



# Coffs Harbour City Council

01 May 2013

## ORDINARY MEETING

The above meeting will be held in the Council Chamber, Administration Building, corner Coff and Castle Streets, Coffs Harbour, on:

**THURSDAY – 9 MAY 2013**

The meeting commences at **5.00pm** and your attendance is requested.

## AGENDA

1. Opening of Ordinary Meeting
2. Acknowledgment of Country
3. Disclosure of Interest
4. Apologies
5. Public Addresses / Public Forum
6. Mayoral Minute
7. Mayoral Actions under Delegated Authority
8. [Confirmation of Minutes of Ordinary Meeting – 24 April 2013](#)
9. [Notices of Motion](#)
10. General Manager's Reports
11. [Consideration of Officers' Reports](#)
12. Requests for Leave of Absence
13. Matters of an Urgent Nature
14. Questions On Notice
15. Consideration of Confidential Items (if any)
16. Close of Ordinary Meeting.

Steve McGrath  
General Manager



**COFFS HARBOUR CITY COUNCIL**  
**ORDINARY MEETING**  
**COUNCIL CHAMBERS**  
**COUNCIL ADMINISTRATION BUILDING**  
**COFF AND CASTLE STREETS, COFFS HARBOUR**  
**9 MAY 2013**

**Contents**

**ITEM            DESCRIPTION**

**NOTICES OF MOTION**

NOM13/6      CRUISE SHIP VISITATION

**LAND USE HEALTH & DEVELOPMENT DEPARTMENT REPORTS**

L13/9            NOTICE OF DRAFT POLICY TO BE PLACED ON PUBLIC EXHIBITION -  
CONTAMINATED LAND MANAGEMENT

L13/10          DRAFT COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013 -  
ADDITIONAL DRAFT COMPONENTS AND MINOR AMENDMENTS

**CORPORATE BUSINESS DEPARTMENT REPORTS**

CB13/29        BANK BALANCES AND INVESTMENT FOR MARCH 2013

CB13/30        COFFS HARBOUR REGIONAL AIRPORT - ACQUISITION OF EASEMENT  
FOR MANAGEMENT OF VEGETATION

**CITY SERVICES DEPARTMENT REPORT**

The following item either in whole or in part may be considered in Closed Meeting for the reasons stated:

CS13/26        TENDER RFT-578-TO: PARK BEACH SURF CLUB ACCESS UPGRADE

A portion of this report is confidential for the reason of Section 10A (2):

- (d) commercial information of a confidential nature that would, if disclosed:
  - (i) prejudice the commercial position of the person who supplied it, or
  - (ii) confer a commercial advantage on a competitor of the council, or
  - (iii) reveal a trade secret.

and in accordance with Section 10A (1) the meeting may be closed to the public.



## COFFS HARBOUR CITY COUNCIL

### ORDINARY MEETING

24 APRIL 2013

**Present:** Councillors D Knight (Mayor), J Arkan, N Cowling, R Degens, G Innes, B Palmer, K Rhoades and M Sultana.

**Staff:** General Manager, Acting Director Corporate Business, Director of City Services, Acting Director Land Use, Health & Development and Executive Assistant.

**Leave of Absence:** Councillor S Townley.

The meeting commenced at 5.00pm with the Mayor, Cr D Knight in the chair.

We respectfully acknowledge the Gumbayngirr Country and the Gumbayngirr Aboriginal peoples who are traditional custodians of the land on which we meet and their Elders both past and present.

The Mayor reminded the Chamber that the meeting was to be recorded, and that no other recordings of the meeting would be permitted.

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#### DISCLOSURE OF INTEREST

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No disclosures of interest tabled.

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#### APOLOGY

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No apologies.

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**PUBLIC ADDRESS**

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Time	Speaker	Item
5.00pm	Ms Fran Stevenson	CS13/25 - Artside the Box Project

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**CONFIRMATION OF MINUTES**

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- 101** **RESOLVED** (Arkan/Palmer) that the minutes of the Ordinary meeting held on 11 April 2013 be confirmed as a true and correct record of proceedings.

**CITY SERVICES DEPARTMENT REPORT**

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**CS13/25 ARTSIDE THE BOX PROJECT**

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To report to Council regarding NOM 12/10 "Artside the Box" Project.

- 102** **RESOLVED** (Cowling/Degens) that:
1. The project be adopted with a budget of \$4,000 to come from 2013/14 budget from the Community Cultural funds program (to cover the required assistance from Council). Then application be made through the usual channels for more funding if required, to provide transparency through the funding process.
  2. The Project be adopted in its entirety; that is, painting all existing 15 traffic signal boxes, plus the new one outside the justice precinct when it is available, whilst staying within \$4,000 budget provided from the Community Cultural Funds program.
  3. The current working committee carry out the project with the support and supervision of Council.
  4. The support and assistance from Council include:
    - (a) traffic management; including the loan of witches hats and temporary fencing and O.H.& S requirements;
    - (b) website set up and monitoring. Publicity incorporates all kinds of advertising. It is suggested that publicity be kept at website set up and monitoring for the time being;
    - (c) insurance under existing council policies;
    - (d) a Council employee be appointed to oversee the project and that the working committee report to and liaise with that person, hence satisfying the RMS requirement.

**CS13/25 - Artside the Box Project (Cont'd)**

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**DIVISION**

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A division was duly called for, and those members voting for and against the motion were recorded:

**FOR**

Cr Knight  
Cr Degens  
Cr Rhoades  
Cr Arkan  
Cr Sultana  
Cr Cowling

**AGAINST**

Cr Innes  
Cr Palmer

**GENERAL MANAGER'S REPORTS**

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**GM13/12 LOCAL GOVERNMENT ACTS TASKFORCE - RELEASE OF DISCUSSION PAPER**

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To report to Council the progress of the Local Government Acts Taskforce.

- 103 RESOLVED** (Rhoades/Arkan) that Council note the invitation of submissions and Councilors provide individual submissions to the Local Government Acts Taskforce should they desire.

**CITY SERVICES DEPARTMENT REPORTS**

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**CS13/22 COFFS COAST CYCLE CHALLENGE MARKETING AND PROMOTION - VISIT TO LAKE TAUPO NZ BIKEFEST**

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The Rotary Club's vision is to establish a signature event on the Coffs Coast comprising a Cycle Challenge with thousands of participants as part of a cycling festival. Participants would be accompanied by their families and supporters. The event would generate significant revenue for the City as well as raising money for charity.

This report gives some feedback about Council's Road Safety and Transport Officer's visit to Lake Taupo with two members of Coffs City Rotary Club and makes recommendations for ways in which Council might play a part in accomplishing the Club's vision of a similar event in Coffs Harbour.

