park Beach. Currently, the height and density provisions place the greatest intensity of development between Ocean Parade and Hogbin Drive. Zoning provisions place more intensity to the west, within the neighbourhood centre and the large local centre of Park Beach Plaza. This creates a disconnect between local services and residents.

Lack of a defined centre and a poor sense of place are key issues for the study area, having been raised in recent council workshops.



## Study Area

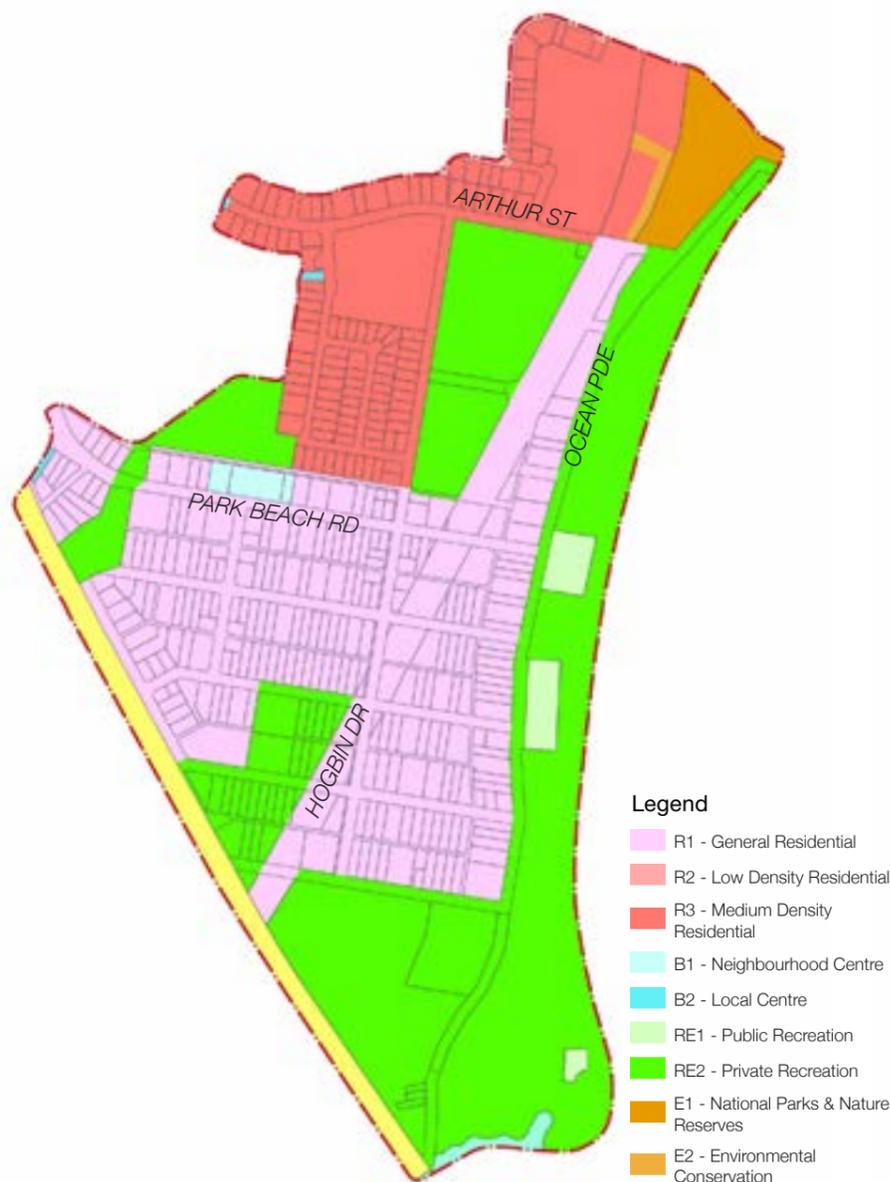
The study area identified for the analysis primarily relates to the tourist-residential (R1) and medium-high density residential areas within the Park Beach locality. The relationship with retail and natural anchors immediately adjoining the study area is also considered.



## Natural Hazards

Park Beach is a low-lying beachfront area, as such the locality is subject to various natural hazards, including, projected coastal erosion and inundation and flooding. The Coffs Harbour LEP 2013 and Coffs Harbour DCP 2015 and SEPP (Coastal Management) 2018 outline a number of provisions to ensure the risk presented by these hazards is appropriately managed in new development.

The design of new facilities and infrastructure on public land within the Park Beach locality will also need to consider these hazards.



### Zoning (LEP)

Park Beach forms a significant residential area adjoining a beach. It is immediately east of a Local Centre (B2) within Coffs Harbour (suburb), which accommodates the Park Beach Plaza – the region’s largest shopping centre. Within the precinct itself there is a neighbourhood centre (zoned Neighbourhood Centre (B1)) located in close proximity to Park Beach Plaza on Park Beach Road. Separating these two centres is open space, which forms a significant part of the locality, this chiefly comprises land zoned for Public Recreation (RE1).

The majority of the urban area is zoned General Residential (R1), the objectives of which are to provide for tourist accommodation and mixed uses at street level (in addition to a variety of housing types). The objectives of the Medium Density Residential (R3) area north of Northside Lane is more focused on housing provision and delivering high amenity built form outcomes.



### Height (LEP)

Along with the city centre the area has the highest height allowances within the Coffs Harbour LGA, reaching 40m along Ocean Parade. This steps down to 22m, with the majority of the urban area limited to 15.5m - which could accommodate buildings up to 5 storeys in height. A recent development approval incorporates a maximum building height of 29.36m and 8 storeys within this area, indicating that there is development interest in greater heights.



### Density (DCP)

Largely reflecting the height provisions of the planning scheme, the density limits are highest along Ocean Parade. All of the residential land east of Hogbin Drive is designated 'A-50' which allows 1 dwelling per 50m<sup>2</sup> of site area. The remainder of the residential areas wholly within the study area can be assumed to have a density allowance of 1 dwelling per 100m<sup>2</sup> of site area (as all sites allow heights of 3 storeys of greater).

# Criteria Analysis

The Park Beach Precinct has been analysed utilising the following criteria:

**Street connectivity.** How interconnected the street network is within the immediate precinct for efficient movement of people on foot, bikes or cars, as well as broader connections and accessibility from a number of directions.

**Amenity.** Locations with significant views of environmental areas, open spaces or parkland.

**Places and focal points.** Existing community focal places and land-uses, and buildings.

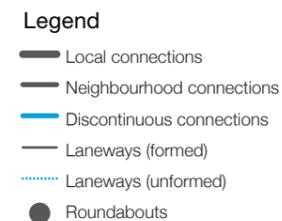
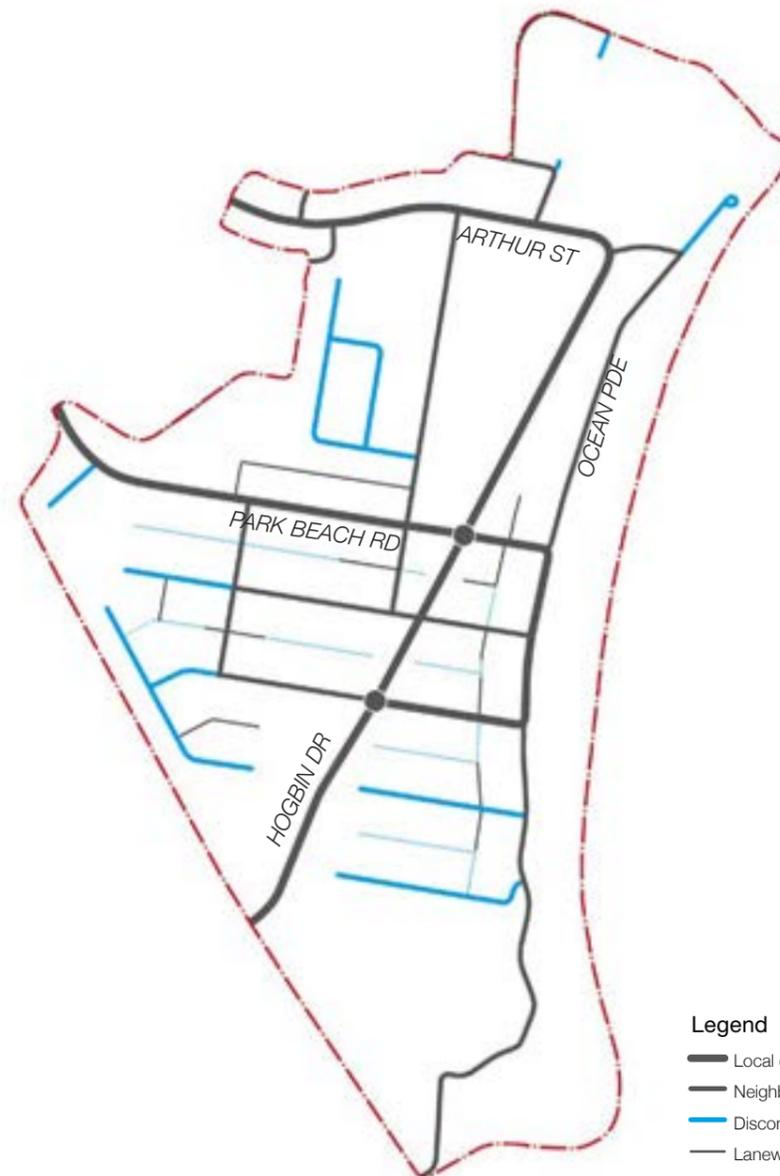
**Urban structure.** The movement economy (access from the primary movement networks), linkages between key focal places and uses, busier traffic streets.

**Proximity.** To existing centres and key focal points, walkable catchments of 400m or 5 minute walk, and public transport route locations.

