

# Coffs Harbour Development Control Plan 2015 – Amendment No. 38 (Laneways)

## Coffs Harbour Development Control Plan

### Part A Introduction

#### A6 Definitions

##### [1] Amend existing definition

Amend an existing definition to access laneway. This is to provide context and distinguish the difference between an access laneway and laneways. The new definition should read as follows:

**Access handle or access laneway** means the portion of a battle-axe lot primarily providing vehicular and services access to a road.

##### [2] Insert new definition

Include a definition, in alphabetical order, to define laneway. This is to provide context and distinguish the difference between a laneway and a road or street. The new definition should read as follows:

**Laneway** means a narrow street aligned to the rear of properties that provides access that can be designed for safer and more continuous links for people to walk and cycle with shared access to motor vehicles.

### Part C Subdivision Controls

#### C1 Subdivision of Land

##### C1.7 Infrastructure Requirements for Certain Subdivisions

##### [3] Amend existing requirement

Amend requirement (2) to align with the new definition for laneways and to ensure that development adjoining laneways is economically feasible, whilst also ensuring that adequate access is provided to the development. The new requirement should read as follows:

- (2) The following additional infrastructure is required to be provided in accordance with the City of Coffs Harbour's Development Specifications as part of subdivision proposals comprising laneway access:

~~Full width lane construction extending from the nearest cross street or from an existing constructed section of the lane, including kerb guttering and drainage.~~

(a) For subdivisions comprising only one resulting lot with vehicular laneway access:

- (i) full width laneway construction for the width of the allotment, including kerb, gutter on the allotment side of the lane and drainage (where required);
- (ii) a minimum sealed width of 4.5m and any necessary laneway formation works for the remainder of the laneway from the allotment to the nearest cross street, including drainage (where required).

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(b) For subdivisions with more than one resulting lot with vehicular laneway access: full width laneway construction extending from the nearest cross street or from an existing constructed section of the laneway, to the furthest boundary of the site. Construction to include kerb and guttering and stormwater drainage. Where construction extends to the nearest cross street, continuous footpath treatment is to be provided across the laneway entrance. The continuous footpath treatment is to be flush with cross street footpath/verge, or similar treatment is to be applied to indicate pedestrian priority across the laneway entrance where drainage precludes a flush footpath.

(c) For subdivisions comprising pedestrian laneway access (with no vehicular access to the laneway): where an existing formed laneway does not exist, an all-weather path with suitable width and crossfall extending from the nearest cross street or from an existing constructed section of the laneway, to the furthest boundary of the site.

#### [4] Insert new exception

Insert new exception to ensure that development adjoining laneways is economically feasible, by providing a satisfactory temporary solution for laneway standards until such time that the laneway is fully upgraded. The new exception should read as follows:

- Where a laneway is sealed to the satisfaction of the City, Requirement 2(a)(ii) does not apply.

#### [5] Insert new note

Insert new note to ensure that development adjoining laneways is economically feasible, by providing a satisfactory temporary solution for laneway standards until such time that the laneway is fully upgraded. The new note should read as follows:

##### Note

Requirement 2(a)(ii) is to provide a satisfactory interim carriageway until such time that the laneway is fully upgraded in accordance with the City of Coffs Harbour's Development Specifications

## Part D Built Form Controls

### D1 Commercial Development

#### D1.4 Infrastructure and Site Facility Requirements

#### [6] Remove existing requirement

Remove requirement (2) and re-order remaining requirements to ensure that development adjoining laneways is economically feasible. Laneway upgrading requirements have been included within C1.7(2); D1.6(3); D3.10(3); D5.9(3). The re-ordered requirements should read as follows:

- (1) Development is to provide the following infrastructure in accordance with the City of Coffs Harbour's Development Specifications:
  - (a) road construction;
  - (b) concrete kerb and gutter;
  - (c) concrete footpath to the nearest cross street; and

