

COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

COMPONENT E₃ COFFS HARBOUR CITY CENTRE

Applies to

Lands in the Coffs Harbour City Centre as shown in Map 1

Note that Local Environmental Plan 2013 has been deferred in some locations of the Local Government Area. This Development Control Plan does not apply to those deferred locations.

Date adopted by Council

13 December 2012

Effective Date

2 October 2013

Amendments

8 August 2013

Disclaimer

The hyperlinks to various State or Federal Government legislation have been included in this Development Control Plan in good faith and were current at the time that this document was prepared.

Applicants, landowners and any person(s) using the hyperlinks should ensure that the relevant legislation or policy is the most up-to-date version. This information may be obtained from the relevant government authority administering the legislation.

This Component provides detailed controls for development in the Coffs Harbour City Centre Area, shown in Map 1.

Note: This Component should be read in conjunction with any requirements as set out in other relevant components of this Development Control Plan (DCP).

MAP 1 - LOCALITY



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E3.1 PLANNING STRATEGY

E3.1.1 Objectives

1. To provide a framework for a community that is sustainable, safe and vibrant.
2. To provide an overall plan for the area that enables the integration of existing and proposed development, and which coordinates public and private development.

E3.1.2 Housing Strategy

- Plan for higher density residential development near the CBD in order to create a vibrant, lively town centre.
- Encourage building siting and design that incorporates climatic considerations and enhances solar access.

E3.1.3 Urban Design Strategy

- Enhance the Coffs Harbour city centre's appeal as a destination by improving the public domain, especially along important corridors such as Harbour Drive.
- Create high quality, safe and accessible urban and open spaces that celebrate, protect and enhance our subtropical environment.
- Improve the urban amenity of the city centre area through quality urban design elements such as signage, landscaping, public art and street furniture.
- Investigate ways to improve the connections between the City Centre and the harbour.
- Encourage urban form that displays a site-responsive approach that supports and enhances the context in which it is located, particularly the topography and environmental constraints of the land.

- Encourage development that strengthens local character and identity and promotes a sense of community through a range of design techniques.
- Encourage development that connects well to existing or proposed development on adjacent sites.

E3.1.4 Servicing Strategy

- Ensure that servicing will meet the needs of the present and future community whilst ensuring a healthy and sustainable built and natural environment.
- Ensure that the provision and management of servicing shall be in accordance with "best practice" standards.
- Ensure that Water Sensitive Urban Design features are incorporated at the time of development.
- Ensure that existing laneways and through-site links are retained and enhanced to improve pedestrian connectivity and servicing opportunities.

E3.1.5 Business Strategy

- Promote office (re)development in the city's commercial core.
- Establish more mixed use development, including an increase in commercial floor-space, to attract employment opportunities and improve the urban form.
- Encourage the expansion of retail active frontages in the city centre by improving pedestrian access and the public domain.
- Emphasise the Coffs CBD's regional status as the primary commercial centre of the Coffs LGA.
- Build on current strengths, such as health services and education, to encourage economic growth and a more highly-skilled workforce.

E3.1.6 Community Service Strategy

- Encourage community development to support the Coffs Harbour Central Business area in its role as the central business district.
- Ensure that links between neighbourhoods continue to be established.
- Ensure that adequate transport and pedestrian linkages to community facilities and open space areas are provided.
- Ensure that community service provision evaluates the needs of the demographic and is responsive to demand.
- Encourage the provision of facilities, services and resources which attract and support young people.

E3.1.7 Traffic and Transport Strategy

- Investigate the reconfiguration of local roads to reduce speeds, improve pedestrian and cycle access, and increase the on street parking and landscape opportunities.
- Investigate the implementation of major cycleway missing links in the future.
- Investigate the feasibility of providing an integrated Bus/Coach and Taxi interchange in the CBD and determine the best site and form for an integrated transport hub in the CBD.
- Promote the use of public transport, bicycle use and walking to reduce reliance on private vehicles (and reduce greenhouse gas emissions).
- Ensure that traffic management achieves efficient and safe movement of people.

E3.1.8 Natural Environment Strategy

- Exclude urban development from sensitive areas to protect riparian vegetation, maintain water quality and provide habitat linkages.

- Exclude urban development from known habitat for endangered fauna species, and provide sufficient buffers to development.
- Protect and enhance the city's visual amenity, character, biodiversity and recreational opportunities.
- Increase the city's connectivity to Coffs Creek and to surrounding areas.
- Develop an Urban Forest Strategy in order to ensure a canopy of shade along major pedestrian routes and destinations to protect from harsh sunlight and to encourage walking.
- Implement plans to progress the development of a green landscape through the City.
- Promote healthy waterways in the urban city setting.

E3.1.9 Open Space and Recreation Strategy

- Ensure that cyclists and pedestrians are encouraged to share the streets with cars.
- Encourage public parks to be celebrated through art installations.
- Ensure that Coffs Creek parkland and other local parks are used for passive and active recreation.
- Encourage activities in well designed public spaces that encourage the city's vitality and economic prosperity
- Encourage better public access and interaction with Coffs Creek to improve its attractiveness to the community.
- Manage open space areas and community land in accordance with the relevant Plan of Management.
- Encourage passive recreation within open space areas (including bushfire buffers) where it does not involve the removal of native vegetation and/or damage to the environmental values of the area.

- Encourage development that provides open space linkages to adjacent environmental protection and/or open space areas.
- Development shall provide open space linkages to adjacent environmental protection and/or open space areas.

E3.1.10 City Centre Character Areas

A number of defined city centre character areas exist. These are outlined below and shown in Map 2.

a) City Core

- i) Coffs Harbour has a relatively centralised urban core and serves a role as a sub-regional centre.
- ii) The City Core is the main business centre occupying some 30 hectares of land. This area also contains major cultural land uses (refer Map 2).
- iii) This area provides:
 - a core retail precinct with a mixture of specialty shops;
 - professional offices;
 - a meeting place for the community;
 - community and cultural facilities;
 - health and welfare support services;
 - an entertainment precinct;
 - civic offices; and
 - restaurant and dining experiences.
- iv) The future character of the City Core will be of an attractive retail, employment and residential area catering to locals, visitors and tourists. The new buildings will be of high quality with a mix of uses that would encourage safety and activity during the day and at night.

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

b) Orlando Street

- i) This Precinct is a mixed industrial area and contains general industrial activity, with some existing small scale bulky goods retail and service industries.
- ii) Given its proximity to the Solitary Island Marine Park (Coffs Creek) and residential development the area is best suited to low impact industry and will continue its role as a light industrial area providing a range of local service industries.

c) Gateway

- i) The land along Pacific Highway is defined as the “Gateway” to Coffs Harbour. It is the arrival point for many visitors and therefore impacts on how the City’s character and attributes are perceived.
- ii) The corridor between the Coffs Creek and Bray Street has inherent future development opportunities which can improve the City’s image, amenity and transport network structure.
- iii) Previous development as well as legally operating home industries/ home occupations mean that the area has a variety of uses.
- iv) The Enterprise Corridor zoning will support existing uses in this precinct, which contribute to the local economy and offer flexibility and diversity of employment.

- v) The area will remain a low key commercial use with low scale buildings with active frontages and front street setback accommodating landscape and visitor car parking.

d) Park Beach Retail

- i) This precinct functions as a regional retail centre serving the community. The scale of development in the precinct and its proximity to the City Core means this centre can contribute to the regional status of Coffs Harbour and its economic vitality.
- ii) This precinct has a mix of retail and service businesses, good accessibility and proximity to surrounding residential precincts. It functions well as a local centre offering retail and service roles.
- iii) It is envisaged that in the future the precinct will have better pedestrian links to the surrounding areas and conflicts with vehicles will be reduced.
- iv) The view of the retail precinct from Pacific Highway should be improved and landscaping introduced to soften the large expanses of parking.

e) Park Beach

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

- ii) The area's residential stock ranges in age, size and design with no established theme. Many of the residential developments have been strata titled, making redevelopment difficult. Future development should take advantage of Coffs Harbour's subtropical climate by employing natural ventilation and passive heating and cooling.
- iii) Few vacant sites exist; however two large sites on Arthur Street are important for major new development and as such are subject to special area provisions (refer E3.5.2(b) and (c)).
- iv) The area's service laneways need to be upgraded to provide enhanced pedestrian and cycle connections, improved amenity and safety.

f) Park Beach East

- i) The eastern portion of Park Beach is the most attractive residential and tourist location in Coffs Harbour with direct access to Park Beach. The area contains the tallest residential buildings and tourist accommodation in Coffs ranging from two to seventeen storeys.
- ii) The precinct provides a mixture of uses including holiday accommodation, permanent accommodation, and tourist facilities; all with links to recreational spaces, the nearby beach and the coastal reserve.
- iii) The future development in the northern part of Park Beach East will have a higher density and taller development, while development in the southern part will be of innovative and functional design minimising impacts on the aesthetic, recreational and environmental values of the area.