**Development form and urban quality.** Scale and intensity of development, streetscape relationships.

**Context and interfaces with adjacent land-uses.** Including lower density housing with impacts of overshadowing or overlooking.

From this analysis, key observations have been identified and described, followed by issues and opportunities for the precinct.



## Street connectivity

The blocks throughout the locality are very large, reducing walkability. South of Park Beach Road the blocks are crossed by laneways, though they are generally not walkable or trafficable, requiring the entire block to be circled to travel a short distance. This results in a total block area of 3.5ha, in urban areas a block area of 0.6-1 hectares is typically desired to create a walkable environment.

Blocks run perpendicular to the beach, being fragmented by waterways, the North Coast Main Line and Hogbin Drive, which angles across the grid. The grid network is not continued north of Park Beach Road where the road network includes cul-de-sacs and curved streets.

Numerous streets are discontinuous (highlighted in blue), and laneways unformed (shown as dotted lines), resulting in significant disconnectivity in certain areas.

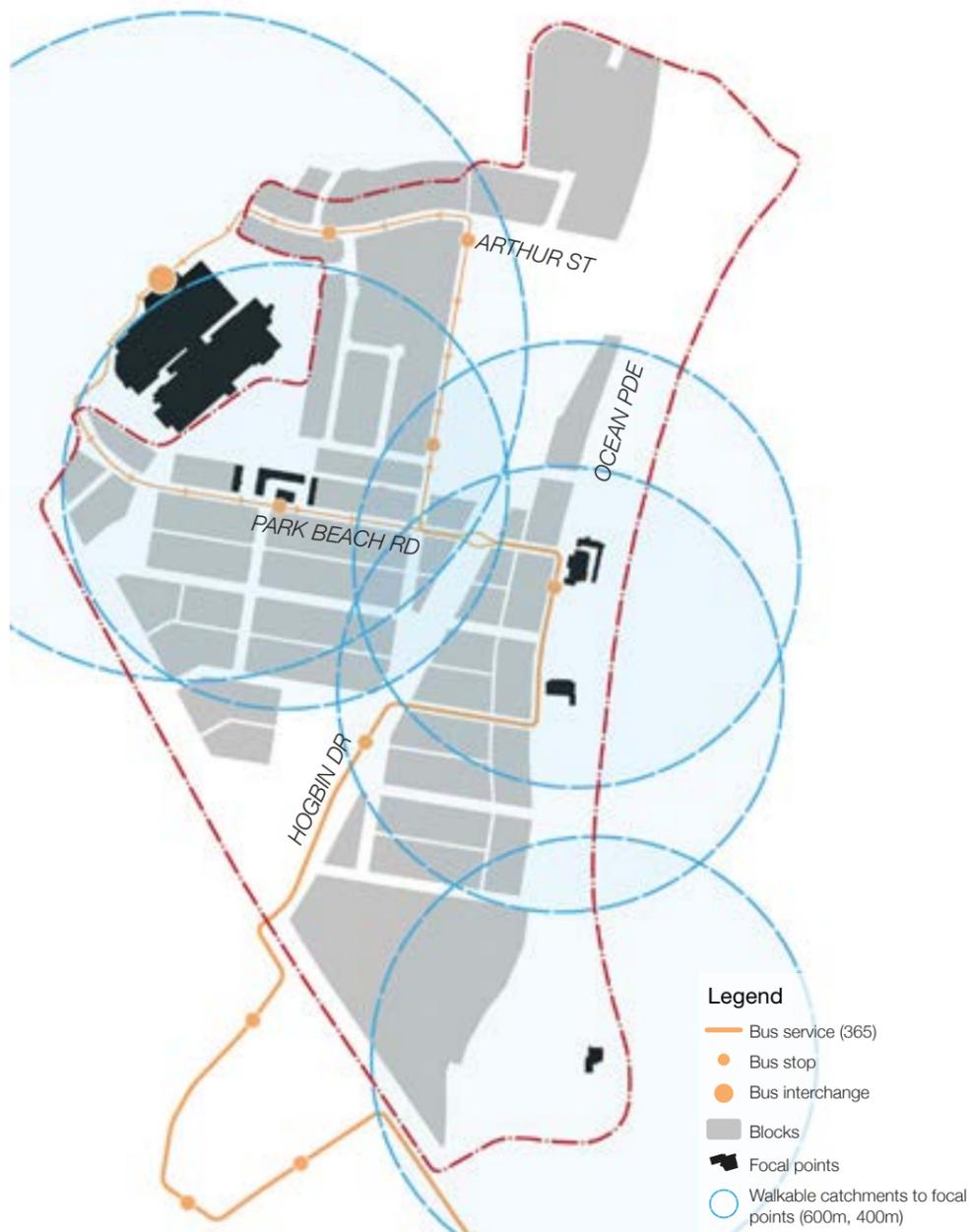


## Amenity & Places and focal points

Natural vegetation frames the eastern foreshore and southern edges of the area. The foreshore parklands create a good interface with this vegetation and create amenity along Ocean Parade. Much of the bushland along the railway line and small creek in the west adjoins back fences with many inaccessible interfaces. The three clubs along the foreshore, in addition to Park Beach Plaza and neighbourhood centre create obvious focal points within the built environment.

The Hoey Moey and Bowls Club are located in prominent locations along Ocean Parade, and are visible from much of Ocean Parade. The Coffs Harbour Surf Club is located away from view, east of the vegetated hind dune, reducing visibility and connectivity back to the street and foreshore parklands.

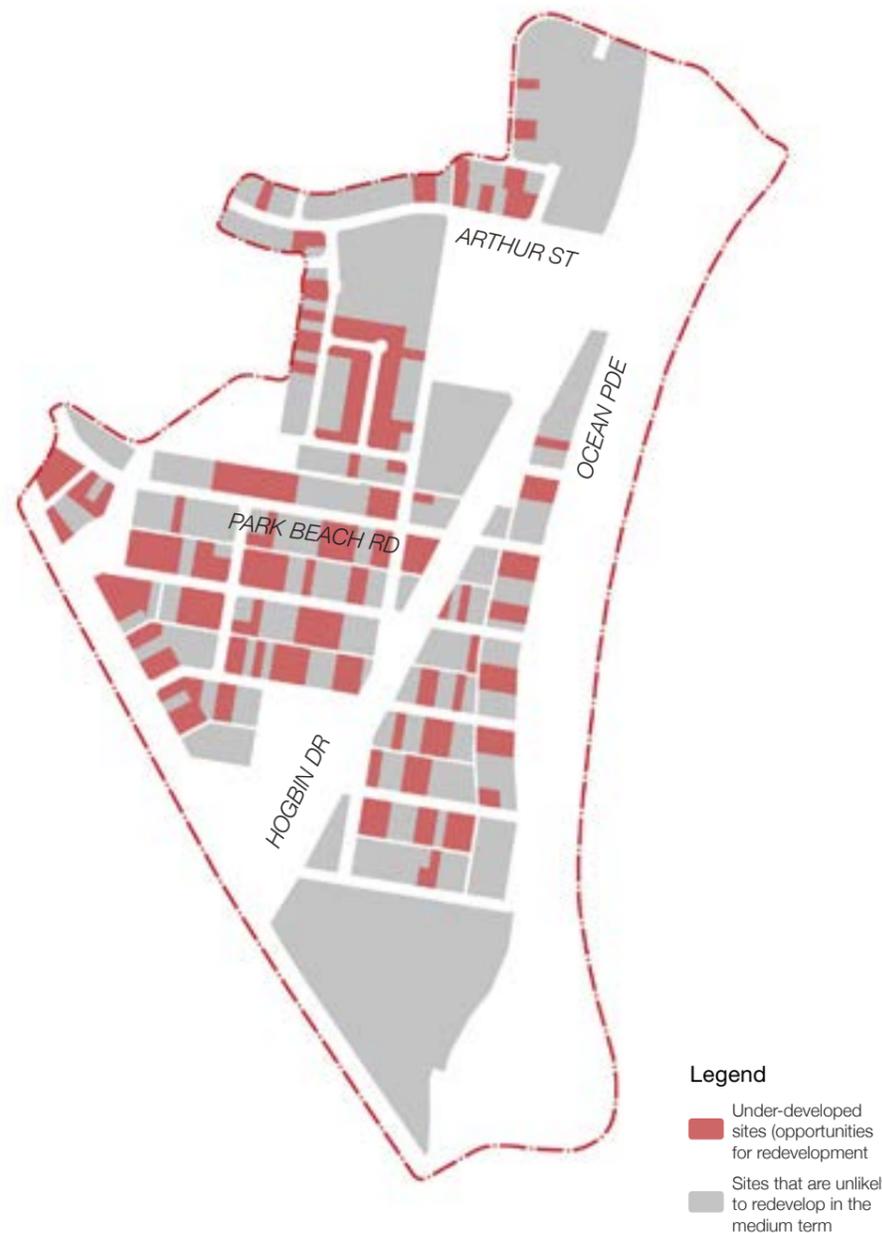
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### Urban structure & proximity

Hogbin Drive splits Park Beach in two, with either side of the roadway having different structures and offering different services. West of Hogbin Drive, the two centres provide good theoretical accessibility to the surrounding areas (though connectivity issues prevent this in some places). Along Ocean Parade to the east, the three clubs are within a short distance of the core tourist accommodation area. Both of these areas lack what the other provides.

The only bus route through the locality (the 365) offers services from Park Beach Plaza to the city centre via the harbour. The hourly services may not appeal to occasional users. A bus interchange is located on the western side of Park Beach Plaza, with services connecting to the wider region. The configuration of the centre and surrounding street network make access to these services poor.