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- (d) piped stormwater drainage.
- ~~(2) — Development comprising laneway access is to provide the following additional infrastructure in accordance with the City of Coffs Harbour’s Development Specifications:~~
- ~~(a) — lane construction to full width from at least one street;~~
- ~~(b) — kerb and gutter on one side of the lane; and~~
- ~~(c) — stormwater drainage.~~
- (2) Development is to provide the following utility services in accordance with the City of Coffs Harbour’s Development Specifications:
- water;
  - sewer;
  - telecommunications (including National Broadband Network where available);
  - electricity; and
  - trade waste facilities (if applicable).
- (3) Development is to provide the following site facilities:
- waste facilities in accordance with the relevant controls of F6 Waste Management of this Plan; and
  - mailboxes in one accessible location adjacent to the main entrance to the development.
- (4) Site facilities such as communication structures, air conditioning units, ventilation stacks and any ancillary structures are to be:
- located away from the street frontage;
  - integrated into the roofscape design and not a dominant skyline feature, and
  - adequately setback from the perimeter wall or roof edge of buildings

#### [7] Insert new exception

Insert new exception to ensure laneways are developed in accordance with the laneways section of the DCP. The new exception should read as follows:

#### Exceptions

- D1.4(1) does not apply to laneways, refer to D1.6.

#### D1.6 Laneway Requirements

#### [8] Insert new objectives

Insert new objectives to ensure that laneways encourage pedestrian use and activation. The new objectives should read as follows:

- To ensure that development is designed for human scale and responds to local character.
- To ensure development is designed to increase passive surveillance and positively address laneways by considering various design components such as entries, terraces or balconies, windows or architectural features, and planting.
- To provide for a slow speed street environment.

#### [9] Insert new requirements

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Insert new requirements (2) and (3), to ensure that laneways encourage pedestrian use and activation. The new requirements should read as follows:

(2) Development must:

- (a) address the laneway and be designed to increase passive surveillance;
- (b) be designed so that driveways and carports accord with AS/NZS 2890.1 in regard to sight distance between access driveways and path users;
- (c) be designed so that garages do not dominate the frontage of the development on the laneway.

(3) Development comprising laneway access is to provide the following additional infrastructure in accordance with the City of Coffs Harbour's Development Specifications:

- (a) For development providing less than four on-site parking spaces (including loading bays) with laneway access:
  - (i) full width laneway construction for the width of the allotment, including kerb, gutter on the allotment side of the lane and drainage (where required);
  - (ii) a minimum sealed width of 4.5m and any necessary laneway formation works for the remainder of the laneway from the allotment to the nearest cross street, including drainage (where required).
- (b) For all other development: full width laneway construction extending from the nearest cross street or from an existing constructed section of the laneway, to the furthest boundary of the site. Construction to include kerb and guttering and stormwater drainage. Where construction extends to the nearest cross street, continuous footpath treatment is to be provided across the laneway entrance. The continuous footpath treatment is to be flush with cross street footpath/verge, or similar treatment is to be applied to indicate pedestrian priority across the laneway entrance where drainage precludes a flush footpath.
- (c) For development comprising pedestrian laneway access (with no vehicular access to the laneway): where an existing formed laneway does not exist, an all-weather path with suitable width and crossfall must be provided extending from the nearest cross street or from an existing constructed section of the laneway, to the furthest boundary of the site.

[10] Insert new exception

Insert new exception to ensure that development adjoining laneways is economically feasible, by providing a satisfactory temporary solution for laneway standards until such time that the laneway is fully upgraded. The new exception should read as follows:

- Where a laneway is sealed to the satisfaction of the City, Requirement 3(a)(ii) does not apply.

[11] Insert new note

Insert new note to ensure that development adjoining laneways is economically feasible, by providing a satisfactory temporary solution for laneway standards until such time that the laneway is fully upgraded. The new note should read as follows:

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**Notes:**

Requirement 3(a)(ii) is to provide a satisfactory interim carriageway until such time that the laneway is fully upgraded in accordance with the City of Coffs Harbour's Development Specifications.