g) Jetty Core

- i) The Jetty Core Precinct is located at the site of the original township of Coffs Harbour. This Precinct hosts a thriving mixed use area with small cafes, retail strip, some short term accommodation, residential and some residual light industrial uses.
- ii) The Jetty Core's role as a mixed use precinct is important for its future success. The amenity and character of the precinct are ensured by proximity to the nearby beach and harbour and the views that link it with those features.
- iii) While some light industrial uses remain from earlier associations with the harbour and railway line, the future character of this area will focus on higher density mixed use development supporting active frontages to the streets and outdoor dining.

h) Harbourside

- i) The future potential of the Harbourside Precinct has created much debate within the Coffs Harbour community. Any future redevelopment of this precinct needs to reflect the following principles:
 - incorporate and reaffirm the Aboriginal meaning of the place;
 - strengthen the Harbourside Precinct's identity as an outstanding destination;
 - support the function of the harbour as an international port for small vessels;
 - enhance the recreational functions and amenity of the Harbourside Precinct;
 - enhance the environmental quality of the Harbourside Precinct;
 - establish and maintain landscaping as the dominant element over built form;

- promote and incorporate the settlement history of this Harbourside Precinct;
- strengthen the small-scale character of built form within the Harbourside Precinct;
- establish ecological integrity as a component of local character;
- develop the Precinct as a recognisable seaside village; and
- create development opportunities which are sustainable in an environmentally, socially and financially sound way.

i) City West

- i) The predominant use of this precinct is for residential purposes. Its proximity in relation to the City Core and associated services make this area ideal for increased residential density.
- ii) Two specific sub precincts have been identified for the highest residential zoning and therefore have future potential to achieve high density living. These two residential sub precincts are called McLean Street and Coffs Creek.
- iii) The location of high density residential development in these locations is also enhanced by the proximity to the extensive open space McLean Street Oval and Coffs Creek.
- iv) Special area plans have been prepared for the Coffs Creek and McLean Street high density residential areas (see Sections E3.5(g) and (h)).

j) Bray Street Residential

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

- ii) Much of the residential development in this precinct caters for lower cost/affordable housing.
- iii) Redevelopment of older Department of Housing stock is currently being assessed. The Department of Housing is seeking to increase densities in order to provide a better quality housing choice for a greater number of community members. The impediment to this is the potential flood impact on the precinct.
- iv) The precinct's amenity is enhanced by the existing public passive open space network.
- v) The future character of this precinct will be residential in nature.

k) City East

- i) There are various uses within this precinct, with a strong residential focus.
- ii) This precinct includes residential land within walking distance of the Commercial Core. One area within this precinct, in proximity to facilities and services of the City Core, has a high density living zone.
- iii) The attractiveness of residential development within the City East Precinct is enhanced by the proximity to existing educational facilities and extensive open space (including Brelsford Park, Botanic Gardens and Coffs Creek).

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

- iv) A special area plan has been prepared to illustrate specific controls for the Albany Street high density residential area (see Section E3.5(f)).

l) Jetty

- i) This precinct is to be predominantly medium density residential in nature, reflecting a character influenced by natural landscape elements. The local landscape is to be enhanced by the introduction of local endemic street tree planting.
- ii) Significant views to Coffs Creek, the mountains and coast are to be retained.
- iii) The following general principles will guide future development:
 - maintain focus of existing mixed use businesses on Harbour Drive;
 - continue to provide for higher density development along the "spine" of Harbour Drive and into appropriate locations adjacent to Harbour Drive;
 - retain and protect open space along Coffs Creek; and
 - retain a green backdrop to development.
- iv) Within this precinct the former hospital site is deemed to be important and require special area controls to ensure appropriate development is achieved in the longer term (see Section E3.5(e)).

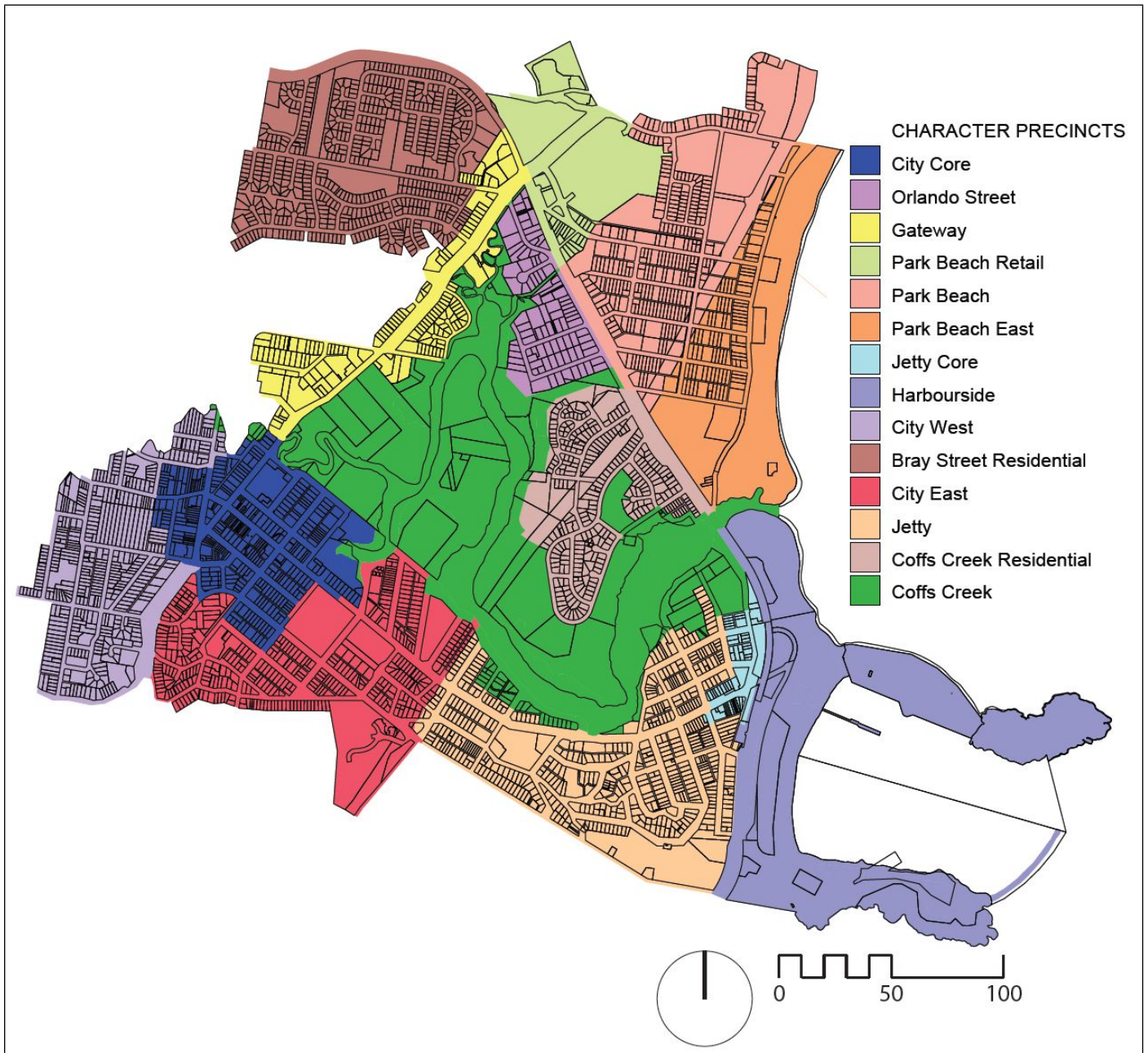
m) Coffs Creek Residential

- i) This precinct has been developed with low density permanent residential accommodation.
- ii) The area benefits from the natural amenity of Coffs Creek, as well as from proximity to the city's beaches, shopping, employment and recreational facilities.
- iii) Since development in the area is relatively recent, redevelopment opportunities in this precinct are limited.

n) Coffs Creek

- i) The Coffs Creek parkland is the “lungs” of the City Centre.
- ii) This precinct has wonderful opportunities to assist the City achieve a healthy, active sustainable future. It provides passive and active recreational opportunities in a central location to the City Centre and it has good access for residents, visitors and workers.
- iii) The precinct also facilitates cycle and pedestrian links which connect many of the precincts within the city centre. The Coffs Creek network will provide Coffs Harbour with an environmental and recreational asset for the future as residential density and the city’s regional role increases.

MAP 2 - CITY CENTRE CHARACTER AREAS



E3.2 BUILDING FORM

E3.2.1 Objectives

1. To achieve attractive and sustainable built form within the Coffs Harbour City Centre;
2. To encourage active street frontages with good physical and visual connections between buildings and the street;
3. To achieve an articulation and finish of buildings that contributes to a high quality of design excellence;
4. To ensure building depth and bulk is appropriate to the environmental setting and landform, and allows for view sharing and provides good internal building amenity.

E3.3.2 Controls

a) Building Alignment and Setbacks

- i) Setbacks within the Coffs Harbour City Centre area are to be provided in accordance with Table 1.
- ii) The external façade of buildings are to be aligned with the streets that they front.
- iii) Notwithstanding the setback controls, where development must be built to the street alignment (see Table 1) it must also be built to the side boundaries (zero metre setback) in the vicinity of the street.
- iv) The minimum height of development built to the site boundary must comply with the minimum street frontage height requirement.
- v) Angled setbacks shall be required adjacent to public walkways to provide important civic spaces.
- vi) Front setbacks within residential areas are to be suitably landscaped (refer to Component C3).