### Development form and urban quality & Context and interfaces with adjacent land-uses

The existing built form comprises a mixture of detached dwellings, small multiple dwellings and larger high-rise apartment towers. Shown in red, a considerable quantity of the existing building stock is under developed compared to what the current planning scheme allows. The majority of these sites are located west of Hogbin Drive.

The only low density residential interfaces are located to the area's north. This area mostly comprises lower density residential sites. Transitional provisions that manage overlooking, overshadowing and built form interfaces should be explored if significant up-zoning were to occur here. In the majority of Park Beach the laneways can adequately manage transitions between development of different intensities (as outlined in Building Character Principles).

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# Key Observations

These observations relate to a broad range of issues noted across the study area. Including the area's context in relation to Coffs Harbour, placemaking, access and movement, pedestrian connectivity, along with development and built form issues. Each topic has been described with a series of images and commentary.

## Context

### Ocean, Beach and Coastal Vegetation

The beach and foreshore parklands are special destinations within the Park Beach area. The coastal vegetation provides a vegetated backdrop to the urban area and gives a natural edge to the beach with some taller buildings visible over the tree canopy. The surf club is a significant community resource.



### Beach Access

There are some good connections between the coastal parklands and the beach. Most access to the beach is relatively informal with poor connections to streets in key locations. There is little visibility of the beach entrances from Ocean Parade.



### Foreshore Park

The foreshore parklands are underdeveloped with poorly defined access and no clear paths to the beach from Ocean Parade. There is a remarkable fig tree between the Hoey Moey and Bowls Club.



# Key Observations

## Placemaking issues

There is low-scale development on a very strategic corner opposite the Hoey Moey. The corner is important within the Park Beach area, but does not have a special character. It is a catalyst site for redevelopment in the short term. Pedestrian access is poor past the Hoey Moey and the pedestrian crossings are not well marked.

**Park Beach Road & Ocean Parade Node**



The neighbourhood centre has a poor urban presence and streetscape. The uses adjoining Park Beach Road do not capitalise on their proximity to the street, and street character is undistinguished for a primary connector to the foreshore and beach.

**Park Beach Road and Park Beach Neighbourhood Centre**



# Key Observations

## Access and movement

### Laneways

A significant portion of the laneways are unformed, surfaces range from mown grass to open drains.



Many paved laneways are discontinuous and underdeveloped with fragmented pavements. There are a couple of developments that engage well with the laneway. The lane near the retail centre has some opportunity for development.

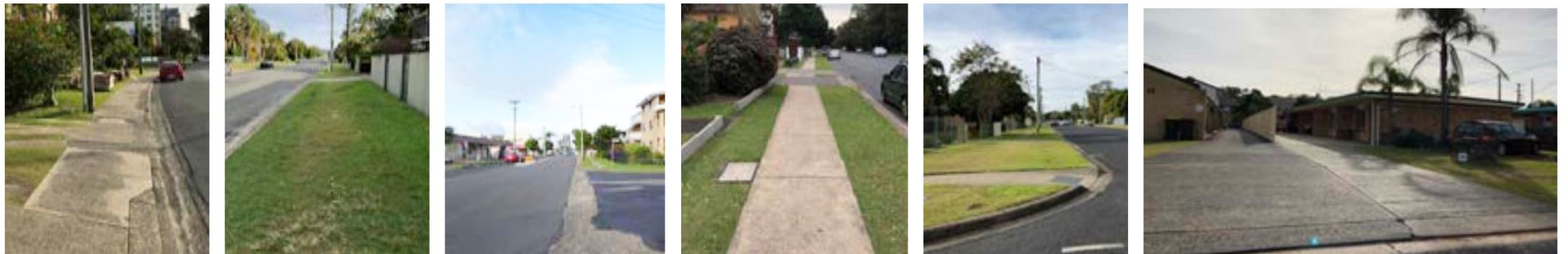


# Key Observations

## Pedestrian connectivity

Footpaths are discontinuous and often compromised by driveway crossovers. Many streets lack trees, with powerlines common.

Street quality and amenity



Poor connection to retail centre through bushland, which acts as a barrier.

Relationship to neighbouring precincts to the west



# Key Observations

## Development issues

Well established tourist accommodation constrains the viability of redevelopment potential in the short term.

### Redevelopment Opportunities



Small-scale single storey development, 40+ years old. Good opportunities for redevelopment, but are strata titled. Recent single storey dwellings have been constructed where five floors is possible.

### Scale of development



Recent development with good articulation and a variety of materials. Less intensity than allowed but car parking on grade and under buildings.

### Built Form



# Key Observations

## Built form issues

Poor urban street relationships with free standing buildings in a landscape setting, facades not aligning with streets. Blank walls to above ground car parking and tall masonry walls close to street edges.

### Higher Density Built form



### Streetscape Relationships

Many developments both old and new have poor street relationships, siding onto the street and looking towards neighbours. Car parking vehicle access and driveways dominate streetscapes. Entries to dwellings are not visible from the street.

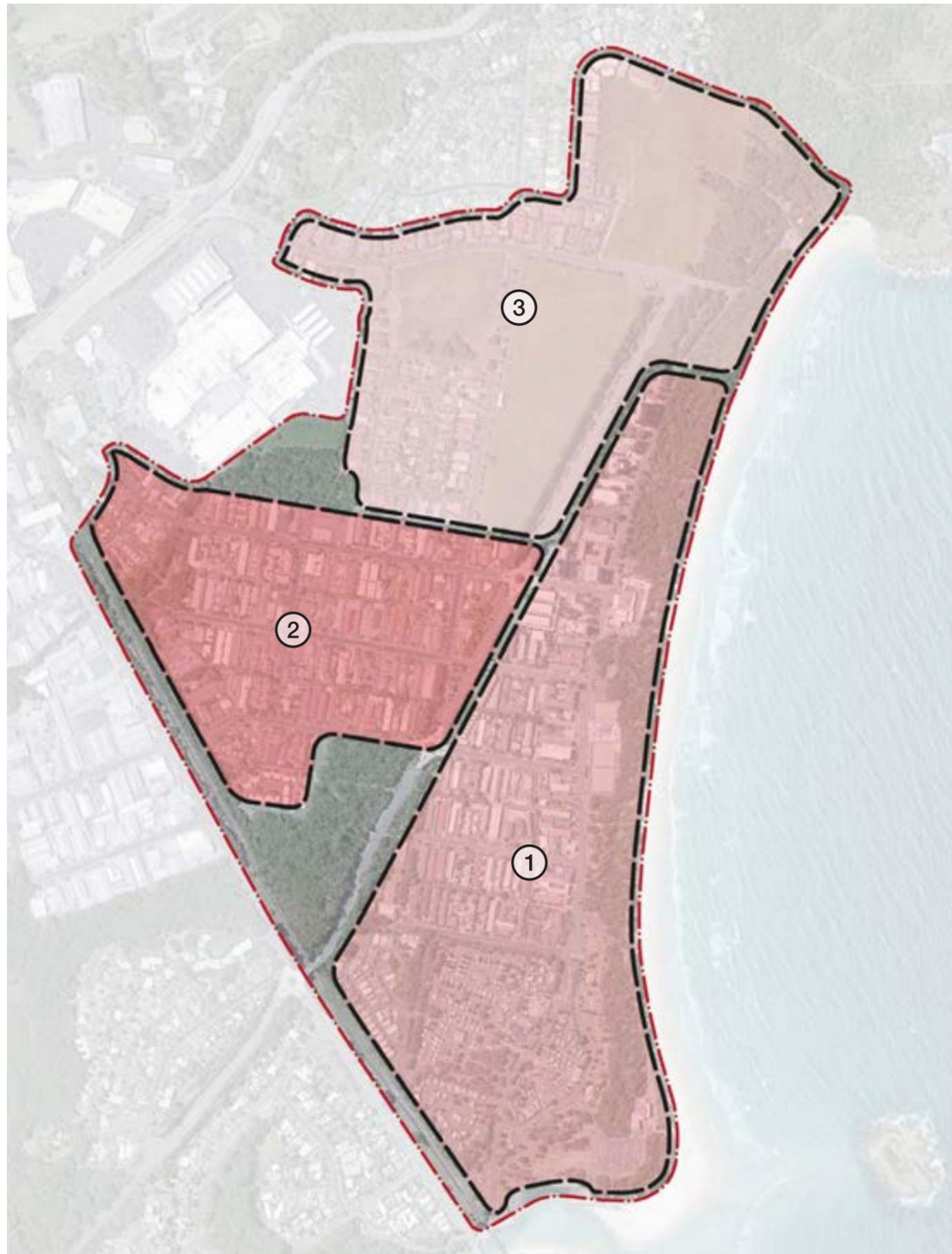


# Issues and Opportunities

From the criteria analysis of the locality, a number of focal points and precincts have been determined. Each of these precincts identify with a significant street. As seen in the adjacent figure, there are three key precincts:

1. **Ocean Parade** – a linear urban corridor between Hogbin Drive and the foreshore parklands
2. **Park Beach Road** – the residential area spreading south from the Park Beach Road corridor
3. **Arthur Street** – the mixture of greenfield and residential developments around Arthur Street

Within these precincts a number of sub-precincts exist.