**D3 Residential Development**

**D3.2 Front Setback Requirements**

[12] Insert new objectives

Insert new objectives to ensure that laneways encourage pedestrian use and activation. The new objectives should read as follows:

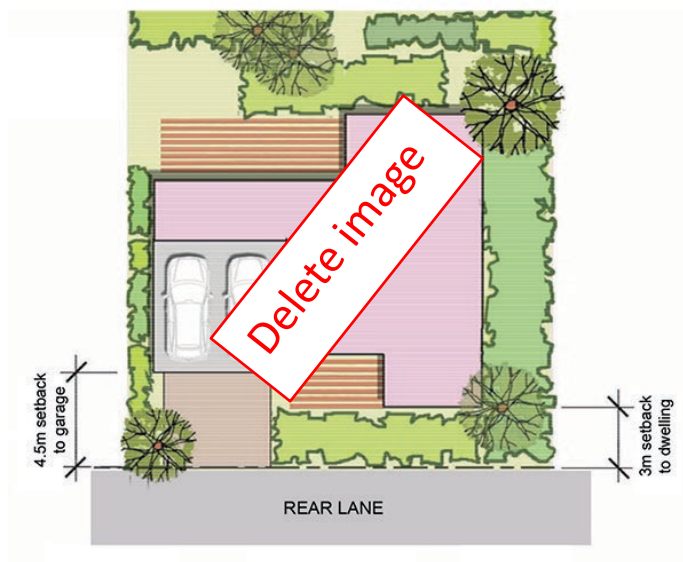
- To ensure that development is designed for human scale and responds to local character.
- To ensure development is designed to increase passive surveillance and positively address laneways by considering various design components such as entries, terraces or balconies, windows or architectural features, and planting.

[13] Amend existing exception

Amend bullet point 5 to ensure development activates laneways. Remove the associated image. The new exception should read as follows:

- ~~• Dwellings fronting a lane are to be setback three metres with garages and carports being setback 4.5 metres.~~
- Setbacks to development fronting a laneway are to be assessed on merit, and must align with regard to the objectives of this control.

**Rear Lane Setback Requirements**



**D3.3 Side and Rear Setback Requirements**

[14] Insert new exception

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Post-Exhibition Changes

Background/guiding text to provide context, not to be included in DCP 2015

Insert new exception, after the first existing bullet point. To ensure development activates laneways. The new exception should read as follows:

- Setbacks to development adjoining a laneway are to be assessed on merit, and must align with regard to the objectives of this control.

### D3.10 Infrastructure Requirements

#### [15] Amend existing requirement

Amend requirement (3) to align with the new definition for laneways and ensure that development adjoining laneways is economically feasible. The new requirement should read as follows:

- (3) Development comprising laneway vehicular access is to provide the following additional infrastructure in accordance with the City of Coffs Harbour's Development Specifications:
- a) for residential development resulting in three dwellings or less:
    - i. full width laneway construction for the width of the allotment, including kerb, gutter on the allotment side of the lane and drainage (where required);
    - ii. a minimum sealed width of 4.5m and any necessary laneway formation works for the remainder of the laneway from the allotment to the nearest cross street, (including drainage where required).
  - b) for all other residential development with vehicular laneway access, full width laneway construction extending from the nearest cross street or from an existing constructed section of the laneway, to the furthest boundary of the site. Construction to include kerb and guttering and stormwater drainage. Where construction extends to the nearest cross street, continuous footpath treatment is to be provided across the laneway entrance. The continuous footpath treatment is to be flush with cross street footpath/verge, or similar treatment is to be applied to indicate pedestrian priority across the laneway entrance where drainage precludes a flush footpath.
  - c) For development comprising pedestrian laneway access (with no vehicular access to the laneway): where an existing formed laneway does not exist, an all-weather path with suitable width and crossfall must be provided extending from the nearest cross street or from an existing constructed section of the laneway, to the furthest boundary of the site.