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

b) Side and Rear Building Setbacks and Building Separation

- i) The minimum building setbacks from the front, side and rear property boundaries are specified in Table 1 and illustrated generically in Figure 1.
- ii) In mixed use buildings, setbacks for the residential component are to be the distances specified in the Table 1 for residential development in the specified zone.
- iii) If the specified setback distances cannot be achieved when an existing building is being refurbished or converted to another use, appropriate visual privacy levels are to be achieved through other means. These will be assessed on merit by the Consent Authority.

Notes:

1. For the purposes of this section, commercial uses mean all non-residential buildings (including hotel accommodation, but not serviced apartments).
2. The building setbacks outlined in Figure 1 and Table 1 apply to all forms of residential development including dwellings, dual occupancies, residential flat buildings and multi-dwelling housing.
3. Council will determine the primary address for the development and apply the front setback to that part of the development. In assessing the primary address and establishing setback requirements, it is necessary to consider topography, bushfire requirements and/or other features including existing development on the site. Any setback must not create amenity impacts for adjoining properties or future amenity impacts on the subject site.

FIGURE 1 - GENERIC BUILDING SEPARATION DIAGRAM

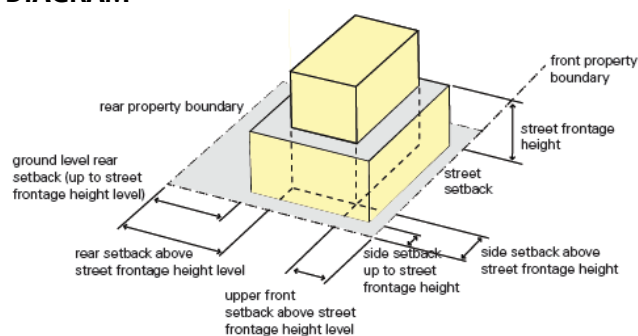


TABLE 1 - MINIMUM SETBACK DISTANCES FROM PROPERTY BOUNDARY WITHIN THE COFFS HARBOUR CITY CENTRE AREA

Zone	Building height and use	Minimum side setback	Minimum rear setback
Commercial Core (B3)	Up to maximum SFH* Above maximum SFH* Above 20m	0m 5m 12m	0m**, 4m 5m 12m
Mixed Use (B4)	Non-residential uses: -Up to maximum SFH* -Above maximum SFH*	0m 5m	0m**, 4m 5m
	Residential uses up to 8.5m in height:	3m	3m
	Residential uses over 8.5m in height:	4.5m	4.5m
Low Density Residential (R2)		900mm (from walls) 675mm (to outer edge of roof gutter and eaves)	900mm (from walls) 675mm (to outer edge of roof gutter and eaves)
High Density Residential (R4) ***	Up to 12m height:	3m	3m
	Over 12m and up to 24m in height:	6m	6m
	Over 24m in height:	9m	9m
Industrial (IN1)		3m	3m
All other zones	Non-residential uses: -up to 12m -above 12m	3m 6m	3m 6m

Medium Density:

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

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

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

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

Note: Lands zoned R1, R2, R4, B6, IN1 and Special Areas have a 6 metre front setback unless specified otherwise.

Note: Front, side and rear setbacks for lands zoned B1, B2, B5, SP1, SP2 and SP3 are merit based.

Note: Lands zoned B3 and B4 generally have a zero setback for front, side and rear boundaries. Street frontage height requirements may also be relevant and are addressed in E3.3.2(c).

Note: The "Jetty" area is the area bounded by the railway line, Coffs Creek, Howard Street and Hogbin Drive.

Note: Council will determine the primary address for the development and apply the front setback to that part of the development. In assessing the primary address and establishing setback requirements, it is necessary to consider topography, bushfire requirements and/or other features including existing development on the site. Any setback must not create amenity impacts for adjoining properties or future amenity impacts on the subject site.

Note:

**SFH=Street frontage height*

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

****This control also applies to taller medium density housing*

Note: Buildings can be built to side and rear boundaries (zero setbacks in residential zones) where:

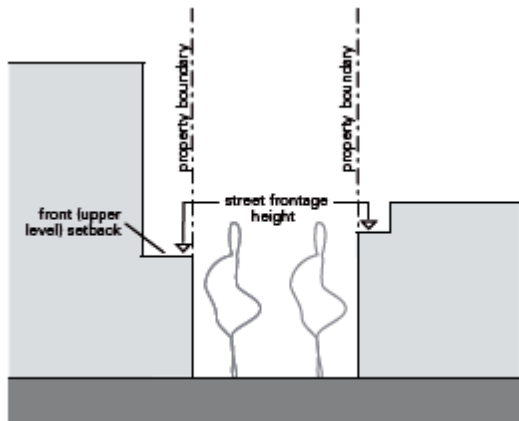
- *the building has maximum boundary wall height of 3m, unless matching an existing or simultaneously constructed wall;*
- *satisfactory legal arrangements for maintenance of boundary walls are in place;*
- *there is no adverse impact upon the amenity (such as overshadowing, loss of privacy, visual bulk,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

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

c) Street Frontage Heights

- i) Street frontage heights refers to the height of the building that directly addresses the public street from the ground level up to the first (if any) upper setback (refer to Figure 2).
- ii) Buildings are to comply with street frontage heights indicated in Map 4 and illustrated in Figures 3 to 10.