## Precinct 1 - Ocean Parade



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Sub Precinct	Issue	Opportunities
① Ocean Parade	Ocean Parade is an impressive street along the foreshore. As an esplanade street, it creates a strong and accessible public and urban edge. The parade runs the entire length of the Park Beach area, linking the park and surf club in the south to Macauleys Headland. The area on the northern end of the parade has a height limit of 40m, and is largely built out. Four major community focal points are located along the parade; the Surf Club, Hoey Moey, Bowls Club and the park around the fig tree. Coastal hazard management is also a relevant consideration in this location.	The street can be improved with street tree planting and should have better walkways and a cycleway. Macauleys Headland is a green anchor at the northern end of the street and should have enhanced, safer pedestrian and cycleway links.  Park Beach Road and Prince Street both provide connections from the west of Park Beach across Hogbin Drive and accommodate the main bus route through the area. It is where these two streets meet Ocean Parade that two key nodes are formed. This segment of the street from Prince Street and Park Beach Road should have primary priority.
② Foreshore Parklands	The foreshore parklands are a great asset for the community of Park Beach and the wider Coffs Harbour community. The space between the Hoey Moey and Bowls Club is a focal place. It has a magnificent fig tree, a children's play area and a beach access. However, the interface with the Bowls Club and Hoey Moey is poor. Coastal hazard management is also a relevant consideration in this location.	The parklands can be improved with better spatial definition, paving and lighting to improve casual surveillance and wayfinding, making it more usable for a range of community activities and gatherings. The beach access can be enhanced through a wider and formed pedestrian path with improved views and access to the path from Ocean Parade.
③ Park Beach Road / Ocean Parade	This is an important corner and node within the precinct and marks the arrival for many to the beach and ocean. Currently the drive-through bottleshop, carpark and servicing area of the Hoey Moey terminates the vista down the street. This pub, motel and live music venue is a good community use and focal point in the broader Coffs Harbour area. However the venue's interface with Ocean Parade inhibits visual connectivity and reduces the sense of arrival for this significant node.	Enhance the node with greater activity and relationship of buildings to the node. Improve relationship of the Hoey Moey to Ocean Parade with a generous pedestrian and cycle path to encourage the development to improve its interface with this node. Consider the creation of a new urban plaza achieved through new development.  As with the foreshore parklands (sub precinct 2), enhanced lighting, wayfinding and casual surveillance to improve safety should be explored.
④ Prince Street and corner of Ocean Parade	Prince Street is a key entry to the precinct from the south along Hogbin Drive, signalled by the roundabout. While the Bowls Club is located on the corner of Prince Street and Ocean Parade, this corner of Ocean Parade is undistinguished. The buildings do not have a strong urban presence. The Bowls Club building is well away from the street and makes little physical contribution to the corner. There are recent developments that address the corner poorly and established larger scale older developments, suggesting little opportunity for new development. Coastal hazard management is also a relevant consideration in this location.	Opportunity for improved landscaping and better and safer pedestrian crossings.
⑤ East of Hogbin; Boulwood and Prince	This area also has good proximity to Ocean Parade. Streets lead down to the foreshore, parkland and beach. There are a range of development types and scales, with recent developments in strategic locations that do not capitalise on the scale of development encouraged in the planning scheme. Coastal hazard management is also a relevant consideration in this location.	Opportunities for higher density development to capitalise on this strategic and high amenity location.
⑥ Hogbin Drive	Hogbin Drive is a major north south street through Coffs Harbour connecting south to the airport, Sawtell and beyond. The street corridor is 60m wide and has a landscaped character with no development fronting onto it. Pathways and bus stops have little surveillance from surrounding uses and poor lighting. The road is a barrier between urban areas to the east and to the west. There are no designated pedestrian crossings across the street.	Opportunity for development along Hogbin Drive which can be transformed into an urban street with development frontages. Development frontages should help promote casual surveillance of the street with enhanced lighting of bus stops and pathways to improve safety. Improved pedestrian connections across the roundabouts and a four-way intersection on Boulwood Street would enable safer walking and cycling from areas to the west to the coast.
⑦ BIG4 Park Beach Holiday Park	Like many holiday parks, the structure of the BIG4 Park Beach Holiday Park is internalised with fences adjoining the surrounding street interfaces. Along Ocean Parade the fence abuts the roadway, leaving no verge to accommodate a footpath. Landscaping treatments help improve the visual amenity, but do not generate the levels of activity and visual surveillance a built form frontage could.	Enhance common facilities to generate a node around the current entrance area. Continue to develop new cabins to overlook Ocean Parade and create a stronger edge to the coastal reserve and Coffs Creek foreshores.
⑧ Coffs Creek Foreshore	The parkland between Ocean Parade and Coffs Creek is a high quality open space that offers wide views across the estuary and out to the ocean. This creates a distinct experience to the rest of Ocean Parade which is nestled behind dunes. The present entry into the area from the south is problematic. Cars travelling from the harbour area need to travel an additional 2km along Hogbin Drive and Prince Street before reaching this waterfront hub. This lack of entry experience inhibits wayfinding and isolates this sub-precinct from the rest of Coffs Harbour.  The surf club is largely isolated from the rest of the locality by virtue of its location in front of the vegetated hind dunes. Nonetheless this unique promontory position creates outstanding views across Coffs Creek, the harbour, islands and beaches. This amenity combined with the high-level of activity such a use generates creates a very important urban node right against the beach. The poor accessibility and visual connection to Ocean Parade reduces the nodes potential. Coastal hazard and flood management is also a relevant consideration in this location.	Investigate changes to the intersection of Orlando Street and Ocean Parade to create a new gateway into Park Beach from the south. Opportunities to further enhance the coastal pathway through here to better connect Park Beach through to the Jetty and City Centre.  Improve access and visibility to the surf club from Ocean Parade. Strengthen the link between the foreshore parklands and the beach with an improved pedestrian connection.
⑨ Fitzgerald and Vincent Streets	This area has discontinuous streets with poor connectivity to the local and neighbourhood centres to the west. There is an informal crossing of Hogbin Drive at the end of Vincent Street.	There may be some opportunities for development, but not necessarily the focus of development in the shorter term. Connectivity could be improved across Hogbin Drive and through better utilisation of laneways.

## Precinct 2 - Park Beach Road



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	Sub Precinct	Issue	Opportunities
⑩	Park Beach Road	Park Beach Road is an important and primary street through the area. It connects to the highway and major retail and commercial areas in the west and to the coast in the east. It carries the locality's only bus route.	Strengthened as the key east-west street in Park Beach into a subtropical avenue encouraging higher intensity development.
⑪	Park Beach Centre	The neighbourhood centre for Park Beach is a useful community centre with a good range of businesses. It is strategically located on a corner with good access from the south. The centre has a rudimentary architecture with poor street relationship to Park Beach Road so it is not well defined as a node.	Improve the centre as a node. Enhance indoor outdoor uses closer to the street with cafes, to create better places for activity and improved streetscape.
⑫	West of Hogbin; along Boulwood and Prince Street	This precinct is developed on a through street network that has access to the neighbourhood centre along Phillip Street and to the coast along both Boulwood and Prince Streets. Boulwood connects Ocean Parade at the foreshore park (sub precinct 2) near the large fig tree.	There may be some opportunities for development, but not necessarily the focus of development in the shorter term.
⑬	West of Phillip along Boulwood and Prince and Vincent Street pocket	This area has no street connectivity and acts as a pocket of development. It has many older strata title developments and more recent two storey townhouses. This development does not capitalise on the density of five storeys allowed under the planning scheme but seems to provide affordable housing at a reasonable density within the Park Beach area.	There is little opportunity for intensification despite the close proximity to the retail centre resulting from the discontinuous streets and vegetated creek which creates a physical barrier.
⑭	Park Beach West	Separated by a small, densely vegetated creek, this area forms a distinct environment, physically and visually separated from the rest of the Park Beach locality. It contains a mixture of uses, with some light industry and large format retail occurring along Park Beach Road, with a scattering of detached dwellings and 2-3 storey multiple dwellings. The development along Park Beach Road backs onto the large shopping centre to the north, this reduces the ability for the two areas to be integrated.	Improve connections into Park Beach Plaza and increase the diversity of uses at street level. Greater heights and built form controls could help integrate the two areas better.

## Precinct 3 - Arthur Street



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	Sub Precinct	Issue	Opportunities
⑮	York Street	York Street is another key connecting street running north-south and is well located between the existing retail centre and the foreshore. The site has good amenity with prominent east facing sites across open space, yet the development here is low scale and does not capitalise on this good location. The site at the northern end of the street on the corner of Arthur Street has a major aged care project under development with an approved height up to 29.36m, well over the 15.5m allowed.	There are opportunities for higher density and taller development to take advantage of its strategic location. The scale could be commensurate with the development of Park Beach Road, helping tie in the new aged care development.
⑯	West of York; Columbus circuit, Pacific Ave and San Francisco Ave	Similar to sub precinct 12, this area has no street connectivity and acts as a pocket of development. It has many older strata title developments of 2-3 storeys on San Francisco Avenue. Along Pacific Avenue detached dwellings dominate, which do not capitalise on the density of five storeys allowed under the planning scheme.  There is a continuous vegetated corridor between Park Beach and the retail centre. This forms a pleasant edge and threshold between the two precincts however pedestrian access, which is possible, is neither inviting nor safe. This poor connectivity to the retail centre and surrounding residential areas reduces the precincts integration with the wider neighbourhood.	This area can continue to incrementally develop under present zoning controls.
⑰	Arthur Street corridor	The Arthur Street corridor is dominated by 2-3 storey multiple dwellings, largely constructed in the 1970s-1980s. There is currently only one vacant parcel of land currently utilised for over-flow parking from Park Beach Plaza. The area's proximity to Park Beach Plaza and distance from the primary east-west route of the locality - Park Beach Road - creates a stronger association with the shopping centre and residential areas to the north. The current, largely strata-titled housing stock would be unlikely to redevelop in the short-term without changes to the present R3 zoning.	Create a higher order zoning that accommodates a mixed use building typology. This will help activate Arthur Street and assist in the integration of the neighbourhood into the Park Beach Plaza. Enhance the pedestrian and cycleway links along this corridor, connecting on to the Macauleys Headland green anchor.
⑱	Arthur Street East	This greenfield site has an existing master plan under the DCP. This outlines the general building envelopes, road structure and advises that higher structures be concentrated on the lower ground towards Arthur Street to reduce visual impacts.	The existing DCP controls provide a structure plan for the area, however there are greater opportunities to integrate the precinct with Arthur Street. Along this street interface revised setbacks and built form controls could improve street surveillance. There is opportunity for some mixed uses on the Arthur Street and Hogbin Drive intersection - this could invigorate this area and create an important wayfinding node between the beach and Park Beach Plaza.
⑲	Brunswick Avenue	An area of established multiple dwellings ranging in form and scale. This area forms an important interface with the detached dwellings to the north.	The existing scale of development is appropriate as a transition between two different residential zones, especially given the visual impact taller development would have on the established residential areas to the north.
⑳	Macauleys Headland Beach access	The primary access to the northern Park Beach foreshore and the impressive headland environment to the area's north.	Formalise this area as a gateway and strategic green node. Provide better pedestrian access from residential areas through to the beach access through enhanced pedestrian and cycleway links.