- ~~a) — laneway construction to full width from at least one street,~~  
~~b) — kerb and gutter on one side of the lane, and~~  
~~c) — stormwater drainage~~

#### [16] Insert new exception

Insert new exception to ensure that development adjoining laneways is economically feasible, by providing a satisfactory temporary solution for laneway standards until such time that the laneway is fully upgraded. The new exception should read as follows:

- Where a laneway is sealed to the satisfaction of the City, Requirement 3(a)(ii) does not apply.

#### [17] Insert new note

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Post-Exhibition Changes

Background/guiding text to provide context, not to be included in DCP 2015

Insert new note, after the existing note. To ensure that development adjoining laneways is economically feasible, by providing a satisfactory temporary solution for laneway standards until such time that the laneway is fully upgraded. The new note should read as follows:

*Requirement 3(a)(ii) is to provide a satisfactory interim carriageway until such time that the laneway is fully upgraded in accordance with the City of Coffs Harbour's Development Specifications.*

## D5 Tourist and General Residential Development

### D5.2 Front Setback Requirements

#### [18] Insert new objectives

Insert new objectives to ensure that laneways encourage pedestrian use and activation. The new objectives should read as follows:

- To ensure that development is designed for human scale and responds to local character.
- To ensure development is designed to increase passive surveillance and positively address laneways by considering various design components such as entries, terraces or balconies, windows or architectural features, and planting.

#### [19] Amend existing exception

Amend bullet point 6 to ensure development activates laneways. Remove the associated image. The new exception should read as follows:

- ~~• Buildings fronting a lane are to be setback three metres with garages and carports being setback 4.5 metres.~~
- Setbacks to development fronting a laneway are to be assessed on merit, and must align with regard to the objectives of this control.

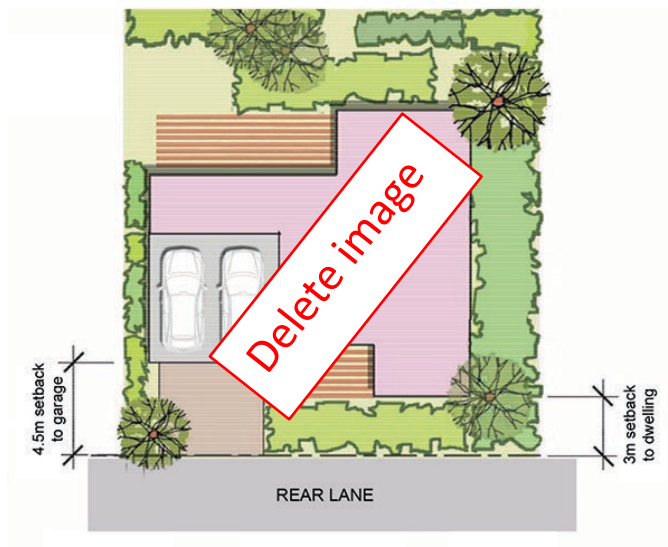
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Post-Exhibition Changes

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## Rear Lane Setback Requirements



### D5.3 Side and Rear Setback Requirements

#### [20] Insert new exception

Insert new exception as the new first bullet point. To ensure development activates laneways. The new exception should read as follows:

- Setbacks to development adjoining a laneway are to be assessed on merit, and must align with regard to the objectives of this control.

### D5.9 Infrastructure Requirements

#### [21] Amend existing requirement

Amend existing requirement (3) to ensure that development adjoining laneways is economically feasible. The new requirement should read as follows:

- (3) Development comprising laneway vehicular access is to provide the following additional infrastructure in accordance with the City of Coffs Harbour's Development Specifications:
  - (a) For development providing less than four on-site parking spaces (including loading bays):
    - i. full width laneway construction for the width of the allotment, including kerb, gutter on the allotment side of the lane and drainage (where required);
    - ii. a minimum sealed width of 4.5m and any necessary laneway formation works for the remainder of the laneway from the allotment to the nearest cross street (including drainage where required).
  - (b) For all other development with vehicular laneway access, full width laneway construction extending from the nearest cross street or from an existing constructed section of the laneway, to the furthest boundary of the site. Construction to include

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kerb and guttering and stormwater drainage. Where construction extends to the nearest cross street, continuous footpath treatment is to be provided across the laneway entrance. The continuous footpath treatment is to be flush with cross street footpath/verge, or similar treatment is to be applied to indicate pedestrian priority across the laneway entrance where drainage precludes a flush footpath.