FIGURE 2 - GENERIC STREET FRONTAGE HEIGHTS



MAP 4 - STREET FRONTAGE HEIGHTS

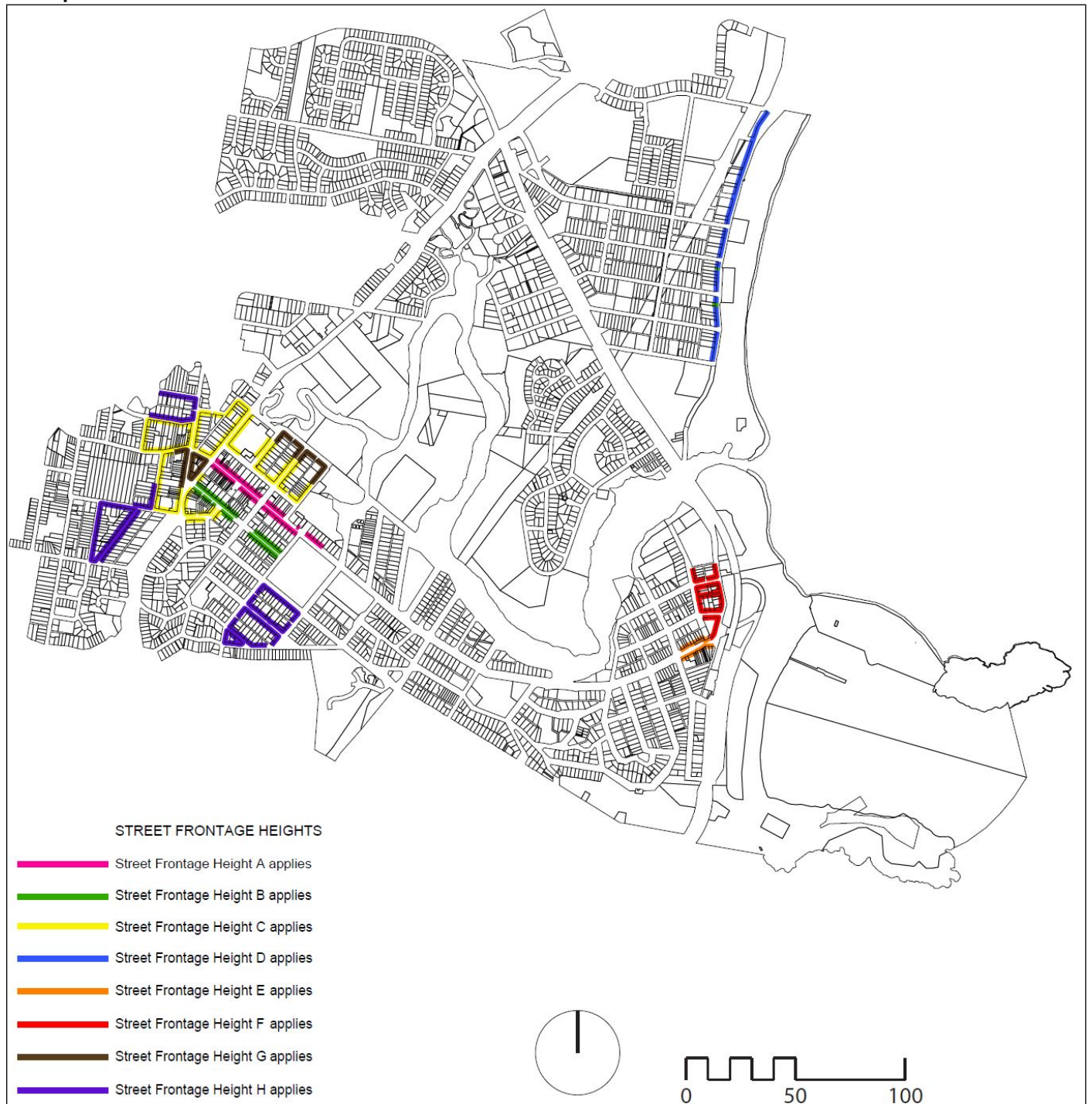


FIGURE 3 - STREET FRONTAGE HEIGHT A

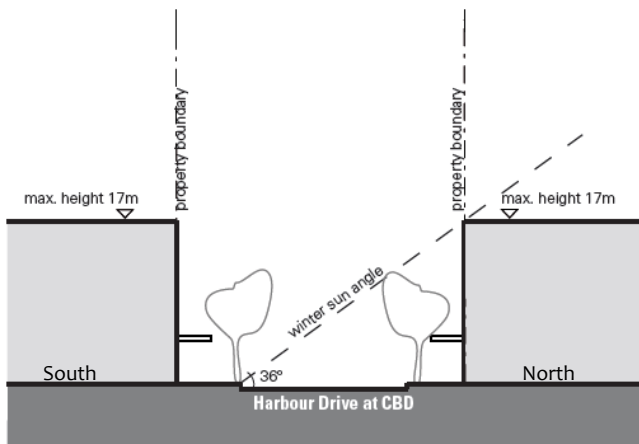


FIGURE 4 - STREET FRONTAGE HEIGHT B

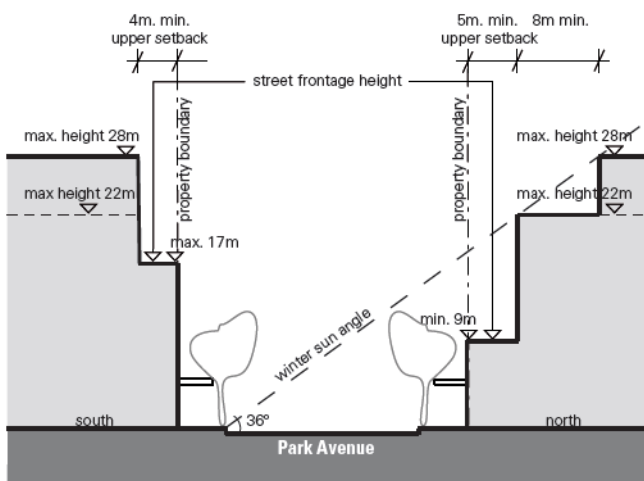


FIGURE 5 - STREET FRONTAGE HEIGHT C

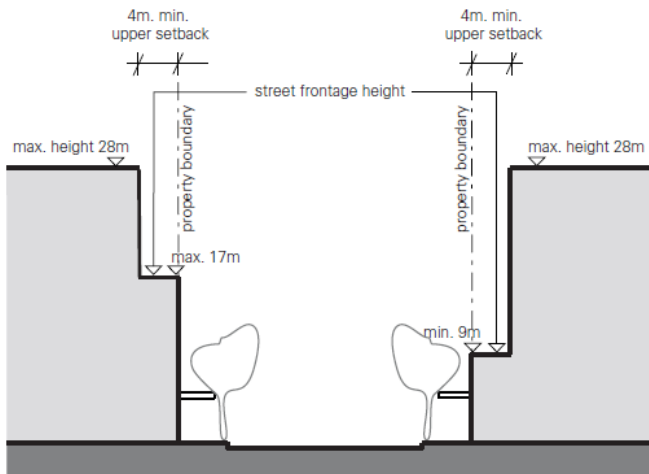


FIGURE 6 - STREET FRONTAGE HEIGHT D

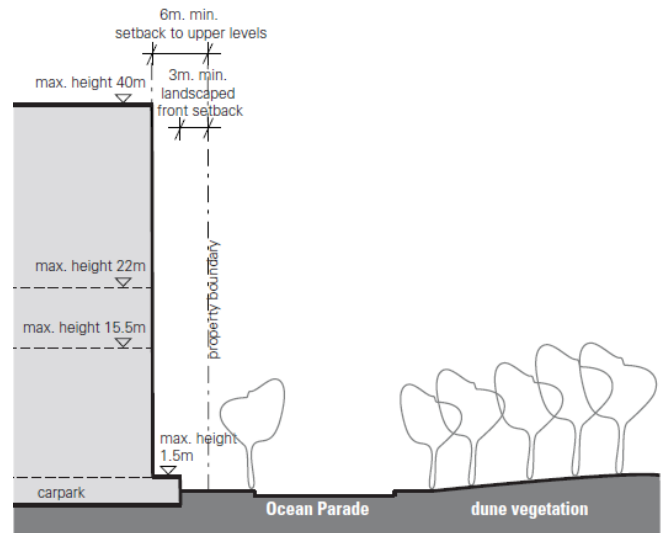


FIGURE 7 - STREET FRONTAGE HEIGHT E

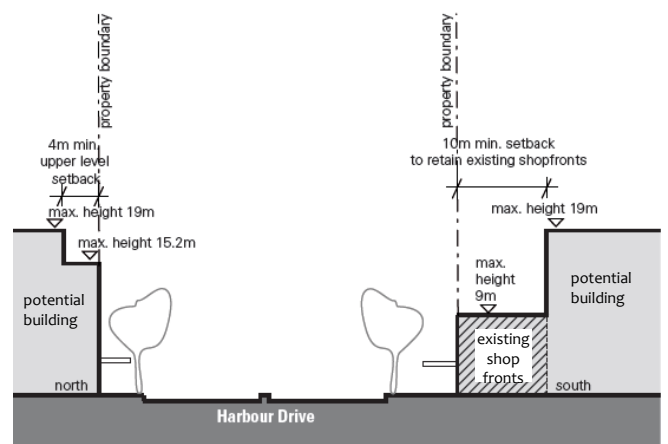


FIGURE 8 - STREET FRONTAGE HEIGHT F

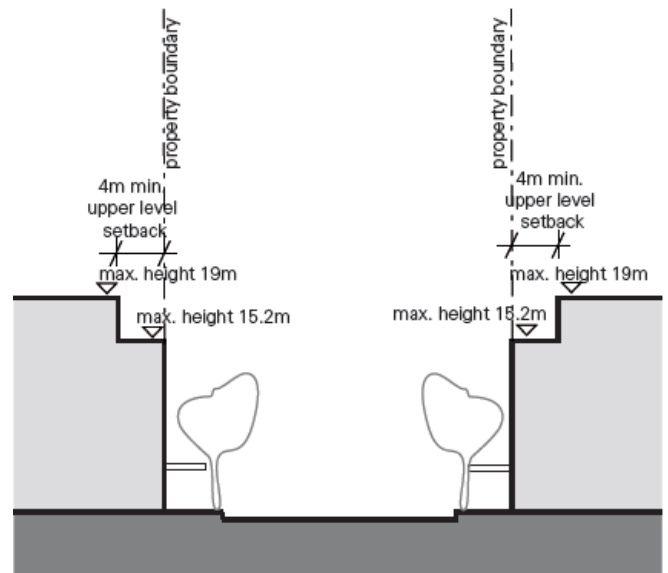


FIGURE 9 - STREET FRONTAGE HEIGHT G

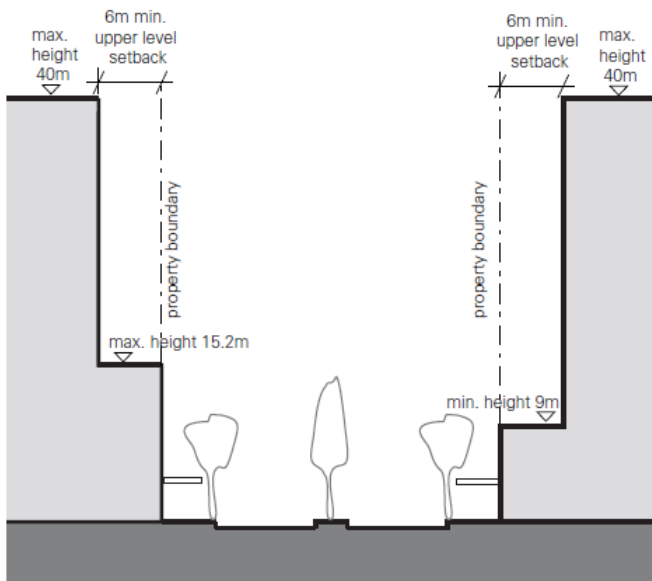
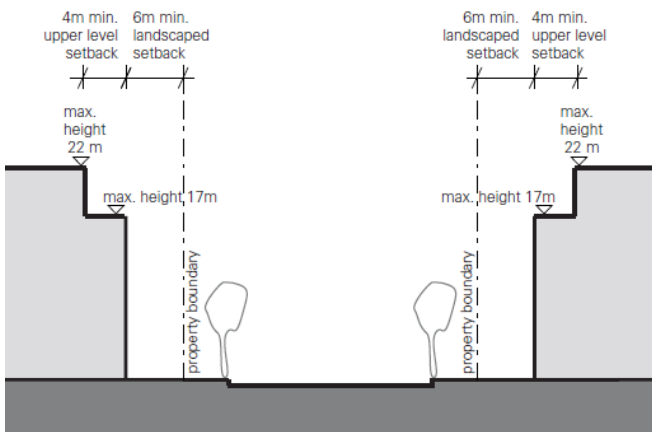