# Planning Framework

The North Coast Regional Plan 2036 identifies Park Beach as one of three locations to enhance the variety of housing options in the Coffs Harbour LGA. The plan also earmarks the residential area east of Hogbin Drive for urban renewal. Coffs Harbour LGA is also investigating Park Beach for urban consolidation within the draft Local Growth Management Strategy (LGMS).

These strategic planning documents provide a clear direction for increased housing provision and redevelopment potential within the Park Beach locality. However, the current LEP and DCP contain certain challenges that reduce the ability to deliver on these outcomes.

Following on from the key observations, issues and opportunities, this section identifies some of the key challenges within the current LEP and DCP planning framework. For each of these challenges opportunities are provided which could help overcome these issues, aid the delivery of strategic planning outcomes and improve the sense of place within Park Beach.

The following State Environmental Planning Policies are also relevant to establishing a suitable local planning framework:

- State Environmental Planning Policy (Coastal Management) 2018 relates to coastal wetlands, littoral rainforest and the coastal environment and use area within the precinct footprint.
- State Environmental Planning Policy No 65— Design Quality of Residential Apartment Development

Parts of the study area are flood prone and/or identified as being subject to projected coastal hazard and inundation. Determining the appropriate development response for these locations through the local planning framework will also be important. Council's Coastal Hazards Policy (2018) and Park Beach Floodplain Management Plan are relevant considerations in this regard.

## Coffs Harbour Local Environmental Plan 2013

Current version for 20 April 2018 to date (accessed 18 July 2018 at 15:22)

### Status information



### Status information

#### Currency of version

Current version for 20 April 2018 to date

Legislation on this site is usually updated within 3 working days after a change to the legislation.

#### Provisions in force

The provisions displayed in this version of the legislation have all commenced. See [Historical notes](#)

#### Authorisation

This version of the legislation is compiled and maintained in a database of legislation by the Parliamentary Counsel's Office and published on the NSW legislation website, and is certified as the form of that legislation that is correct under section 45C of the [Interpretation Act 1987](#).

File last modified 20 April 2018.

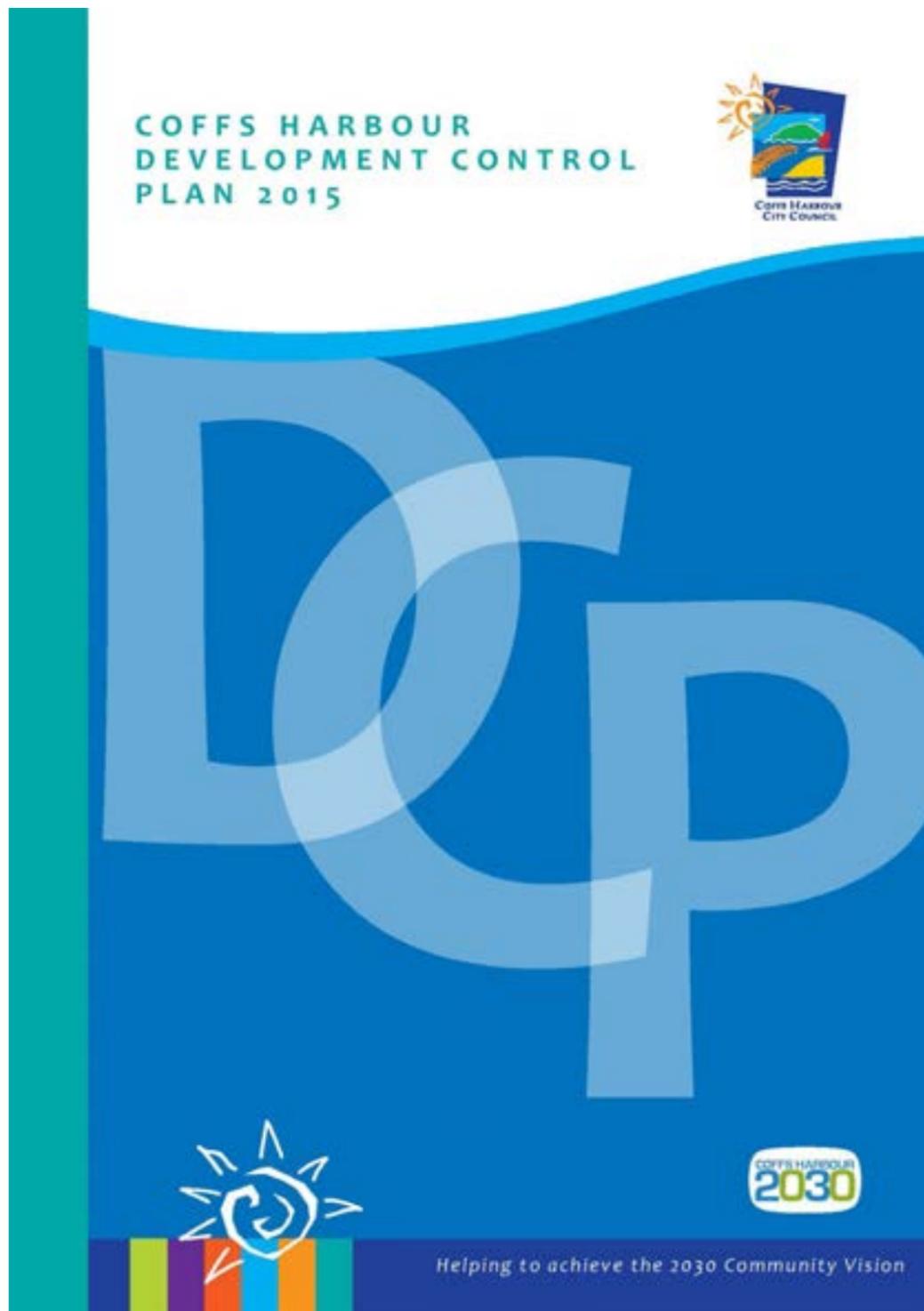


## Coffs Harbour Local Environmental Plan 2013

The Coffs Harbour Local Environmental Plan 2013 (LEP) sets out the local environmental planning provisions for Coffs Harbour. These provisions provide a framework for how land can be used in the area through zoning and development controls, such as building heights and minimum lot sizes.

There are many sound controls within the LEP that have proven effective in realising strategic and local planning outcomes. There are a few controls however that don't optimise the delivery of these outcomes, creating certain challenges to delivering the right development in the right places. Some of these key issues are outlined below.

Planning Controls	Challenges	Opportunities
<b>Zone R1 - General Residential Zone</b>	The R1 zone covers the majority of the residential area within Park Beach. Uses such as dwelling houses are permitted with consent within the R1 zone. This has resulted in many lots being underdeveloped, reducing the ability to deliver housing diversity within the area and producing poor streetscape outcomes.	Explore zoning changes to prevent underdevelopment of land. Removing the ability for uses such as dwelling houses to occur in key precincts. This may require exploration of the use of an alternative zone in this location such as the R4 high density zone.
<b>Landmark Sites</b>	The current LEP does not identify any site-specific controls to deliver context relevant outcomes for particular sites	Explore identifying 'landmark sites' to deliver specific urban design and planning outcomes on key sites within Park Beach. This could pair with specific development controls and help deliver improved amenity and provide greater certainty around the development of key hubs.
<b>Land Zoning Map</b>	The current land zoning within Park Beach does not reflect the desired land use pattern within the locality.	Opportunities to change the zoning hierarchy to concentrate development along primary roads and around key nodes.
<b>Height of Buildings Map</b>	The current building height allowances concentrate development in a small area and do not reflect current or desired street hierarchies.	Opportunities for increased height allowances along primary streets and around key hubs. This could encourage redevelopment of core areas and enhance wayfinding and primary streetscapes.



## Coffs Harbour Development Control Plan 2015

The Coffs Harbour Development Control Plan 2015 (DCP) provides the necessary controls to deliver specific built form and planning outcomes that reflect the local character and lifestyle of the region.

Many of these controls, such as private open space requirements, recessed garages, maximum building lengths and so forth help deliver these desirable outcomes. However, some of the controls create certain challenges for development, reducing the ability to achieve the strategic outcomes of the North Coast Regional Plan. These key challenges are outlined below, with potential opportunities to overcome these issues provided for each.