**C13/22 - Coffs Coast Cycle Challenge Marketing and Promotion - Visit to Lake Taupo NZ Bikefest (Cont'd)**

**104 RESOLVED** (Arkan/Degens):

1. That Council support the NAB Coffs Coast Cycle Challenge in the following ways:
  - A commitment to silver sponsorship of \$4,000 from the Mayor's Donation Fund for 2013/14 and 2014/15.
  - Services of the Road Safety and Transport Officer to assist with traffic management and bicycle safety issues. Also as a liaison with the Council Bicycle Users Committee. Staff participation will be subject to no adverse impact on Council services.
  - Staff assist the event voluntarily on a weekday if requested subject to no adverse impact on Council services.
  - Event administrator to have access to Council office facilities (a desk) for six months prior to the event subject to there being no cost to Council.
2. The Jetty Foreshores Working Group consults the Coffs City Rotary Club and other events organisers to include large events infrastructure in the vicinity of the Foreshores.

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**CS13/23 BOAMBEE PUBLIC SCHOOL ZONE, LINDSAYS ROAD, MIDDLE BOAMBEE**

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To report on investigations on traffic conditions at Boambee Public School as resolved at Councils meeting of 13<sup>th</sup> December 2012.

The report addresses road safety and access countermeasures recently implemented and progress on the following issues:

- Application to Roads and Maritime Services for a school crossing supervisor at the Lindsay's Road children's crossing
- Rescheduling of Sawtell Coaches morning service to stop on the southern side of Lindsay's Road so that students have to cross the road to access the school
- School community's concerns about limitations of on-street parking and narrow road

**105 RESOLVED** (Arkan/Degens) that:

1. Should Council be successful in its application for funding to the Roads and Maritime Services for the McAlpine Way and Lindsays Road bus interchange improvement works under its Bus Priority program, Council consider allocation of \$17,250 matching funding for the project in its 2014/15 Delivery Program.
2. A follow up report on the success or otherwise of the above application be returned to Council with further options.

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**CS13/24 ADDITIONAL INFORMATION FOR NEW TENDER FOR SPORTZ CENTRAL**

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To provide additional information as requested by Council following its consideration of a report to invite tenders seeking proposals for alternative management models in addition to the current one for Sportz Central.

**MOTION**

**MOVED** (Cowling/ Degens) that Option 3, negotiate directly with the current manager, be taken up. Three reasons required under Option 3 are:

1. That the tender went out in July 2012 and no tender was accepted.
2. That it will reduce the cost by not putting out a tender.
3. That the present management administering Sportz Central in good faith deserve our support.

**AMENDMENT**

**106 RESOLVED** (Arkan/Palmer) that Council

1. Seek fresh tenders for the management of Sportz Central based on the previously advertised conditions, but also invite alternative proposals.
2. Consider increasing the contribution to Sportz Central for internal maintenance from \$30,000 to \$40,000 when adopting the 2013/14 Delivery Program, Operational Plan and associated budgets.

The **AMENDMENT** on being put to the meeting was **CARRIED**. It then became the **MOTION** and was declared **CARRIED**.

## CORPORATE BUSINESS DEPARTMENT REPORTS

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### CB13/27 DEVELOPER CONTRIBUTION PLANS - REVIEW

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To present to Council the following draft amended Developer Contributions Plans:

1. Regional, District and Neighbourhood Facilities & Services 2013
2. Coffs Harbour Road Network 2013
3. Surf Rescue Facilities 2013
4. Hearnes Lake/Sandy Beach Release Area 2013
5. Korora Rural Residential Release Area 2013
6. Moonee Release Area 2013
7. North Coffs Release Area 2013
8. North Boambee Valley (East) Release Area 2013
9. North Bonville 2013
10. Park Beach Area 2013
11. South Coffs 2013
12. West Coffs Harbour 2013
13. West Woolgoolga 2013
14. Water Supply Development Servicing Plan 2013
15. Wastewater Development Servicing Plan 2013

The Draft Plans include additional schedules to assist in more accurately applying developer contributions to different types of development. This report recommends that the Plans be adopted.

**107 RESOLVED** (Palmer/Arkan) that the following Draft Section 94 Developer Contributions Plans and Draft Section 64 Development Servicing Plans be adopted:

1. Regional, District and Neighbourhood Facilities & Services 2013
2. Coffs Harbour Road Network 2013
3. Surf Rescue Facilities 2013
4. Hearnes Lake/Sandy Beach Release Area 2013
5. Korora Rural Residential Release Area 2013
6. Moonee Release Area 2013
7. North Coffs Release Area 2013
8. North Boambee Valley (East) Release Area 2013
9. North Bonville 2013
10. Park Beach Area 2013
11. South Coffs 2013
12. West Coffs Harbour 2013
13. West Woolgoolga 2013
14. Water Supply Development Servicing Plan 2013
15. Wastewater Development Servicing Plan 2013.



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**CB13/28 REVERSE AUCTION: SUPPLY OF ELECTRICITY FOR METERED SITES, AND STREET LIGHTING**

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To report on the Reverse Auction RA341213CHCC undertaken by Regional Procurement Initiative (division of Hunter Council Incorporated) on behalf of Coffs Harbour City Council for the Supply of Contestable Electricity for Metered Sites (greater than 160MWH) and Un-Metered Street Lighting and to gain Council approval.

**108 RESOLVED** (Palmer/Innes):

1. That Council accepts the reverse auction offer of ERM Power as outlined in Category 1 table for the supply of Electricity for Contestable (metered) sites for a period of 18 months, commencing 1 July 2014 to 31 December 2015.
2. That Council accepts the reverse auction offer, that of AGL as outlined in Category 2 table for the supply of Electricity for unmetered Street Lighting for a period of 18 months, commencing 1 July 2014 to 31 December 2015.

The above recommendations are based on the following information:

- a) The offer from ERM Power for the supply of Electricity for Contestable (metered) sites was the most suitable and advantageous following the application of the Auction Evaluation methodology system. If Council approves ERM Power the following approximate savings will be achieved based on our current contract pricing:
    - ERM Power - \$387,100 per annum or 11.7%, which equates to a total contract savings over 18 months of \$580,650
  - b) The offer from AGL for the supply of Electricity for unmetered Street Lighting was the most suitable and advantageous following the application of the Auction Evaluation methodology system. If Council approves AGL then the following approximate savings will be achieved based on our current contract pricing:
    - AGL - \$34,287 per annum or 9.8%, which equates to a total contract savings over 18 months of \$51,430
  - c) The Reverse Auction submissions by both ERM Power and AGL conform to IPART Regulations
  - d) By undertaking the Reverse Auction, Coffs Harbour City Council will not breach the Local Government (General) Regulation 2005 - Section 7 Tendering, for annual expenditure over \$150,000.00.
3. As per Council's Resolution No.71 of the Council Meeting 11 April 2013, that a request for costing for a provision of 10% and also 20% of energy supplied, be sourced from green or renewable sources, and a report be prepared for Council.
  4. That the contract documents be executed under Council's Seal.