FIGURE 10 - STREET FRONTAGE HEIGHT H



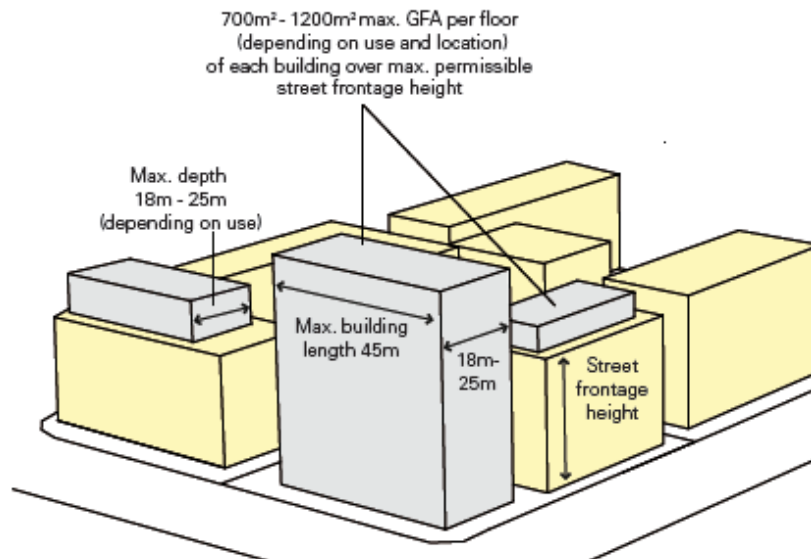
d) Building Depth and Bulk

- i) The maximum GFA per floor and depth of buildings are specified in Table 2 and illustrated in Figure 11.
- ii) Where no street frontage is specified in Map 4 and the building height exceeds 22 metres, the maximum GFA per floor must comply with Table 2.

TABLE 2 - MAXIMUM BUILDING DEPTH AND GFA PER FLOOR

Land Use Zone	Building Use	Condition	Maximum GFA per Floor	Maximum Building Depth (excludes Balconies)
Commercial Core	Non-residential	Above SFH	1,200m ²	25m
	Residential and serviced apartments	Above SFH	900m ²	18m
Mixed use	Non-residential	Above SFH	900m ²	25m
	Residential and serviced apartments	Above SFH	700m ²	18m
Residential and other zones	All uses	Above SFH	700m ²	18m

FIGURE 11 - BUILDING DEPTH AND BULK CONTROLS



E3.3 PEDESTRIAN AMENITY

E3.3.1 Objectives

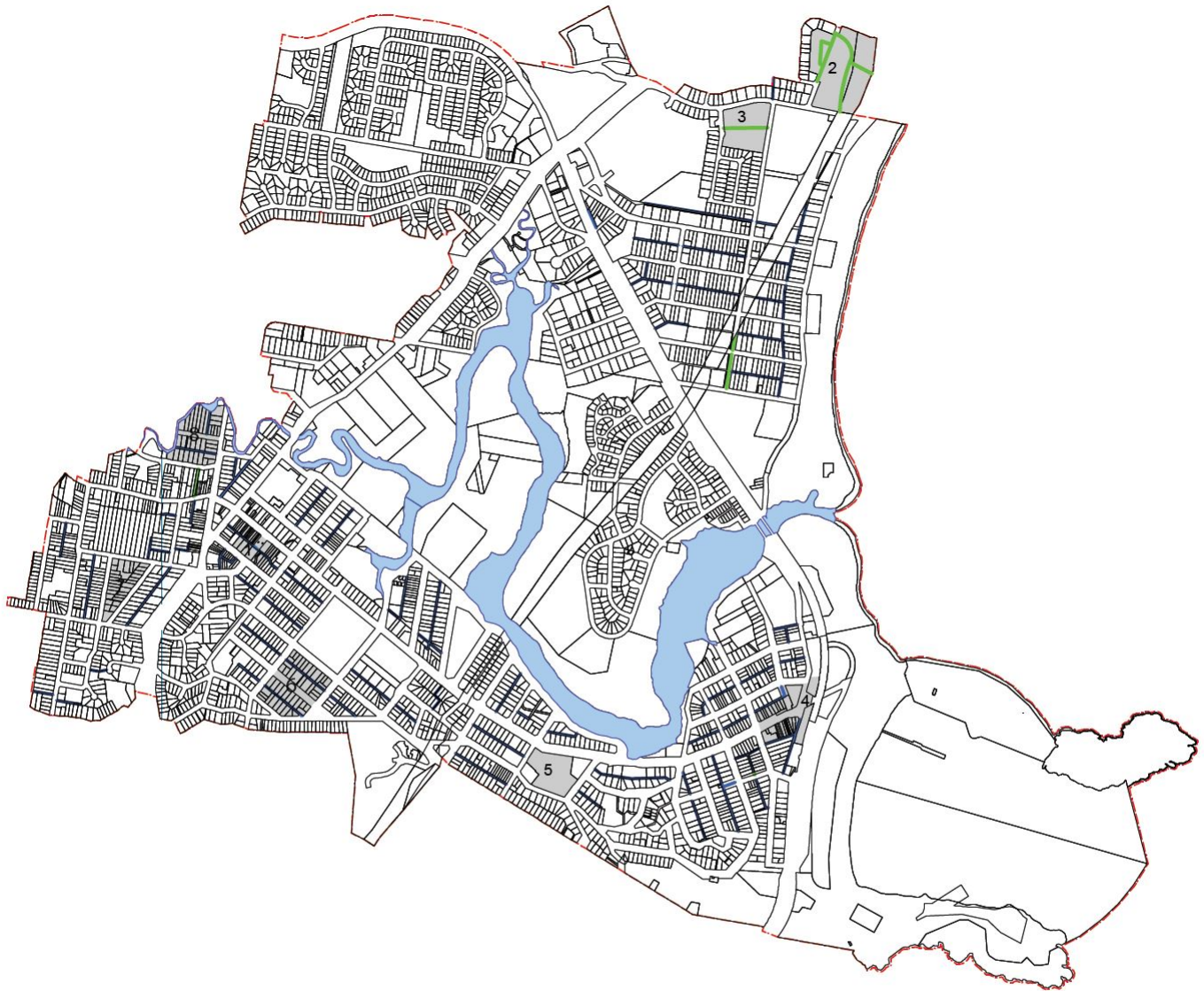
1. To promote pedestrian activation of streets and public spaces.
2. To provide shelter on public streets where most pedestrian activity occurs.
3. To provide for pedestrian amenity and safety.
4. To maximise active street frontages in the Coffs Harbour City Centre.

a) Permeability

- i) Through site links, arcades, shared ways and laneways are to be provided as shown in Map 5.
- ii) Where possible, existing dead end lanes are to be extended through to the next street as redevelopment occurs.
- iii) New through site links should be connected with existing and proposed development through block lanes, shared zones, arcades and pedestrian ways, and other through site links.
- iv) Existing publicly and privately owned lanes are to be retained.
- iv) Through site links for pedestrians are to be provided as shown in Map 5, and:
 - are to be open to the air and publicly accessible (refer to Figure 12);
 - have active frontages or a street address;
 - be clear and direct thoroughfares for pedestrians;
 - have a minimum width of four metres clear of all obstructions (including columns, stairs, etc);
 - have signs, consistent with Component C4, at street entries indicating public accessibility and the street to which the through site link connects; and

- when open at night they are to be appropriately lit.
- v) Arcades are to:
 - have active frontages for their length;
 - be clear and direct thoroughfares for pedestrians;
 - provide public access at all business trading times;
 - have a minimum width of four metres clear of all obstructions (including columns, stairs and escalators);
 - where practical, have access to natural light for at least 30% of their length;
 - where air conditioned, have clear glazed entry doors comprising at least 50% of the entrance; and
 - have signs at street entries indicating public accessibility and the street to which the through site links.
 - Internal arcades will not be approved in preference to the activation of an existing or required pedestrian link or lane.
 - vi) Lanes are to:
 - have active frontages;
 - be clear and direct thoroughfares for pedestrians;
 - provide public access at all times or as otherwise stipulated by Council's conditions of consent;
 - have a minimum width of six metres clear of all obstructions; and
 - have signage indicating public accessibility and the street to which the lane connects.
 - vii) Where lanes are primarily used for building access and servicing, *Crime Prevention through Environmental Design* principles must be demonstrated (refer to Section C1.4 of this DCP).
 - viii) Provide consistent design and use high quality materials where possible.

MAP 5 - PERMEABILITY



EXISTING AND DESIRED LANES





-  Existing Lanes to be Retained
-  Desired New Connections
-  Arcades
-  Refer to Special Area Diagrams 1-8 for Detail



FIGURE 12 - EXAMPLE OF AN ACTIVE PEDESTRIAN LINK



b) Active Street Frontages and Street Address

Active street frontages promote an interesting and safe pedestrian environment. Busy pedestrian areas and non-residential uses such as shops, studios, offices, cafés, recreation and promenade opportunities promote the most active street frontages (refer to Figure 13).