Planning Controls		Challenges	Opportunities
D3.2	Front setback requirements	The current front setbacks are large and consistent across zones (R2, R3 and R4) and different street frontages.	Explore reducing setback requirements on designated streets through a new <i>Exception</i> . For Park Beach this could include Ocean Parade, Park Beach Road, Arthur Street, Hogbin Drive and York Street.
D3.3	Side and rear setback requirements	The large increase in setback requirements for buildings above 8.5m (R3 and R4) reduces the feasibility of taller developments where allowed.	Consider reducing setback <i>Requirements</i> for R3 and R4 zoned land for buildings greater than 8.5m in height.
D3.8	Design requirements - general	Requirement (2) does not deliver outcomes for important corner developments.	Explore the use of 'Key Sites' within the LEP to deliver built form outcomes on key corner sites.
D3.9	Solar access requirements	Requirement (1) reduces the ability for developments to overlook the street on southern facing sites.	Opportunities to revise these requirements to enhance streetscape environments.
D3.10	Infrastructure requirements	Requirement (3) necessitates any redevelopment along a laneway to construct the whole of the laneway. This may discouraging redevelopment of these sites.	Consider a reduction of or a re-apportionment of infrastructure requirements or explore alternative methods for delivering infrastructure, particularly on the identified key lanes (refer recommendations).
F1.4	On-site parking - residential uses	Parking requirement numbers are the same for all dwelling types, regardless of zoning, location or density controls.	Opportunity for a reduction in parking requirements through a new <i>Exemption</i> if development is close to public transport or amenities. Consider developing different parking rates for each density or zoning allowances.

# Recommendations

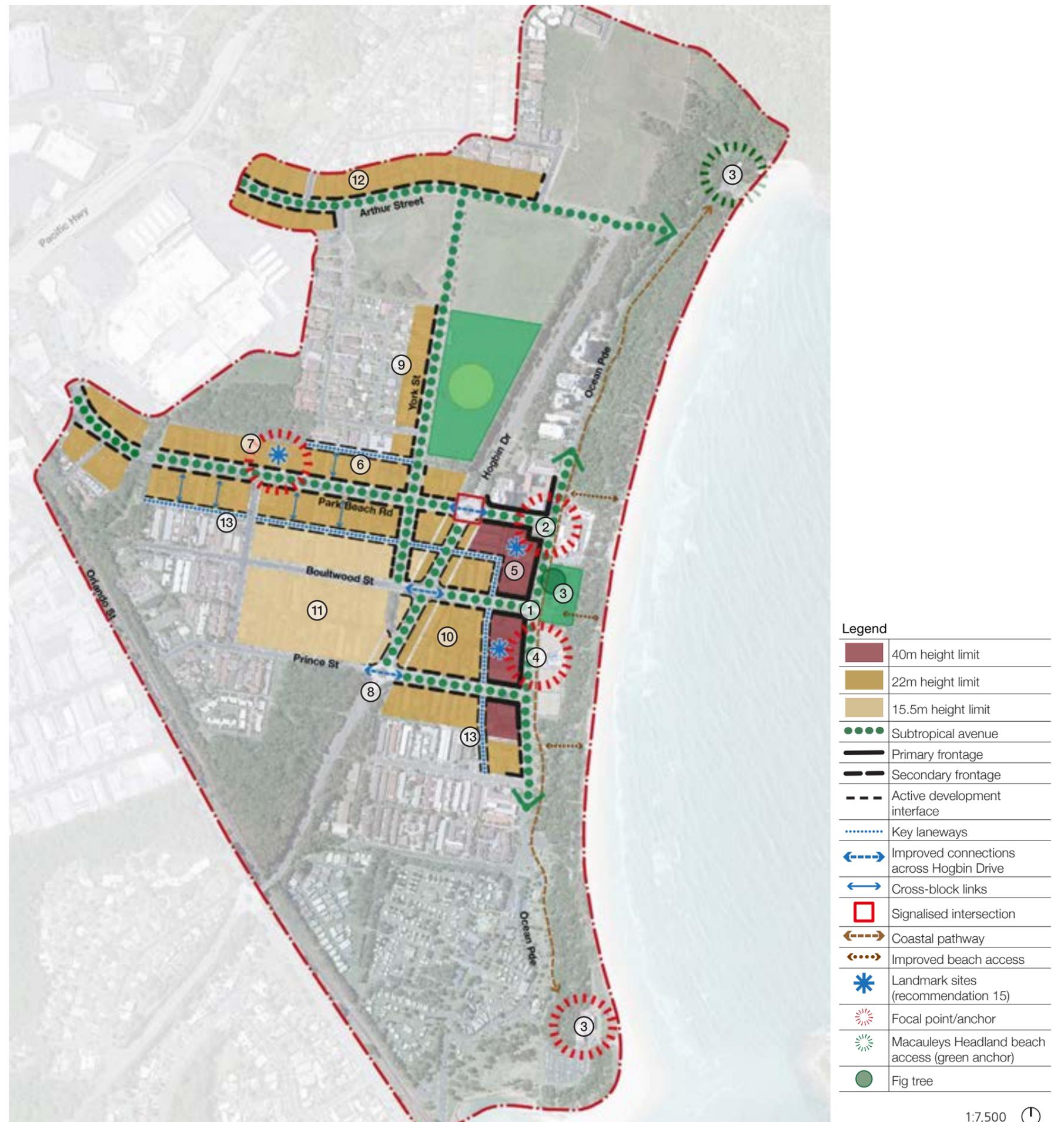
Park Beach has a range of assets that contribute to its suitability as a renewal location. This Precinct and Design Analysis has been developed to support this transition in a way that fosters stronger local character and sense of place.

The recommendations outlined below highlight the significant opportunities for place enhancement in the Park Beach locality. This will be achieved through encouragement of higher intensity development, the reinforcement of a number of existing nodes and the creation of a clear street hierarchy. Areas for change are described in the figure to the right.

Recommendations 1-9 are explained with more detailed information to illustrate the suggested built form outcomes overleaf. These are followed by the building character principles (page 24), to guide development within the Park Beach locality.

The recommendation and principles will be tested with the local community and considered in more detail in relation to emerging coastal constraints ahead of changes to the local planning framework to deliver on agreed outcomes.

Supporting implementation tools such as incentives to support targeted development outcomes and the need to broaden the Park Beach Contribution Plan to capture the entire precinct footprint to fund wider enhancements can also be considered in partnership with the community.



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# Recommendations

<p>① Ocean Parade between Park Beach Road and Prince Street – and extending 30m to 50m past these intersections – is enhanced with street trees, improved footpaths and cycleways. This length of the street becomes the primary hub of activity and is reinforced through the street treatment and development intensity.</p>	<p>⑥ Park Beach Road becomes a subtropical avenue forming a stronger connection from the west to the coast, foreshore and the Hoey Moey node. Development is of higher intensity at 22m than presently allowed (15.5m) and is a focus of development in the short to medium term.</p>	<p>⑫ Arthur Street can accommodate a higher intensity development of 22m, capitalising on the close proximity to the major retail node that is Park Beach Plaza. The street develops into a subtropical avenue better connecting Park Beach Plaza through to the beach at the Macauleys Headland beach access. The expanded coastal pathway will improve access to this green node and connect the Arthur Street precinct through to the foreshore parklands and beyond.</p>
<p>② The Park Beach Road and Ocean Parade corner is enhanced as the primary urban node on the Park Beach area. The Hoey Moey has an improved relationship to the street with a footpath along the street edge connecting with the park to the south. The driveway in front of the building is removed and redeveloped as a plaza space with equitable access into the building from the footpath. The footpath continues past the driveway access (which is rationalised and narrowed) and continues until the existing kerb and channel stops.</p> <p>A landmark mixed-use development is located on the southern corner with building setbacks creating an activated north east facing urban plaza. Consideration could be given to a taller building form given the community benefit proposed. On the northern side of the street, the car park facades of the existing development are sleeved with street facing uses with structures or outdoor roofed areas. Marked pedestrian crossings are provided.</p>	<p>⑦ The existing neighbourhood centre has an improved relationship to the street. Uses near the street extend into the setback, making stronger indoor/outdoor relationships. Additional awnings, pergolas and other shade structures provide shelter for outdoor uses. Improved signage shows the range of tenancies within the centre.</p>	<p>⑬ Key laneways adjoining the higher intensity areas are formalised with development frontages onto them. The laneways provide consolidated vehicle access to lots and reduce driveway crossovers on primary streets, increasing street amenity. Improved pedestrian connections are created along laneways and through additional cross-block links.</p> <p>Consider methods to incentivise upgrades to the key laneways identified.</p>
<p>③ The park is upgraded to become a stronger community focal place utilising the existing fig tree as the central feature. The park will have better spatial definition with a stronger connection to the beach at this key entry point. Additional lighting, paving, pergolas and sheltered barbecue areas are provided, with the potential to incorporate public art. These works should investigate the ability to improve connections between the park and the Bowls Club. The design of new facilities in the reserve area considers the need to accommodate retreat in response to projected coastal recession and safer by design principles.</p> <p>An expanded coastal pathway connects the key nodes and focal points along the foreshore together, and provides improved access to the individual beach entrances. The Surf Club and Macauleys Headland beach access are strengthened as anchors, attracting visitors and residents alike with enhanced visibility and connections from them back into the main Park Beach locality.</p>	<p>⑧ Hogbin Drive is transformed into a subtropical avenue. Street reconfiguration will be implemented to encourage traffic to slow and improve pedestrian amenity walking and cycling. Intersection improvements will enhance connectivity across the corridor, with the intersection with Park Beach Road being signalised. Pedestrian and cyclist facilities are greatly improved, encouraging active transport modes.</p> <p>Consider options to narrow the road corridor, which is presently 60m wide. Lots approximately 20m deep on either side could be developed and used to deliver affordable and mixed housing, with commercial opportunities at street level. Development fronting the street will increase activity and help stitch Park Beach together.</p>	<p>⑭ Explore utilising 'landmark sites' within the LEP and/or DCP to deliver strategic outcomes on catalyst sites within the study area. Establishing working partnerships with land owners and the private sector could help realise these outcomes on the sites identified.</p>
<p>④ The Prince Street and Ocean Parade corner is strengthened as a secondary node on Ocean Parade with shade trees and widened footpaths as pedestrian plazas, building on the existing plaza in front of the Bowls Club.</p>	<p>⑨ Development along York Street has a greater development intensity of 22m. This will connect the higher scale of the recently approved development at Arthur Street West (up to 29.36m tall) back to the Park Beach Road corridor.</p>	<p>⑮ Investigate incentives for achieving better quality design outcomes and facilitating housing renewal and infill opportunities in Park Beach. This could be achieved by exploring the following:</p> <ul style="list-style-type: none"> <li>• Collating relevant design and development exemplars</li> <li>• Establishing a design review panel</li> <li>• Reviewing key DCP provisions, such as reducing parking requirements and setbacks</li> <li>• Creating dedicated development assessment teams</li> <li>• Workshop with development industry to inform them of process for achieving better design outcomes</li> <li>• Easier development pathways and faster approval times for development.</li> </ul>
<p>⑤ The development form along Ocean Parade between Park Beach Road and Prince Street corners continues the high intensity development found north of Park Beach Road at 40m. The buildings are mixed-use activating the street and corners, capitalising on views towards the park.</p>	<p>⑩ The focus of development should match the height and density in the current planning provisions. Consider changes to the LEP to increase the zoning to R4 High Density Residential to ensure housing renewal and infill opportunities are delivered within this precinct. Boulwood Street and Prince Street are formed as subtropical avenues. The development intensity extends across Prince Street.</p>	
	<p>⑪ The intensity of development envisaged in the planning scheme by the 15.5m height limit and present density controls (LEP and DCP) are considered appropriate for the area. However, the current zoning permits developments at far lower intensities, such as detached dwellings.</p> <p>As with Precinct 11, consider changes to the LEP to increase the zoning to R4 High Density Residential to ensure housing renewal and infill opportunities are delivered within this precinct.</p>	