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**REQUESTS FOR LEAVE OF ABSENCE**

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No requests for leave of absence.

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**MATTERS OF AN URGENT NATURE**

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No matters of an urgent nature.

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**QUESTIONS ON NOTICE**

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No questions on notice.

This concluded the business and the meeting closed at 5.45 pm.

Confirmed: 9 May 2013.

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Denise Knight  
Mayor

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## **CRUISE SHIP VISITATION**

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### **Purpose:**

Councillor Rodney Degens has given notice of his intention to move:

That Coffs Harbour City Council reopen or recommence, investigations regarding cruise ship visitation to Coffs Harbour. That Council investigate the level of interest held by cruise shipping companies in Coffs Harbour as a future destination site and what their needs to further attract visitation might be.

That the financial benefits to the community as exemplified in the tabled business study for nearby cities be noted.

That Coffs Harbour City Council consider becoming a member of Cruise Down Under, the organisation for Cruise Shipping in Australia as a first step to promote itself as a destination and help establish the necessary contacts and report back to council on the benefits of this or other initiatives worthy of consideration.

### **Rationale:**

Coffs Harbour is located approximately one nights cruise from either Brisbane/ Gold Coast in the North or Newcastle/ Sydney in the south. The Cruise Shipping industry according to insiders is constantly interested in searching out new destinations for the industry and that Regional destinations are in demand since they add to the strong cruise shipping destination status held by Sydney Harbour.

A business study undertaken by the Geelong City Council with respect to a similar ambition of attracting cruise visitation is tabled along with this notice of motion.

The study also includes challenges and/ or successes experienced by other ports around Australia as well, particularly the Port at Newcastle. Figures of expected economic benefit in the case of Newcastle for the 2010/2011 season were around the \$7.5million dollar mark.

According to the Geelong study, outlines of the various challenges faced by ports for redevelopment in order to berth Cruise Ships are tabled. In the same manner, any location will have its own sets of unique challenges, likewise Coffs Harbour also will have its own relevant needs in terms of infrastructure that will determine our location attractive to these concerns. Investigation and dialogue of these challenges need to take place.

In terms of priorities, council needs to declare its interest to investigate the possibility of attracting cruise shipping into Coffs Harbour.

### **Staff Comment:**

The Economic Development Strategy, currently in its final stages of consultation with the Reference Group prior to being tabled for Council seeking endorsement for general public exhibition, includes a strategy that "Coffs Harbour is established as a significant sea port".

The opportunity presented by cruise ships is certainly something that could be considered in the context of this Strategy. As noted in the Rationale, catering for cruise ships will bring particular issues around infrastructure and possibly the provision of services.

Detailing these specific challenges is likely to require significant resources, however an initial review of the Geelong Study as well as other relevant studies will enable a clearer picture of what resources would be required to do so.

A report can be prepared, following consultation with stakeholders such as Department of Lands and the Coffs Harbour International Marina, to better define the opportunity and enable council to consider future steps.

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## NOTICE OF DRAFT POLICY TO BE PLACED ON PUBLIC EXHIBITION - CONTAMINATED LAND MANAGEMENT

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### **Purpose:**

To recommend to Council the public exhibition of the Draft Contaminated Land Management Policy.

### **Description of Item:**

The management of contaminated land in Coffs Harbour is guided by Council's:

- Agricultural Chemical Residues Policy that was adopted in 1994.
- Agricultural chemical residues maps.
- Contaminated Land Information Sheet which is called up the 2000 series Coffs Harbour Development Control Plans.

Whilst still in use, Council's Agricultural Chemicals Residues Policy was in part overtaken in 1998 when the NSW government gazetted "Managing Land Contamination: Planning Guidelines" (Contaminated Land Planning Guidelines) and State Environment Planning Policy No.55 - Remediation of Land (SEPP 55).

The Agricultural Chemical Residues Policy was introduced to mitigate health and environmental risks associated with the use and development of land with a history of agricultural chemical application, in particular arsenic on former banana lands.

However soil contamination arises from wide ranging land use activities such as fuel storage depots, service stations, scrap yards, wrecking yards, automotive repair premises, railway lands, and various other commercial and industrial activities. Council is legally obliged to consider potential or actual soil contamination in relation to proposals to rezone or develop land.

Property notations regarding the status of soil contamination are included in Section 149 Planning Certificates as appropriate.

The Draft Coffs Harbour City Council Contaminated Land Management Policy which is now presented to Council for consideration has been made pursuant to the Contaminated Land Planning Guidelines which '*strongly recommends that each council develop and adopt a formal policy for managing land contamination to provide a local context decision making*'.

This Draft Policy has been prepared with the benefit of a more detailed GIS dataset of actual or potential contaminated lands. If and when adopted, it will replace Council's Agricultural Chemicals Residues Policy.

The Draft Policy will provide a more structured consistent and transparent approach to Council's regulation and management of contaminated land, and potentially contaminated land, within the local government area (LGA). It will assist contaminated land management within the planning and development processes of Council.

It is proposed that the Draft Policy be supported by amendments to the Draft Coffs Harbour Development Control Plan 2013 by way of inclusion of contaminated land management requirements under "Component D2 of Part D – Hazard Management Information". This would replace the existing Contaminated Land Information Sheet that was made under the 2000 series Development Control Plans.

**Sustainability Assessment:**

- **Environment**

The Draft Coffs Harbour City Council Contaminated Land Management Policy includes provisions to ensure the remediation of contaminated land is undertaken in an environmentally sustainable manner, minimising risks to the environment.

- **Social**

The Draft Coffs Harbour City Council Contaminated Land Management Policy includes provisions to ensure the remediation of contaminated land is undertaken in a socially responsible manner, minimising risks to human health from both identified contamination and during remedial actions. The appropriate and successful remediation of land contamination provides for the land to be used for 'higher order' land-uses. The Policy will engender more transparency to prospective purchasers of land, property owners, developers and the general community.

- **Civic Leadership**

The purpose of Council policies is to ensure transparency and accountability in local government. Their implementation enables Council to identify and respond to community issues and concerns. This is consistent with the *Coffs Harbour 2030* Community Strategic Plan strategy *LC2.2.1: Enable and support all levels of government to serve the local community.*

- **Economic**

**Broader Economic Implications**

There are no broad economic impacts associated with the implementation of the recommendations.

**Delivery Program/Operational Plan Implications**

The ongoing development and review of Council policies and plans are accommodated within Council's budget structure. This expenditure is monitored through Council's monthly and quarterly budget reviews.