(c) For development comprising pedestrian laneway access (with no vehicular access to the laneway): where an existing formed laneway does not exist, an all-weather path with suitable width and crossfall must be provided extending from the nearest cross street or from an existing constructed section of the laneway, to the furthest boundary of the site.

- a) — ~~laneway construction to full width from at least one street,~~
- b) — ~~kerb and gutter on one side of the lane, and~~
- c) — ~~stormwater drainage~~

#### [22] Insert new exception

Insert new exception to ensure that development adjoining laneways is economically feasible, by providing a satisfactory temporary solution for laneway standards until such time that the laneway is fully upgraded. The new exception should read as follows:

- Where a laneway is sealed to the satisfaction of the City, Requirement 3(a)(ii) does not apply.

#### [23] Insert new note

Insert new note, after the existing note. To ensure that development adjoining laneways is economically feasible, by providing a satisfactory temporary solution for laneway standards until such time that the laneway is fully upgraded. The new note should read as follows:

*Requirement 3(a)(ii) is to provide a satisfactory interim carriageway until such time that the laneway is fully upgraded in accordance with the City of Coffs Harbour's Development Specifications.*

## Part F General Development Controls

### F1 Access and Parking

#### F1.1 Vehicular Access and Manoeuvring – General

#### [24] Amend existing objective

Amend bullet point 2 to ensure pedestrians have continuous footpath. The new objective should read as follows:

- To minimise the impact of driveway crossovers **along primary street frontages** on pedestrian safety and streetscape amenity.

#### [25] Amend existing requirement

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Post-Exhibition Changes

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Amend existing requirement (6) for consistency with AS 2890.1. The new requirement should read as follows:

(6) Vehicular ramps are to accord with Australian Standard 2890.1.

### F3 Landscaping

#### F3.2 Landscaping Requirements – Residential Areas

[26] Insert new exception

Insert new exception to ensure remove requirement for soft landscaping where the development is built to the property boundary.

- Soft landscaping is not required in laneways where the development is built to the allotment boundary.

#### F3.3 Landscaping Requirements – Commercial Areas

[27] Amend existing exception

Amend bullet point 1 to facilitate infill development. The new exception should read as follows:

- Soft landscaping is not required where the development is built to the allotment boundary or where the setback is insufficient to provide for adequate soft landscaping.

## Part G Special Area Controls

### G14 Woolgoolga

#### G14.3 Woolgoolga Town Centre

##### G14.3.2 Beach Street Village Precinct

[28] Amend existing requirement

Amend existing requirement (5)(e) to ensure consistency with laneway development requirements. The new requirement should read as follows:

(5) Development is:

(e) to be assessed on merit in relation to rear lane setbacks, and must align with regards to the objectives of this control.

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## Coffs Harbour DCP 2015 global change to amend “lane(s)” to “laneway(s)”

Throughout the DCP there are thirty-one (31) references to the term “lane” or “lanes” in reference to laneways. For consistency with the above definition of “laneway”, the term “lane(s)” has been changed to “laneway(s)” except where it is used in reference to traffic lanes. This will be changed in each of the following parts of Coffs Harbour DCP 2015:

- **Part C Subdivision Controls**
  - C1.2, C1.7;
- **Part D Built Form Controls**
  - D1.4, D2.4, D3.2, D3.3, D3.6, D3.10, D5.2, D5.3, D5.6, D5.9;
- **Part F General Development Controls**
  - F1.1, F3.4
- **Part G Special Area Controls**
  - G10.3

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