# Recommendations

## 1. Ocean Parade Enhanced

- Improved intersection treatment and pedestrian environment.
- Marked pedestrian crossings across Ocean Parade.
- Continue footpath north along the eastern side of the street.
- Stair and ramp access to the Hoey Moey from new the footpath.
- Cycle lanes on Ocean Parade.
- Widened verges accommodate new street trees and wider footpaths.
- Catalyst development on Park Beach Road and Ocean Parade corner (Recommendation 2)



Looking south from the intersection of Ocean Beach Parade and Park Beach Road with Hoey Moeyes to the left.



# Recommendations

## 2. Corner of Ocean Parade & Park Beach Road

- 'Landmark Site' - substantial redevelopment opportunity on corner of Ocean Parade and Park Beach Road with 40m height limit.
- Corner plaza on north-east corner creates a high amenity gathering place.
- Frontage activates plaza and streets.
- Stepping massing in plan and section with large balconies.
- 2 and 3 storey street scale.
- Expressive and visible roof forms.
- Car parking embedded within building.



View from the park on the northern side of the Hoey Moey, facing south-west towards an indicative development of the 'landmark site'



# Recommendations

## 3. Foreshore Parklands

- Improved facilities and lighting for park to encourage more usage and strengthen as a community node.
- Consider a generous shade structure at the end of Boulwood Street to incorporate sitting and barbecue areas.
- Shaded seating areas and landscaped treatments screen the Bowls Club and the Hoey Moey carpark, better defining the park edges.
- Improved access from the street to foreshore reserve and beach.
- Continuous footpaths and street trees enhance walkability to the foreshore reserve.
- An expanded coastal pathway that links the Surf Club through to Macauleys Headland beach access.
- Accommodate coastal retreat in facility design in response to projected coastal recession.



View down Boulwood Street to Foreshore Parklands



# Recommendations

## 4-5. Higher density development and improved amenity along Ocean Parade

- Improved amenity along Ocean Parade, with shade trees and widened footpaths.
- Around the Park Beach Bowls Club, kerb increased and improved pedestrian spaces create a node, strengthening the corner.
- Newer developments are mixed-use, with awnings, permeable edges and active uses on the ground floor.
- New protected cycle lanes continue down Ocean Parade, protected by floating parking on one side.



Section of Ocean Parade showing indicative built form and road configuration



View north along Ocean Parade showing current built form and road configuration



# Recommendations

## 6. Park Beach Road

Park Beach 'Subtropical' Avenue as follows:

- Increased development intensity along Park Beach Road, with heights increased to 22m
- Reduced setback controls along 'primary' streets to create a more urban environment
- Continuous street trees are accommodated in build-outs within parking zone. This reduces impacts on powerlines above verge and allows for widened footpaths
- Street trees visually narrow road corridor, reduce vehicle speeds and help transform the corridor into a subtropical avenue.



Section of Park Beach Road showing indicative built form and road configuration



View west along Park Beach Road showing current built form and road configuration



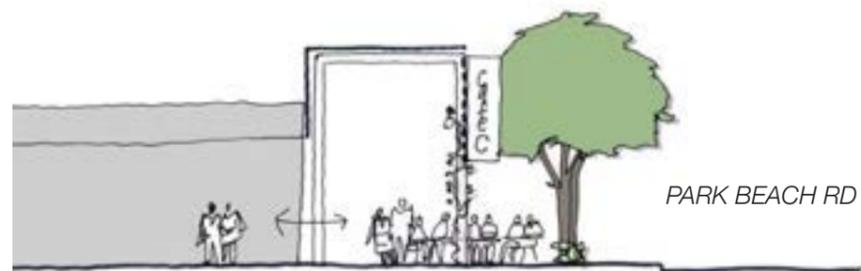
# Recommendations

## 7. Park Beach Road Neighbourhood Centre

- New verandah structure to improve relationship between building and street.
- Building re-purposed to improve street interface, outdoor activities and dining incorporated.
- Generous scale to emphasise the neighbourhood centre.
- Some carparks removed to improve public spaces near the street.



View from Park Beach Road towards neighbourhood centre showing potential street interface



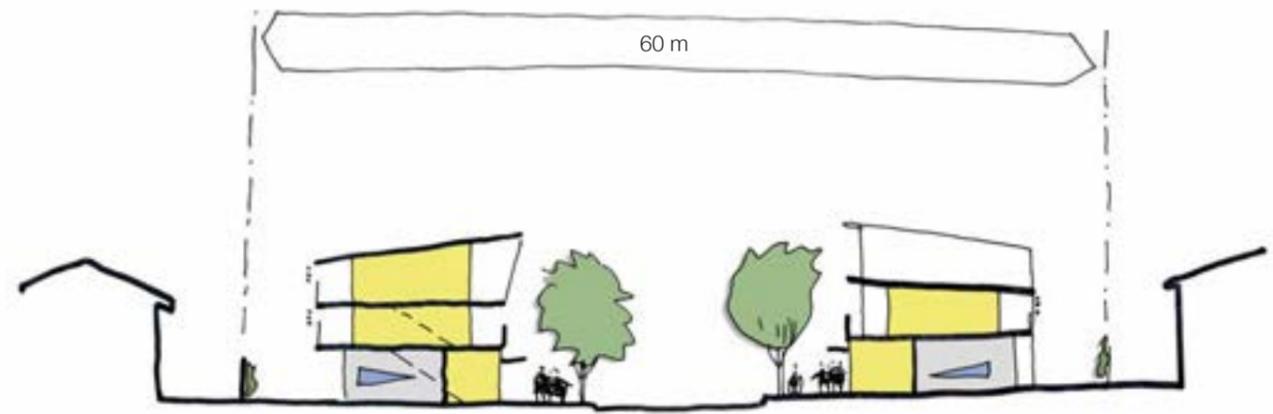
Section of potential neighbourhood centre interface, facing east



# Recommendations

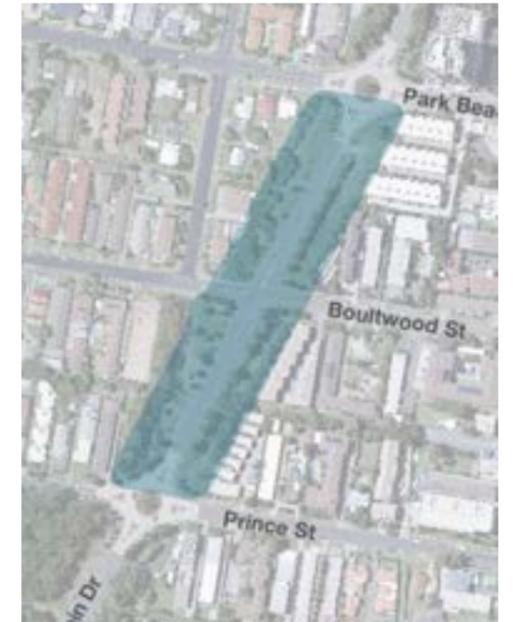
## 8. Hogbin Drive

- The 60m wide road corridor is narrowed with approximately 20m deep lots accommodated on either side. New developments would be 2-3 storeys with rear lane access.
- Opportunities for live/work dwellings delivered through small scale infill projects that contribute to housing diversity and wider affordability.
- Hogbin Drive becomes a subtropical avenue, with an urban character, reducing vehicle speeds and increasing pedestrian amenity.
- Connectivity along and across the corridor is greatly improved for pedestrians and cyclists.
- Park Beach Road and Hogbin Drive intersection is signalised, with safe pedestrian crossings on each side.
- Additional pedestrian crossings are added to Boulwood Street.