**Consultation:**

The Draft Coffs Harbour City Council Contaminated Land Management Policy has been referred to relevant Land Use Health & Development staff during its preparation, and is recommended for public exhibition for a period of 42 days

**Related Policy and / or Precedents:**

The Agricultural Chemical Residues Policy (1994) will be repealed by the adoption of the final Coffs Harbour City Council Contaminated Land Management Policy (which will incorporate similar provisions).

**Statutory Requirements:**

- State Environmental Planning Policy No. 55 – Remediation of Land
- Contaminated Land Management Act (1997)
- Environmental Planning and Assessment Act (1979)
- Protection of the Environment Operations Act (1997) and associated regulations
- Local Government Act (1993)

**Issues:**

Council needs to manage and regulate land contamination in a structured, consistent and transparent manner, in accordance with best practice. The attached Draft Policy is required in order to more comprehensively implement a contaminated land management framework within the planning and development process of Coffs Harbour City Council. The Draft Coffs Harbour City Council Contaminated Land Management Policy is supported by provisions within Development Control Plan 2013 and Council's property information system, including the land contamination dataset noting contaminated and potentially contaminated lands, based on currently available information. This dataset ("LandContamination") will need to be regularly updated and thereby regularly reported to Council as new information is provided to Council.

The Draft Policy does not introduce significant changes to current practice, but rather formalizes procedures and practices so as to add more clarity and certainty for more consistent management of contaminated land in Coffs Harbour.


**Implementation Date / Priority:**

With Council's endorsement the Draft Policy will be placed on public exhibition for 42 days and comments will be invited. Once submissions have been received and collated a further report, on this matter, will be referred to Council later this year.

The proposed amendments to the Draft Coffs Harbour Development Control Plan 2013 by way of inclusion of contaminated land management requirements under Component D2 of Part D – Hazard Management Information will be the subject of a separate report to Council.

**Recommendation:**

- 1. In accordance with Section 160 (2) of the Local Government Act 1993, Council gives public notice of its intention to adopt the Contaminated Land Management Policy as attached, placing it on public exhibition for a period of 42 days for submissions to be made to Council.**
- 2. Following the exhibition period, Council considers a further report including a summary of any submissions received.**

 <p style="font-size: 24px; font-weight: bold; margin-top: 20px;">Contaminated Land Management Policy</p>	
<p><b>Policy Statement</b></p> <p>This policy forms the basis for the management of land contamination within Coffs Harbour City local government area. This policy is made under the "Managing Land Contamination: Planning Guidelines" (Contaminated Land Planning Guidelines), State Environment Planning Policy No.55 - Remediation of Land (SEPP 55) and Environmental Planning &amp; Assessment Act in order to implement a contaminated land management framework within the planning and development process of Coffs Harbour City Council.</p>	
<p><b>Related Legislation, Circulars or Guidelines (as amended)</b></p> <ul style="list-style-type: none"> <li>▪ Local Government Act 1993 and Regulation</li> <li>▪ Contaminated Land Management Act 1997 (CLM)</li> <li>▪ Environmental Planning and Assessment Act 1979 (EP&amp;A)</li> <li>▪ Protection of the Environment Operations Act 1997 (POEO)</li> <li>▪ State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)</li> </ul>	
<p><b>Does this Document Replace an Existing Policy, Procedure or Plan?</b> <span style="float: right;"><b>Yes</b></span></p> <ul style="list-style-type: none"> <li>▪ Agricultural Chemical Residues Policy (1994)</li> </ul>	
<p><b>Related Council Policy or Procedure</b></p> <p>Enforcement Policy</p> <p>Liquid Trade Waste Policy</p>	
<p><b>Application and Distribution</b></p> <p>It is mandatory for all Council officials to comply with this Policy.</p>	
<p><b>Distribution:</b></p> <p>This Policy is available on Council's website under Council Policies.</p> <p><input checked="" type="checkbox"/> Internet   <input checked="" type="checkbox"/> Intranet   <input type="checkbox"/> Email   <input type="checkbox"/> Noticeboard   <input checked="" type="checkbox"/> Dataworks</p>	
<p><b>Approved by:</b></p> <p><b>Executive Team [Meeting date]</b></p> <p><b>Council [Meeting date &amp; Resolution No.]</b></p>	<p><b>Signature:</b></p> <p>_____</p> <p><b>General Manager</b></p>
<p><b>Council Branch Responsible:</b></p>	<p><b>Date of Next Review:</b></p>



As reported to Council 9 May 2013

Attachment 1

**Key Responsibilities**

<i>Position</i>	<i>Directorate</i>	<i>Responsibility</i>
Mayor	Council	To lead Councillors in their understanding of, and compliance with, this Policy and Guidelines.
General Manager	Executive	To lead staff (either directly or through delegated authority) in their understanding of, and compliance with, this Policy and Guidelines. To approve resources to develop, implement and review this Policy and Guidelines.
Executive Manager Strategy & Sustainability	Landuse Health & Development	To communicate, implement and comply with this Policy and related Guidelines. To update and maintain Council's property information system with data associated with the Policy and related Guidelines.
Directors	All Directorates	To communicate, implement and comply with this Policy and related Guidelines.
All Council officials	Council	To comply with this Policy, Guidelines and related procedures.

DRAFT

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DRAFT

As reported to Council 9 May 2013

Attachment 1

## 1. INTRODUCTION

This policy forms the basis for the management of land contamination and applies to all land in the Coffs Harbour City Council local government area.

This policy is made under the "Managing Land Contamination: Planning Guidelines" (Contaminated Land Planning Guidelines) and State Environment Planning Policy No.55 - Remediation of Land (SEPP 55) in order to implement a contaminated land management framework within the planning and development process of Coffs Harbour City Council. This Policy was developed from the South Sydney Regional Organisation of Councils (SSROC) (1999) "Model Policy on Contaminated Land".

The policy repeals all previous policies of the Council relating to land contamination, including the "Agricultural Chemical Residues Policy" dated 15 June 1994.

### 1.1 Aims

The aims of this policy are to:

- ensure that the likelihood of land contamination is considered as early as possible in the planning and development process
- ensure that changes in land use will not increase the risk to health or the environment
- avoid inappropriate restrictions on land use arising from contamination
- provide information to support decision making and to inform the community
- ensure that site investigations and remediation works are carried out in a satisfactory manner, and where appropriate, are independently verified by site audits
- ensure that the Council exercises its functions relating to the development of contaminated land with a reasonable standard of care and diligence.

### 1.2 Assessing the Risk of Contamination

SEPP 55 requires that a consent authority must not consent to the carrying out of any rezoning or development of a site unless it has considered whether the site is contaminated, and if it is contaminated, whether the site is suitable in its contaminated state or whether remediation is necessary for the purposes of the proposed development. The need to consider whether the site is contaminated and whether or not a proposal is suitable with regard to contamination risk is also a requirement under section 79C of the EP&A Act and Council's general environmental obligations under the Local Government Act 1993. In carrying out relevant planning functions Council must consider land contamination as a potential site constraint for proposed developments. Council needs to be satisfied that a site is suitable for its proposed use, or can be made suitable by remediation.