FIGURE 13 – EXAMPLE OF AN ACTIVE STREET FRONTAGE



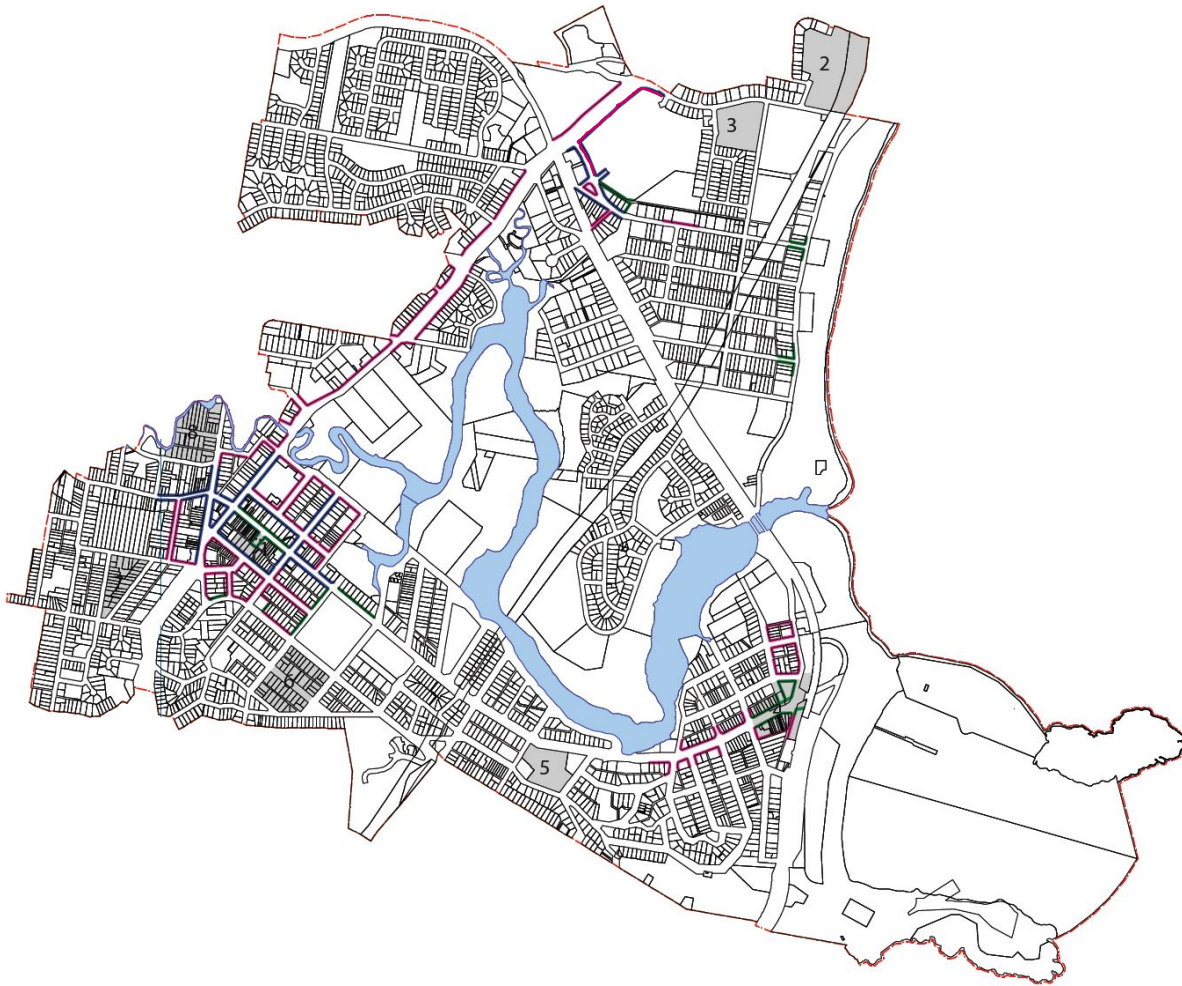
i) Active street frontages

- The following uses, or combination of uses, are required to have active street frontages:
 - retail and shop front (with clear glazing) and entrance at street level;
 - glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage, to a maximum of 12 metres frontage;
 - café or restaurant if accompanied by an entry from the street;
 - active office uses, such as reception, if visible from the street; and
 - public building if accompanied by an entry from the street.
- Active street frontages are required on the ground level of all areas identified in Map 6, including adjacent through site links.
- In the B3 Commercial Core and B4 Mixed Use zones active street frontages are required in the form of non-residential uses on the ground level. In addition to the ground level, non-residential active uses are also encouraged at the first floor level in the B3 Commercial Core zone.
- Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street.
- Where appropriate, restaurants, cafés and the like are to consider providing openable shop fronts.
- Only open grille or transparent security shutters (at least 50% visually transparent) are permitted on retail frontages.

ii) Street Address

- Street address is defined as entries, lobbies, and habitable rooms with clear glazing to the street not more than 1.2 metres above street level where habitable rooms do not have to be raised due to flooding concerns.
- Where habitable rooms are raised about ground level due to flooding concerns, opportunities for casual surveillance from the building to the street must be maintained, and the visual impact at street level of the raised ground level minimized.
- Street address is required on the ground level of buildings as identified in Map 6.
- Residential development is to provide a clear street address and direct pedestrian access off the primary street frontage, and allow for residents to overlook surrounding streets.
- Provide multiple entrances for large developments including an entrance on each street frontage.
- Provide direct 'front door' access from ground floor residential units.
- Residential buildings are to provide not less than 65% of the lot width as street address.

MAP 6 - ACTIVE STREET FRONTAGES AND STREET ADDRESS



ACTIVE STREET FRONTAGES & STREET ADDRESS

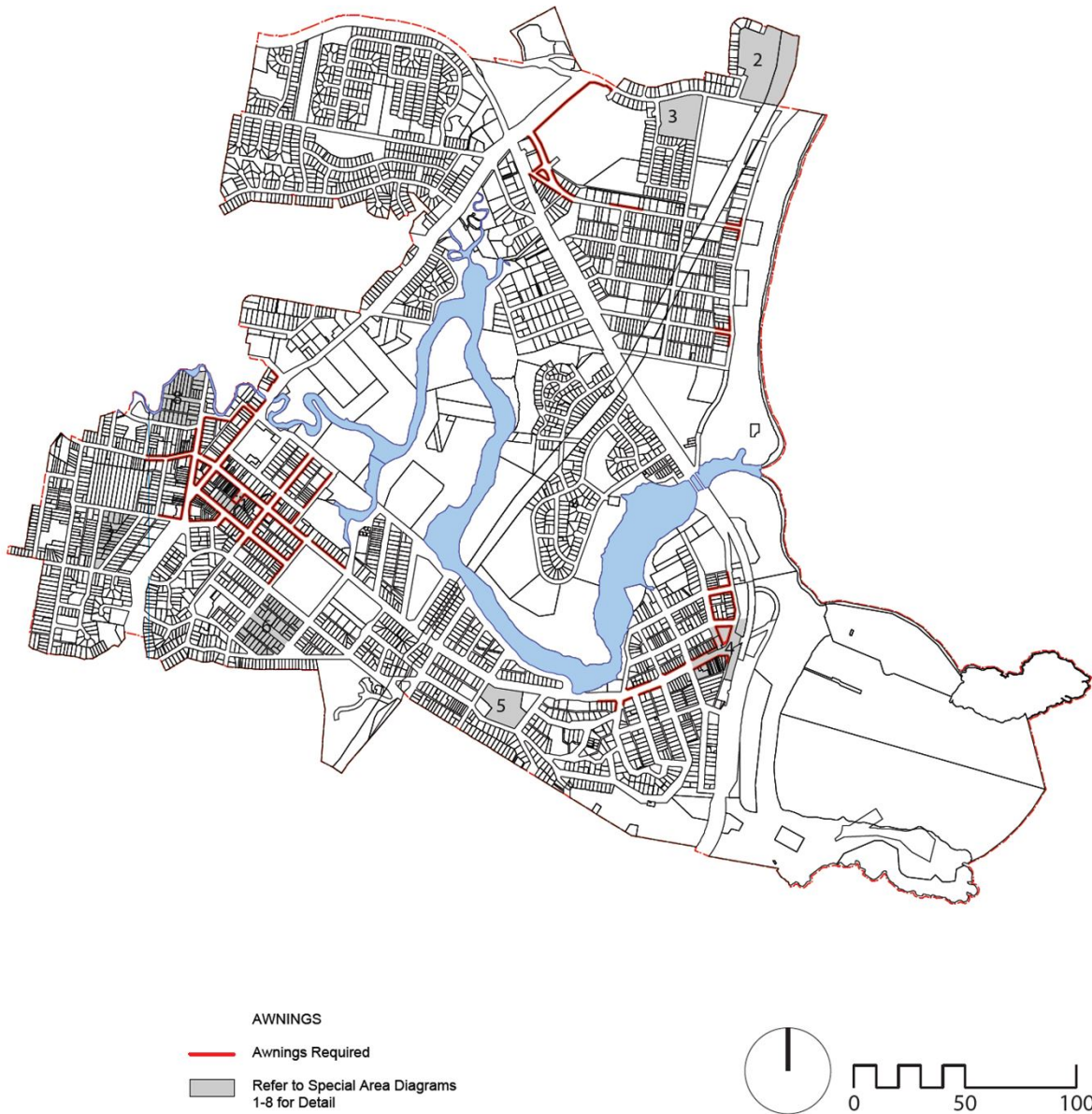
- Active Street Frontages Required
- Active Street Frontages Required and Outdoor Dining Encouraged
- Street Address Required
- Refer to Special Area Diagrams 1-8 for Detail



c) Awnings

- i) Continuous street frontage awnings are to be provided for all new commercial development in the Coffs Harbour City Centre (as indicated in Map 7). Outside these areas weather protection is to be provided at the main entrance to each building.