Hogbin Drive looking north showing potential street configuration

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# Building Character Principles

The existing buildings within Park Beach and the broader Coffs Harbour area have a number of character qualities, providing appropriate development responses for their context. This established character and the subtropical design principles have been considered to inform a number of building character principles for the locality. These principles are outlined for towers with a height up to 40m (p. 28), mid-rise developments of a height between 15.5m and 22m (p. 29), and lower scaled townhouses (p. 30). These principles can be considered for inclusion in Council's local planning framework to enhance design outcomes.

## Established building character

Small timber clad cottages are still prevalent, providing good human scale and streetscape relationships, some mixed-uses in strategic locations add to urban activity.



Large balconies, variety of materials and curving forms. Stepping in plan and section.



Visible and expressive roof forms with generous overhangs and detailing. Tensile shade structures. Integration of landscape.



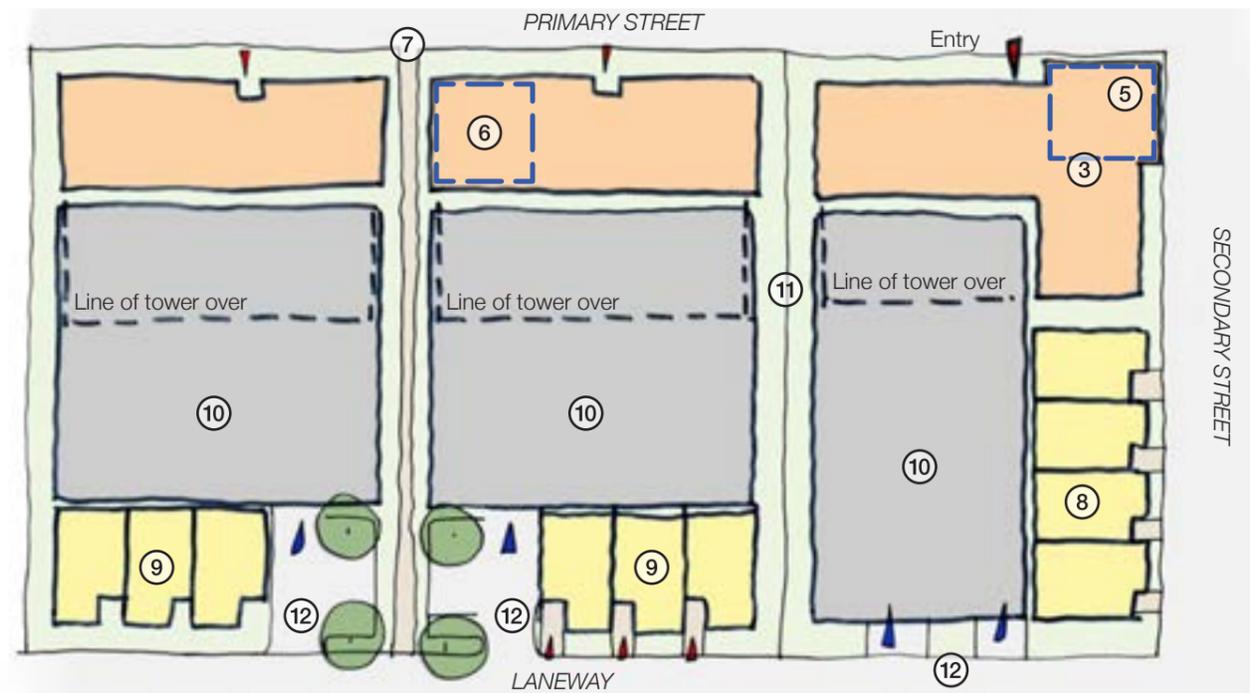
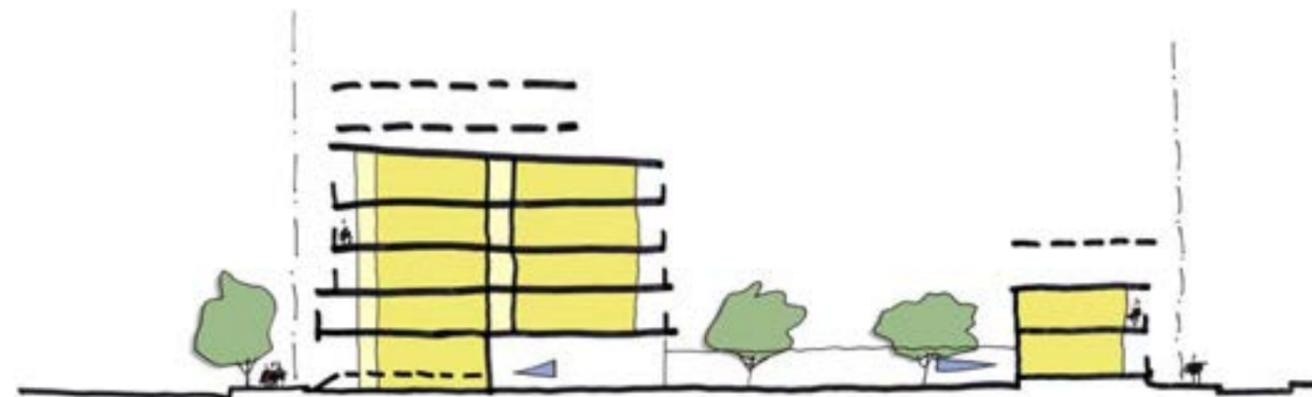
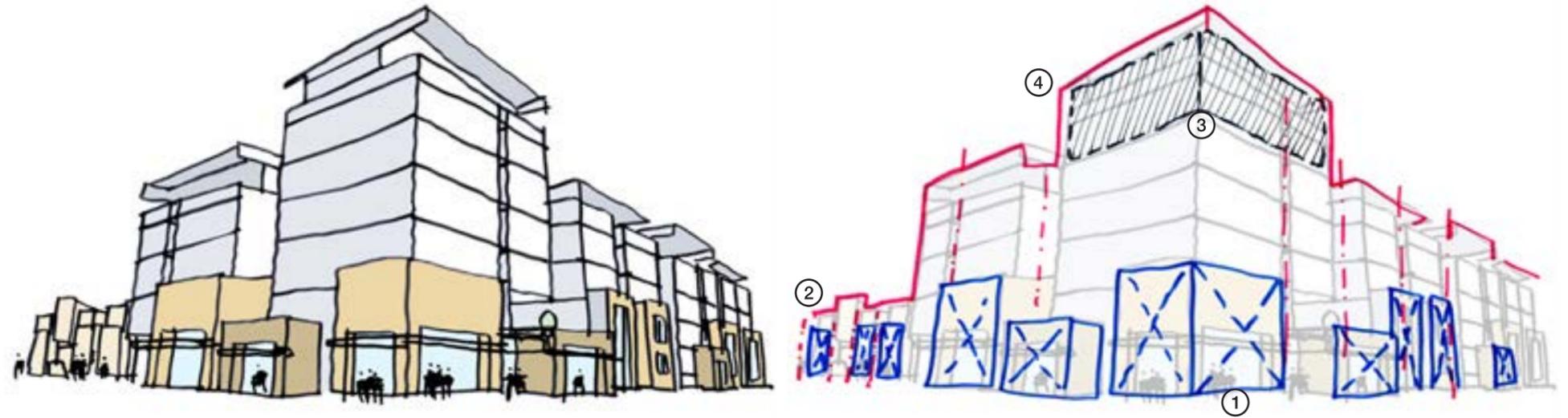


# Building Character Principles

## Built form principles for mid-rise developments

Mid-rise developments are currently permitted throughout much of Park Beach. Their occurrence to date has been infrequent, with few developments within the 4-6 storey range. As their occurrence increases, built form principles that build on SEPP 65 will help provide guidance and a clear framework for the desired outcomes for the Park Beach locality.

- ① One and two storey design elements at street level provide a human scale experience and accommodate retail and commercial uses. Their scale and materials relate to the existing context of dwellings and low-rise brick apartments.
- ② Townhouses face secondary streets and sleeve above ground parking.
- ③ Additional floors in strategic corner locations on primary streets.
- ④ Vertical rhythm along facades, stepping in plan
- ⑤ Opportunities for mixed-uses in strategic locations, corners, adjacent other retail/commercial developments.
- ⑥ Taller built form adjacent pedestrian laneways and new cross-block walkways.
- ⑦ 6m wide walkways through site, over-looked by development where possible. Walkways provide pedestrian access from rear terraces to primary streets.
- ⑧ Townhouses/live-work dwellings address secondary streets and sleeve above ground parking. Each dwelling has an individual entrance from the street.
- ⑨ Townhouses address laneways and sleeve above ground parking. Smaller scale laneway development creates a transition between higher and lower intensity uses. Each dwelling has an individual entrance from the lane.
- ⑩ Parking is embedded within building and naturally ventilated.
- ⑪ Landscaped setbacks.
- ⑫ Vehicular entry/servicing from laneway.



# Building Character Principles

## Built form principles for low-rise developments

Low-rise residential development is a dominant built form within Park Beach. The generally deep north-south lots on flat land have led to the occurrence of consistent development outcomes with little variety in built form and few alternative solutions to common design problems. The following built form principles offer guidance for these low-rise developments and offer solutions that will help resolve these issues.

- ① Street dwellings face and address the street.
- ② Visible and accessible entries to townhouses. Change of paving material, colour and texture accentuates pedestrian movement.
- ③ Building articulation emphasises entries to building and lessens visual impact of garages.
- ④ Design feature elements, such as verandahs are located on corners.
- ⑤ Dwellings to rear face towards the street and are located to terminate vista from the street. The front entry is more prominent than the garage doors.
- ⑥ Private courtyards defined by screens and fences. Upper level verandahs and larger scale windows.
- ⑦ Dwellings in the middle of the site face to the side.
- ⑧ Pedestrian access to laneways.
- ⑨ Visitor parking is screened.