The NSW Environment Protection Authority's (NSW EPA) intervention in relation to contaminated land is triggered when it considers that land contamination is 'significant enough to warrant regulation' by NSW EPA (s.11 Contaminated Land Management Act 1997). Generally, where NSW EPA does not consider land to be significantly contaminated (and hence to not warrant regulation), that land will be dealt with by Coffs Harbour City Council under the provisions of the Environmental Planning and Assessment Act 1979, in accordance with Managing Land Contamination: Planning Guidelines and SEPP 55.

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A Council which acts substantially in accordance with these guidelines when carrying out specific planning functions is taken to have acted in good faith and receives statutory protection under s.145B of the Environmental Planning and Assessment Act 1979 (EP&A Act).

## 2. DEFINITIONS

**Contaminated land:** Land in, on or under which any substance is present at a concentration above the naturally present in, on or under the land and that poses, or is likely to pose, an immediate or long term risk to human health or the environment.

**CLM Act:** Contaminated Land Management Act 1997.

**Contaminated Land Planning Guidelines:** Guidelines notified in accordance with section 145C of the Environmental Planning and Assessment Act 1979. (Department of Urban Affairs and Planning & NSW EPA 1998).

**Council:** Coffs Harbour City Council.

**Detailed Site Investigation:** An investigation to define the extent and degree of contamination, to assess potential risk posed by contaminants to health and the environment, and to obtain sufficient information for the development of a remedial action plan if required. Reporting requirements for a detailed site investigation are as outlined in NSW EPA (1997) *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites*, and refer also to Schedule 3.

**DUAP:** The former NSW Department of Urban Affairs & Planning (operates now as the NSW Department of Planning & Infrastructure).

**EP&A Act:** The Environmental Planning and Assessment Act 1979 (as amended)

**Initial Evaluation:** Council's assessment of readily available factual information to determine whether contamination is a relevant site constraint requiring further investigation prior to the preparation of a Local Environmental Plan, Development Control Plan or Plan of Management for Community Land; or the determination of a development application or Council activity assessed under Part 5 of EP&A Act.

**NEPC:** National Environment Protection Council (now part of the Environment Protection & Heritage Council (EPHC)).

**NEPM:** National Environment Protection (Assessment of Site Contamination) Measure 1999, as prepared by the NEPC (refer above).

**NSW EPA:** NSW Environment Protection Authority.

**Planning Certificate:** A certificate issued under section 149 of the EP&A Act providing information about land use zoning and other matters relating to a specific parcel of land. Planning Certificates are of two types:

- a 'basic certificate' contains matters prescribed under s.149(2) [that is matters referred to in Schedule 4 of the Environmental Planning and Assessment Regulation 1994 and Section 59(2) of the Contaminated Land Management Act 1997]
- a 'full certificate' containing additional information provided under section 149(5).

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**Planning Proposal:** A planning proposal is an administrative process, under the current Planning Act, that enables a change to the controls of a Local Environmental Plan (LEP). A planning proposal may include:

- an entirely new LEP; or
- a proposal to amend an existing LEP (including a re-zoning proposal).

**Preliminary Site Investigation:** An investigation to identify any past or present potentially contaminating activities and to provide a preliminary assessment of site contamination, and if required, provide a basis for a detailed investigation. Reporting requirements for a preliminary investigation as outlined in NSW EPA (1997) *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites*, refer also to Schedule 3.

**Remedial Action Plan (RAP):** A plan which sets out remediation goals and documents the process by which it is proposed to remediate a site. Reporting requirements for a preliminary investigation as outlined in NSW EPA (1997) *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites* refer also to Schedule 3.

**Remediation:** Works carried out for the purposes of removing, dispersing, destroying, reducing, mitigating or containing the contamination of any land; or eliminating or reducing any hazard arising from the contamination of the land (including by preventing the entry of persons or animals on the land).

**SEPP 55:** State Environmental Planning Policy No.55 – Remediation of Land.

**Site Audit:** An independent review of any or all of the stages of the site investigation process conducted in accordance with the Contaminated Land Management Act and NSW EPA (2006) *Contaminated Sites: Guidelines for the NSW Site Auditor Scheme (2<sup>nd</sup> Edition)*.

**Validation:** The process of determining whether the objectives for remediation and any conditions of development consent have been achieved. Reporting requirements for a preliminary investigation are as outlined in NSW EPA (1997) *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites*, and refer also to Schedule 3.

**Virgin Excavated Natural Material (VENM):** natural materials (e.g. clay, gravel, sand, soil and rock) that is not mixed with any other waste and which has been excavated or quarried from areas of land that are not contaminated with manufactured chemicals or process residues, as a result of industrial, commercial, mining or agricultural activities and which do not contain sulphidic ores or soils (e.g. acid sulfate soils).

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### 3. COUNCIL'S DECISION MAKING PROCESS

In determining all planning proposals and development applications, Council must consider the possibility of land contamination and the implications it has for any proposed or permissible future uses of the land. A precautionary approach will be adopted to ensure that any land contamination issues are identified and dealt with early in the planning process.

#### 3.1 Initial Evaluation

Council will conduct an initial evaluation as part of the planning proposal and development assessment process to determine whether contamination is an issue, and whether sufficient information is available for Council to carry out its planning functions in good faith.

The initial evaluation will be based on readily available factual information provided by the applicant and information available to Council such as previous investigations about contamination on the land, previous zoning and uses of the subject land, and restrictions relating to possible contamination such as notices issued by the NSW EPA.

An initial evaluation must be carried out regardless of the nature of the proposed use or any current use. The onus is on the proponent to ensure that the information included in any planning proposal/development application is sufficient to enable Council to make a decision.

A brief checklist for conducting an initial evaluation may include the following:

- Do Council records identify any previous investigation about the land?
- Do Council records identify an activity listed in Schedule 1 as having occurred or having been approved on the subject land?
- Has the subject land ever been zoned for industrial, agricultural or defence purposes?
- Is the subject land currently being used for an activity listed in Schedule 1?
- Do Council records show that the land was or is subject to regulation, through licensing or other mechanism, of an activity listed in Schedule 1?
- Are there any land use restrictions on the subject land relating to possible contamination such as notices issued by the NSW EPA or other regulatory authorities?
- Do Council records identify contamination issues on the land adjacent to the subject land which could affect the subject land?
- Does a site inspection suggest that the site may have been associated with activities listed in Schedule 1?