MAP 7 - STREET AWNINGS



d) Pedestrian Overpasses and Underpasses

- i) New overpasses over streets, and underpasses, will only be considered in exceptional circumstances. New overpasses over service lanes may be considered by the Consent Authority subject to an assessment of impacts on safety and crime prevention, streetscape amenity, and the activation of the public domain. In such circumstances, overpasses are to be fully glazed, not greater than six metres wide or more than one level high.

- ensure that tower buildings are well spaced from each other to allow breezes to penetrate the City Centre;
 - consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level; and
 - ensure usability of open terraces and balconies.
- iii) A Wind Effects Report is to be submitted with the DA for all buildings greater than 35 metres in height.

E3.4 WIND MITIGATION

E3.4.1 Objectives

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

a) Controls

- i) To ensure public safety and comfort, the following maximum wind criteria are to be met by new tall buildings (four storeys or greater):
 - 10 metres/second in retail streets;
 - 13 metres/second along major pedestrian streets, parks and public places; and
 - 16 metres/second in all other streets.
- ii) Site design for tall buildings (towers) should:
 - set tower buildings back from lower structures built at the street frontage to protect pedestrians from strong wind downdrafts at the base of the tower;

E3.5 CONTROLS FOR SPECIAL AREAS

Throughout the City Centre, a number of “special areas” (refer Map 8) have been identified in recognition of their location, attributes, size and development potential.

E3.5.1 Objectives

1. To ensure that the identified “special areas” within the Coffs Harbour City Centre area are developed in an appropriate and sensitive manner.

E3.5.2 Controls

a) City Square

i) Links and connections

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

MAP 8 - SPECIAL AREA CONTROLS



0 125 250 500 750 1000m



LEGEND:

 DCP area

 Special areas

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

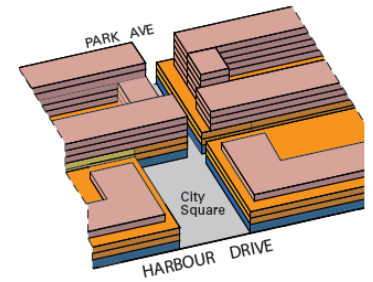
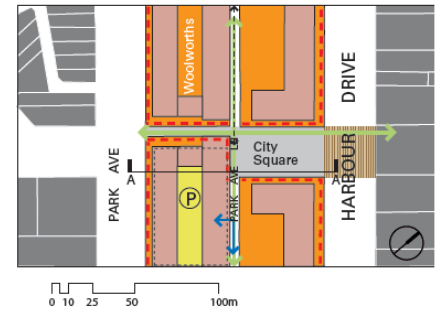
ii) Built form

- New buildings in the area are to take the form of edge-defining mixed use podium buildings with active frontages at street level. Residential development will have an upper level setback on the eastern and western sides of the Square.
- Winter sun access to the Square will be maintained through the use of an upper level setback, as shown in Figure 14 and 15.

iii) Public domain interface

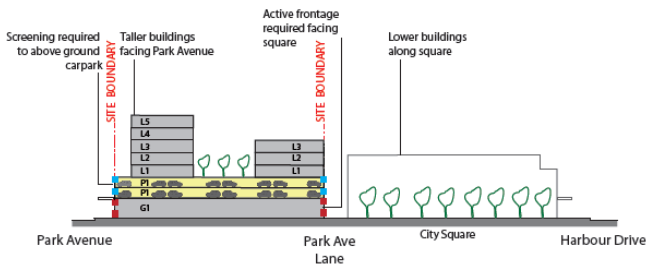
- Ground level active frontages and outdoor dining are to be maintained along the Square. Active frontages are to be provided as shown in Figure 15.
- Vehicle and service access should be confined to Park Lane. No driveways are to be constructed adjacent to the Square.

FIGURE 15 - CITY SQUARE DEVELOPMENT CONTROLS



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

FIGURE 14 - CITY SQUARE SECTION AA



b) Arthur Street East Area

i) Links and connections

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

ii) Public space

- Provide a new central public space located to maximise the preservation of existing vegetation, as shown in Figure 16.

iii) Built form

- Setbacks are to be provided in accordance with Table 1 and are to be maintained to all street frontages.

iv) Public domain interface

- In order to maximise the extent of deep soil zones, underground parking should be confined to the building footprints as shown in Figure 16. The number of driveway entrances is to be minimised.

FIGURE 16 - ARTHUR STREET EAST DEVELOPMENT CONTROLS



c) Arthur Street West Area

i) Links and Connections

- A new local street should be provided to connect York Street and San Francisco Avenue.
- San Francisco Avenue should be extended to connect Arthur Street and Columbus Circuit.

ii) Built Form

- Development is to accord with the Height of Buildings Map in LEP 2013 and must be set back from the street by a minimum of six metres as shown in Table 1.
- Underground car parking may protrude above ground by a maximum of 1.5 metres, but must be screened from the street by landscaping.

FIGURE 17 - ARTHUR STREET WEST DEVELOPMENT CONTROLS



d) Jetty Village

i) Links and connections

- Provide a new mid-block crossing on Harbour Drive as illustrated in Figure 18.
- Provide a widened footpath and pedestrian connection between Edgar Street and Harbour Drive.
- Improve pedestrian movement at the intersection of Marina Drive and Orlando Street.

ii) Public space

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

iii) Built form

- Shop top housing is encouraged. Mixed use developments are generally to take the form of edge-defining podium buildings with an upper level setback to residential development (see Figure 18).
- Buildings are to be designed to take advantage of views without significantly compromising the views from surrounding buildings, in particular residential buildings.
- Colours textures and materials of buildings and landscape elements

shall reflect the character of the coast, harbour and beaches. Suggested colours are blues, greens and lighter shades.

- Buildings are to occupy the footprints and envelopes shown in Figure 18 in order to preserve the view corridor toward the harbour along the axis of Harbour Drive and Marina Drive.
- There is a potential for a distinctive, high quality design at the south east end of Harbour Drive to mark the gateway to the precinct. The building should be designed to maintain sight lines to the harbour and the beach. Refer to Figure 18.
- Development adjacent to the railway line is to incorporate mitigation measures designed to reduce the impact of noise and vibration from trains.

iv) Public domain interface

- Laneways are to provide vehicle and service access as shown in Figure 18. No new driveways are to be constructed off Harbour Drive.
- Surface car parking is to be confined to the rear of buildings as shown in Figure 18.
- Improvements to Harbour Drive are to include enhanced street tree planting and widened footpaths to allow space for outdoor dining.
- All buildings are to address the street with ground level active frontages where indicated on Figure 18.

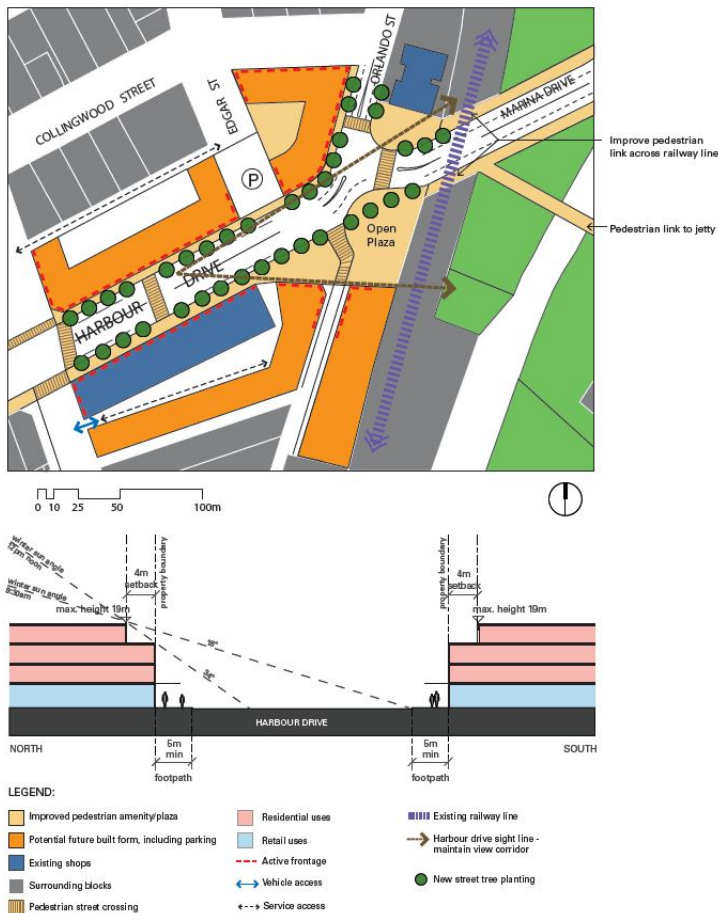
v) Landscaping

- A landscape plan prepared by a qualified landscape architect or designer is to be submitted showing existing trees and proposed landscaping (see Component C3).

vi) Heritage

- The Coffs Harbour Jetty Post Office is listed as a heritage item. Development at the Post Office (350 Harbour Drive, Coffs Harbour) and adjoining sites shall comply with the principles described in Component B6 of this DCP.

FIGURE 18 - JETTY VILLAGE DEVELOPMENT CONTROLS



e) Former Coffs Hospital Site

i) Built form

- Buildings fronting all surrounding streets should be a maximum in height in accordance with LEP 2013 with generous setbacks to the maximum height of buildings in the centre of the site, as illustrated in Figure 18.
- The length of the building facades should be broken up to preserve view corridors to the north towards the sea.

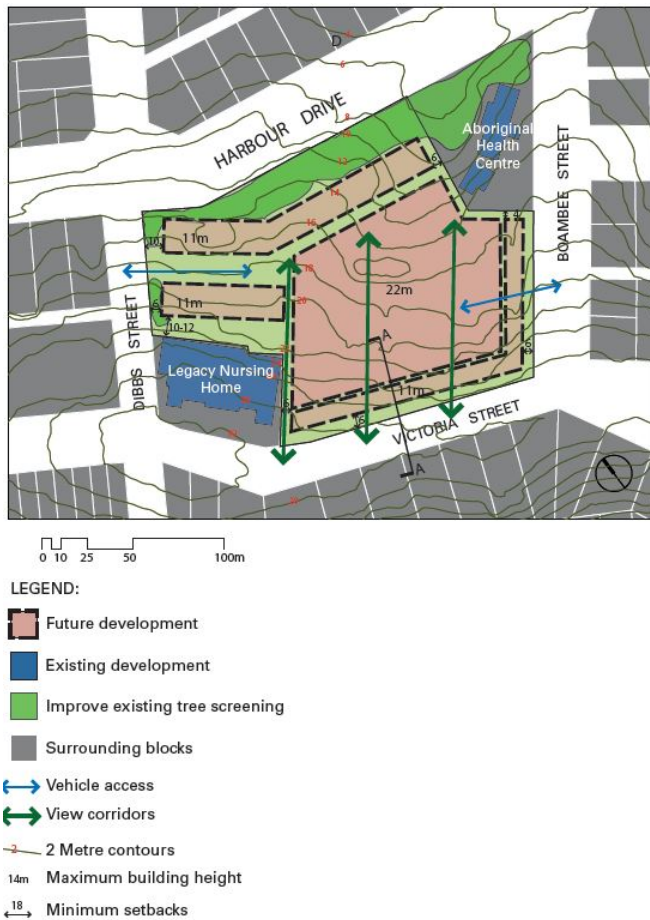
ii) Public domain interface

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

iii) Vehicle access

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

FIGURE 19 - FORMER HOSPITAL SITE DEVELOPMENT CONTROLS



f) Albany Street High Density Residential

i) Amalgamation

- To achieve good development, consolidation of at least two lots is recommended, where practicable (refer to Figure 20).

ii) Access and Connections

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

iii) Built form

- Front, side and rear setbacks are to be provided as shown in Table 1.

iv) Public domain interface

- A minimum landscaped front setback of six metres shall be provided.
- Exposed portions of below grade car parking are to be screened from the street as shown in Figures 21 and 22.

FIGURE 20 - ALBANY STREET HIGH DENSITY RESIDENTIAL DEVELOPMENT CONTROLS



Note: Development on land that is not flood liable is encouraged as well as the consolidation of high density allotments, where practicable.

FIGURE 21 - FRONT BOUNDARY TREATMENT

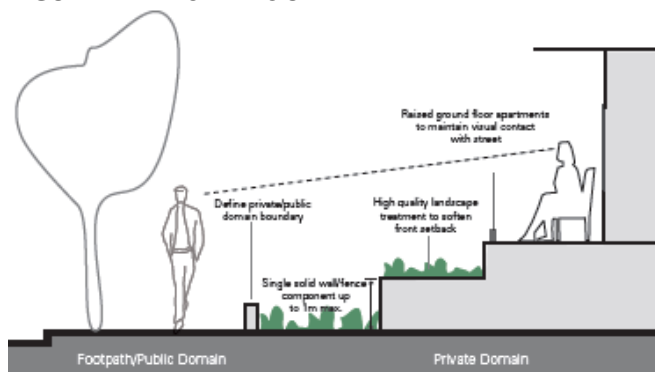


FIGURE 22 - EXAMPLES OF FRONT BOUNDARY TREATMENTS



g) McLean Street High Density Residential

i) Amalgamation

- To achieve good development, consolidation of lots is recommended, where practicable (refer to Figure 23).

ii) Access and connections

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

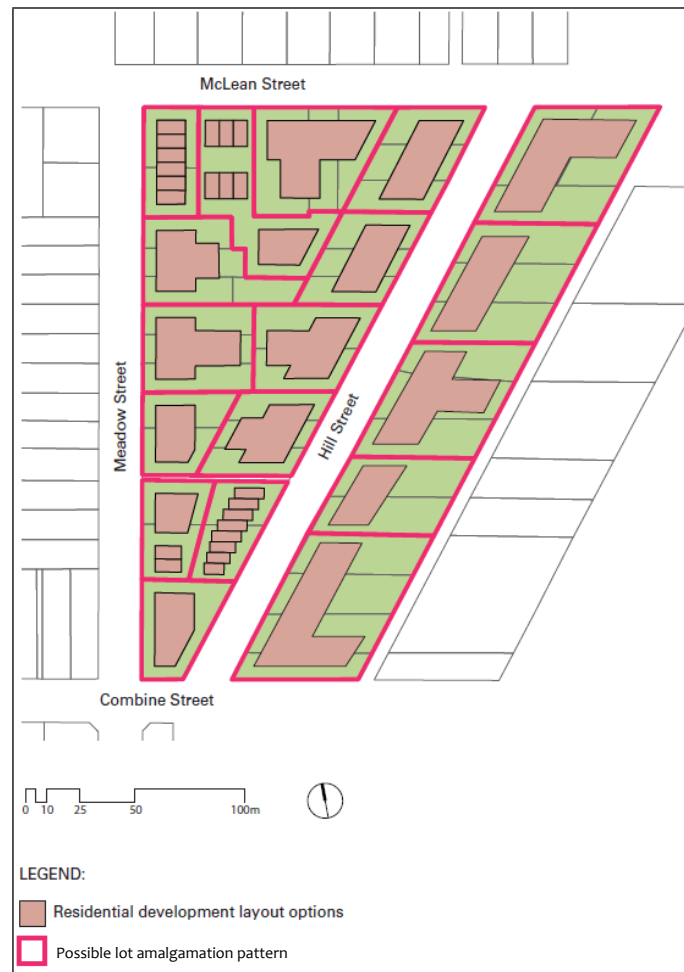
iii) Built form

- Front, side and rear setbacks are to be provided as shown in Table 1.

iv) Public domain interface

- A minimum landscaped front setback of six metres shall be provided.
- Exposed portions of below grade car parking are to be screened from the street as shown in Figures 21 and 22.

FIGURE 23 - MCLEAN STREET HIGH DENSITY RESIDENTIAL DEVELOPMENT CONTROLS



Note: Development on land that is not flood liable is encouraged as well as the consolidation of high density allotments, where practicable.

h) Coffs Creek High Density Residential

i) Amalgamation

- To achieve good development, consolidation of lots is recommended, where practicable (refer to Figure 24).

ii) Access and connections

- Sites with frontage to Scarba Street or the southern side of Korff Street shall provide vehicle access only from the rear laneway.
- The laneway parallel to Scarba Street is to be constructed, widened and improved by the developer.

- Footpaths shall be constructed along the full length of street frontages. Footpaths should connect to the creek walking trail.
- Development of lots adjoining Coffs Creek is subject to dedication of future parkland. This will provide a continuous walking trail along the creek for the length of the precinct. In addition, linkages across the creek and to Moonee Street will also be established

iii) Built form

- Front, side and rear setbacks are to be provided as shown in Figure 24, and in Table 1.
- Building design, materials and choice of colours shall be compatible with the natural setting of the precinct.

iv) Public domain interface

- A minimum landscaped front setback of six metres shall be provided. Existing Poinciana trees should be supplemented by plantings along the street frontage of new development. Dense landscaping in front setback areas shall be provided to create a continuation of the natural setting of the creek.
- Exposed portions of below grade car parking are to be screened from the street as shown in Figures 21 and 22.

v) Flood Planning

- Development of the land can only be approved if:
 - it will not adversely affect flood behaviour of the area and will not result in increased flood affectation on other properties;
 - it incorporates mitigation measures to manage risk to life and property from flood; and
 - it satisfies the flood planning controls in Council's Flooding and Coastal Hazards Information Sheet.

FIGURE 24 - COFFS CREEK HIGH DENSITY RESIDENTIAL DEVELOPMENT CONTROLS



Note: Development on land that is not flood liable is encouraged as well as the consolidation of high density allotments, where practicable.