If, after carrying out an initial evaluation, none of the enquiries suggest that the land might be contaminated or that further enquiry is warranted, the planning process should proceed in the normal way. If, however, there are indications that contamination is, or maybe present and Council has insufficient information on which to make a planning decision (gaps in historical information, insufficient records) then the proponent will be required to conduct further investigations as described below.

#### 3.2 Council Procedures for Planning Proposals Involving a Change of Zone/s

SEPP 55 requires Council to consider contamination issues in planning proposals.

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In the case where Council is the appropriate planning authority, Council will not include land in a zone that would permit a change of use of the land from the existing use unless:

- (a) *council has considered whether the land is contaminated, and*
- (b) *if the land is contaminated, Council is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all purposes for which land in the zone concerned is permitted to be used, and*
- (c) *if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, Council is satisfied that the land will be so remediated before the land is used for that purpose.*

*Note: In order to satisfy itself as to paragraph (c), the planning authority may need to include certain provisions in the environmental planning instrument.*

In accordance with Clause 6(4) of SEPP 55 Council will require a preliminary investigation to be submitted with planning proposals where the land concerned is:

- (a) *land that is within an investigation area,*
- (b) *land on which development for a purpose referred to in Table 1\* to the contaminated land planning guidelines is being, or is known to have been, carried out,*
- (c) *to the extent to which it is proposed to carry out development on it for residential, educational, recreational or child care purposes, or for the purposes of a hospital--land:*
  - (i) *in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1\* to the contaminated land planning guidelines has been carried out, and*
  - (ii) *on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge).*

*Note: Table 1\* in the Managing Land Contamination Planning Guidelines 1998, Department of Urban Affairs and Planning & NSW Environment Protection Authority which is reproduced as Schedule 1.*

In addition to the requirements set out in SEPP 55, Council will also require a preliminary investigation to be submitted if Council has reasonable grounds to believe the land may be contaminated. Where the land has been used for banana growing Council will require a preliminary investigation (referred to as an Initial Site Investigation in s.2 NSW EPA Guidelines for Assessing Banana Plantation Sites, 1997) to be submitted with planning proposals (rezoning applications) in accordance with Schedule 2. Council's procedure for considering land contamination issues for planning proposals is shown in Figure 1.

### **3.2.1 Development Applications**

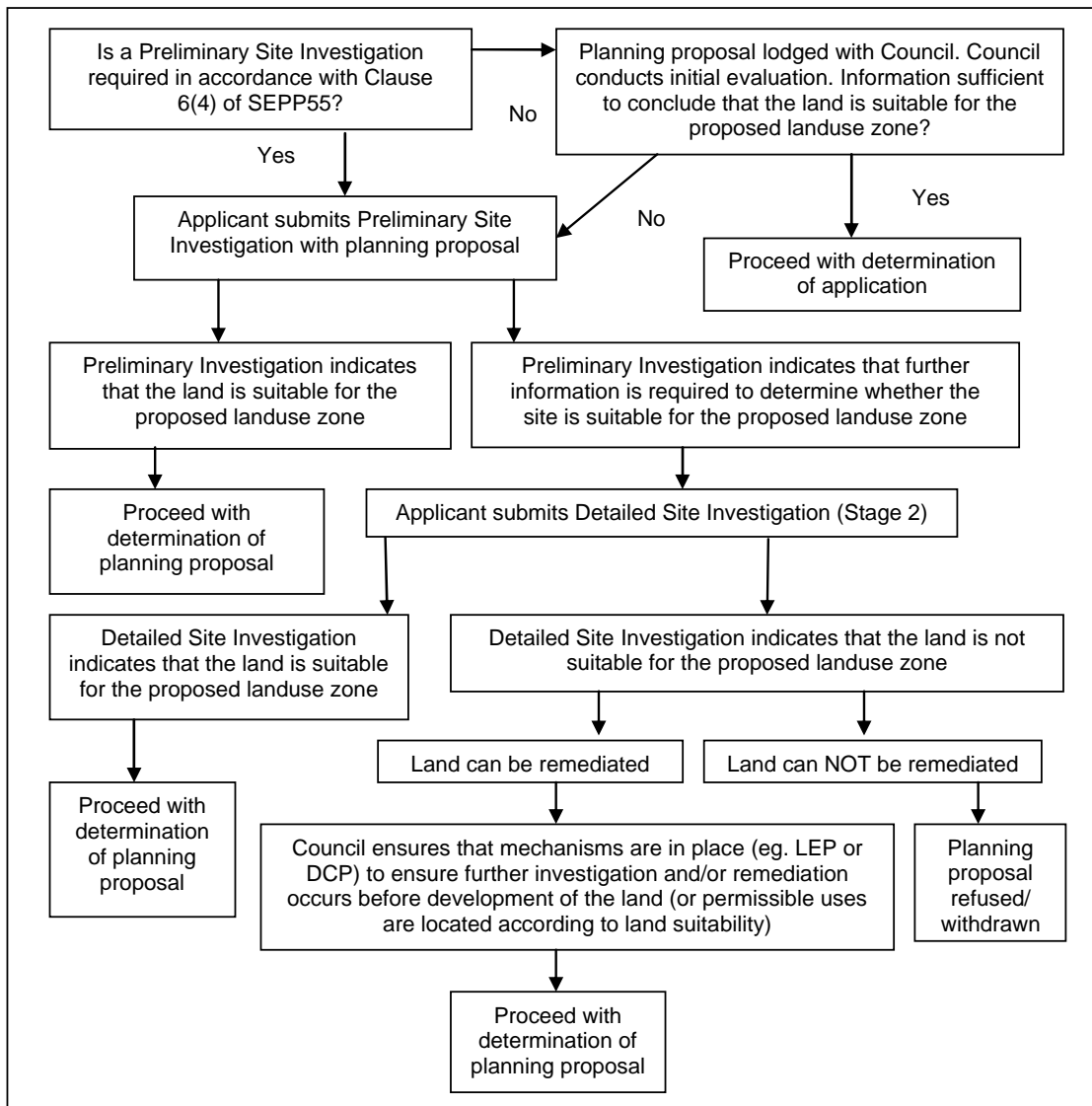
When Council receives a site specific development application where a specific development or land use associated with the proposal is known, Council may also require a detailed site investigation to be undertaken prior to Council determining the development proposal.

### **3.2.2 Release Area Planning Proposals**

When Council receives a planning proposal involving a change of zone/s that covers more than one property, or Council itself proposes "Release Area rezoning", it may be difficult for Council to be satisfied that every part of the land is suitable for the permissible use(s) at the rezoning stage. In these circumstances Council may consider the findings of the preliminary investigation, and may include provisions in an LEP or DCP to ensure that the potential for contamination and the suitability of the land for any proposed use is further addressed prior to the redevelopment of the land.



**FIGURE 1: COUNCIL PROCEDURE FOR CONSIDERING LAND CONTAMINATION ISSUES FOR PLANNING PROPOSAL APPLICATIONS**



NB: Council may require a site audit by an EPA accredited site auditor at any stage of the site investigation process.

### 3.3 Council Procedures for Development Applications

Section 79C(1) of the Environmental Planning and Assessment Act 1979 requires Council to consider "...the suitability of the site for the development" when assessing development applications. The risk from contamination to health and the environment is included in this assessment.

In accordance with clause 7 of SEPP 55, in the case where Council is the appropriate planning authority, Council will not consent to the carrying out of any development on land unless:

- (a) it has considered whether the land is contaminated, and
- (b) if the land is contaminated, Council is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and

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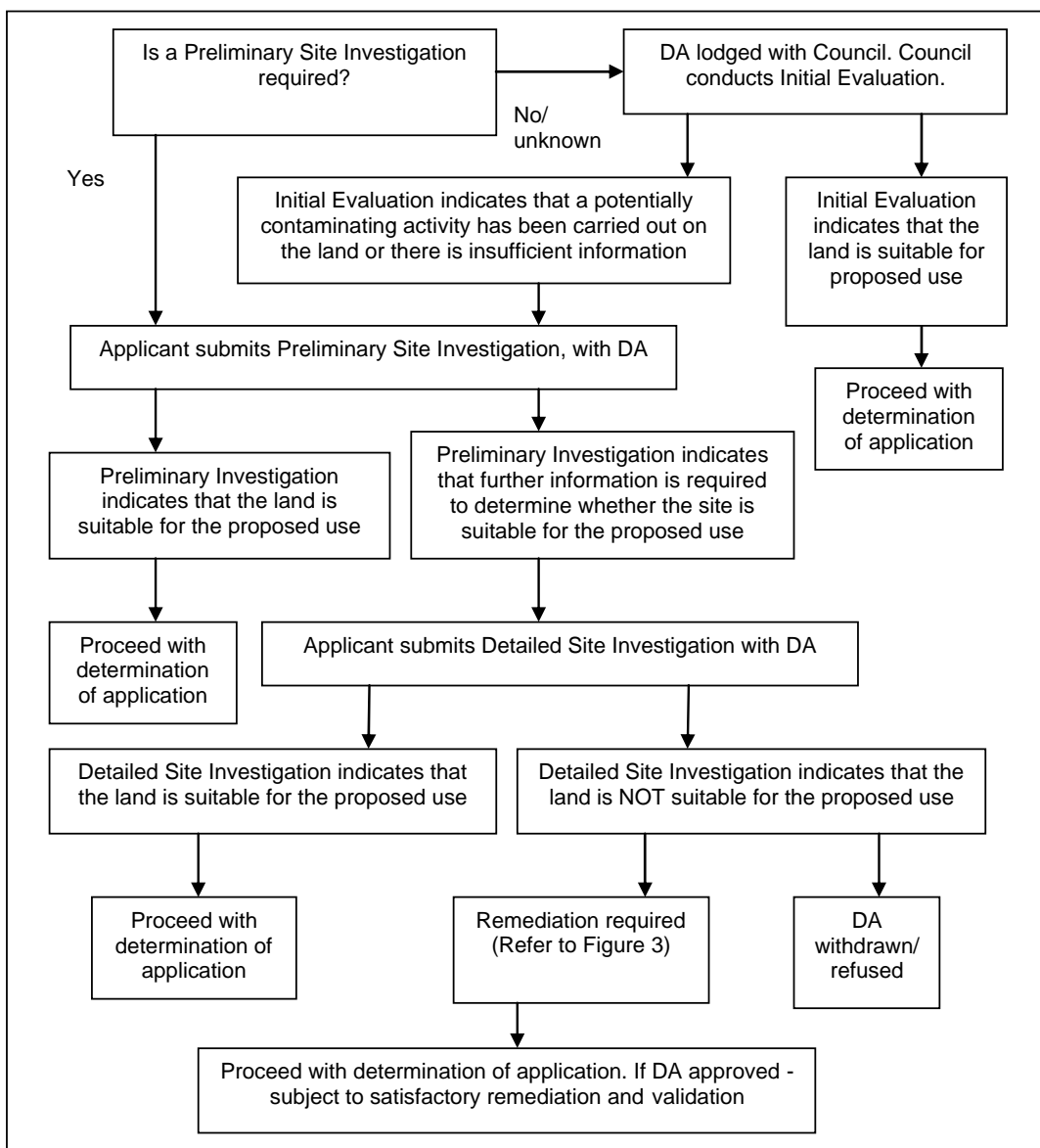
- (c) if the land requires remediation to be made suitable for any purpose for which the development is proposed to be carried out, it is satisfied that the land will be so remediated before the land is used for that purpose.

The following subsections outline when Council will require information relating to site contamination issues to be submitted with development applications.

Council will require a preliminary investigation (referred to as an Initial Site Investigation in s.2 NSW EPA Guidelines for Assessing Banana Plantation Sites, 1997) be submitted with subdivision and other development applications where past/present banana growing land is identified on all/part of the land, in accordance with Schedule 2.

Council's procedure for considering land contamination issues for development applications is shown in Figure 2.

**FIGURE 2: COUNCIL PROCEDURE FOR CONSIDERING LAND CONTAMINATION ISSUES FOR DEVELOPMENT APPLICATIONS**



NB: Council may require a site audit by an EPA accredited site auditor at any stage of the site investigation process.

### 3.3.1 When does Council require a Preliminary Site Contamination Investigation (PSI or Stage 1)?

The objectives of a preliminary investigation are to:

- identify any past or present potentially contaminating activities,
- provide a preliminary assessment of site contamination,
- identify potential contamination types, and
- assess the need for further detailed investigations.

The preliminary investigation typically contains a detailed appraisal of the site history and a report based on some visual inspection and assessment.

Where contaminating activities (for example – activities listed in Schedule 1) are suspected to have or have had the potential to impact upon the land, sampling and analysis is likely to be required to confirm and support any conclusion reached from the site history appraisal.

In accordance with Clause 7(4) of SEPP 55 Council will require a preliminary investigation to be submitted with development applications where the land concerned is:

- (a) land that is within an investigation area,
- (b) land on which development for a purpose referred to in Table 1\* to the contaminated land planning guidelines is being, or is known to have been, carried out,
- (c) to the extent to which it is proposed to carry out development on it for residential, educational, recreational or child care purposes, or for the purposes of a hospital-land:
  - (i) in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1\* to the contaminated land planning guidelines has been carried out, and
  - (ii) on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge).

*Note: Table 1\* in the Managing Land Contamination Planning Guidelines 1998, Department of Urban Affairs and Planning & NSW Environment Protection Authority which is reproduced in Schedule 1.*

In addition to the requirements outlined in clause 7(4) of SEPP 55, Council may also require a preliminary investigation to be submitted when:

- Council has reasonable grounds to believe the land is contaminated because of the landuse history, condition, or other information known to Council.
- the site has been investigated and/or remediated but there is insufficient information available about the nature and extent of contamination and/or remediation, or the circumstances have changed.
- there are restrictions on, or conditions attached to, the use of the site by a regulatory or planning authority that are, or may be, related to contamination, but there is insufficient information available about the nature and extent of contamination.
- Council records have demonstrated that the site is associated with pollution incidents or illegal dumping of wastes.
- the site is adjoining land that has been associated with activities that may cause contamination listed in Schedule 1 and it is likely that this may have contaminated the site.

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The preliminary site contamination investigation shall be carried out in accordance with the requirements of the relevant Guidelines made or approved by the NSW EPA in accordance with the CLM Act. The proponent is responsible for engaging a suitably qualified consultant to undertake the preliminary site contamination investigation. In addition, the proponent is responsible for all costs borne in engaging the consultant (and site auditor, if requested by Council).

If Council is satisfied that the preliminary site contamination investigation justifiably concludes that the site is suitable for the proposed use, then Council will not require any further investigations to be conducted.

### **3.3.2 When does Council require a Detailed Site Contamination Investigation (DSI or Stage 2)?**

The objectives of a detailed site investigation are to:

- provide comprehensive information on the issues raised in the preliminary investigation,
- fully characterise the type(s) and level(s) of contamination and the lateral and vertical extent of contamination both on and off site,
- assess the potential risk posed by contaminants to human health and the environment, and
- obtain sufficient information for the development of a Remedial Action Plan if necessary.

Council will require a detailed site investigation to be undertaken when the results of the preliminary investigation demonstrate the potential for, or existence of contamination which may render the proposed use of the land unsuitable, or where Council is not satisfied with the content/completeness of the Stage 1 investigation. In some cases Stage 1 and Stage 2 investigations may be combined where the land is known to contain or has contained a potentially contaminating activity.

The detailed site contamination investigation shall be carried out in accordance with the requirements of the relevant Guidelines made or approved by NSW EPA in accordance with the CLM Act. The proponent is responsible for engaging a suitably qualified consultant to undertake the investigation, and for all costs borne in this engagement.

The detailed site contamination investigation should include a statement which describes whether the site is suitable for the proposed use, or if remediation is necessary to make the site suitable for the proposed use. If remediation is required, the report is to list the feasible remediation options available to remediate the site.

### **3.3.3 When does Council require a Remedial Action Plan (RAP)?**

The objectives of a remedial action plan (RAP) are to:

- set remediation objectives that ensure the site will be suitable for the proposed use and will pose no unacceptable risk to human health or the environment, both on and off the site,
- determine the most appropriate remedial strategy,
- document in detail all procedures and plans to be implemented to reduce risks to acceptable levels for the proposed site use,
- establish environmental and public health safeguards required to complete the remediation in an environmentally acceptable and safe manner, and
- identify necessary approvals that need to be obtained from regulatory authorities.

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Council will require the submission of a RAP if the detailed investigation concludes that the land is not suitable for the proposed use in its present state. Prior to determining the development application, Council must be satisfied that remedial measures have been, or will be, undertaken in accordance with the submitted RAP to make the site suitable for its proposed use. The RAP shall be prepared in accordance with the requirements of the relevant Guidelines made or approved by NSW EPA in accordance with the CLM Act.

### **3.3.4 When does Council require a Validation and Monitoring Report?**

The objectives of a validation and monitoring report are to:

- demonstrate that the objectives of the RAP have been achieved and any conditions of development consent have been complied with, or whether any further remediation work or restrictions on land use is required,
- provide evidence confirming that all NSW EPA, WorkCover and other regulatory authorities licence conditions and approval have been met,
- identify the need for continued monitoring in situations where clean-up is not feasible or on-site containment of contamination has occurred, and
- the provision of a clear statement on the suitability of the proposed site use.

Validation must confirm statistically that the remediated site complies with the clean-up criteria set for the site. Council will require a validation and monitoring report to be submitted after remediation works have been completed, and prior to the commencement of any construction works. Council may condition a consent so as to require the submission of a validation and monitoring report prior to the issuing of, for example, a construction certificate. Alternatively, Council could issue a deferred commencement consent for the proposed development, requiring for example that remediation and validation is undertaken prior to the consent being acted upon. In considering a deferred commencement consent Council would need to be satisfied that the land is suitable in its contaminated state (or would be suitable after remediation) for the purpose for which the development is proposed to be carried out.

Refer to Schedule 3 for Council's requirements for Consultants reporting on contaminated land. A list of information sources that may be useful in understanding the history of the site is included in Schedule 4. Applicants may also request Council to perform a search of its records to determine previous approved developments at the site.

## **4. CONSENT REQUIREMENTS FOR REMEDIATION WORK**

SEPP 55 also specifies consent requirements for remediation work.

Remediation work that requires development consent is known as Category 1 work. All other remediation work not requiring development consent is known as Category 2 work. The following section defines Category 1 and Category 2 remediation work, and outlines the site management provisions for Category 2 remediation work.

In accordance with clause 9(f) of SEPP 55, remediation work that is not carried out in accordance with the site management provisions contained in Chapter 7 of this Policy is Category 1 remediation work which requires Council consent. All remediation work must be consistent with the Managing Land Contamination: Planning Guidelines and Guidelines made or approved by NSW EPA. Council's procedure for considering site remediation proposals is shown in Figure 3.

#### 4.1 Category 1 Remediation Work

Category 1 remediation work, as defined in clause 9 of SEPP 55, is work that requires consent. Category 1 remediation work is advertised development unless the remediation work is designated development or State Significant development. All Category 1 remediation work must be advertised for 30 days pursuant to s.29A of the EP & A Act.

The exact definition of Category 1 remediation work is complicated, and interested persons should refer to clauses 9 and 14 of SEPP 55. In general, Category 1 remediation work comprises remediation work that is:

- designated development
- carried out on critical habitat declared under the Threatened Species Conservation Act 1995 or the Fisheries Management Act 1994
- likely to have a significant effect on critical habitat or a threatened species, population or ecological community declared under those Acts
- development for which consent is required under another SEPP or REP
- carried out or to be carried out in certain areas or zones to which certain classifications apply under an environmental planning instrument (including the current Coffs Harbour City Local Environmental Plan)
- carried out in a manner that is not consistent with this Policy.

*Note: the above list is not exhaustive; refer to SEPP 55 for clarification of Category 1 & 2 remediation.*

If remedial works constitute Category 1 remediation work, the applicant may either amend their current application to include a remediation proposal (if applicable) or lodge a new and separate development application for remediation works.

#### 4.2 Category 2 Remediation Work

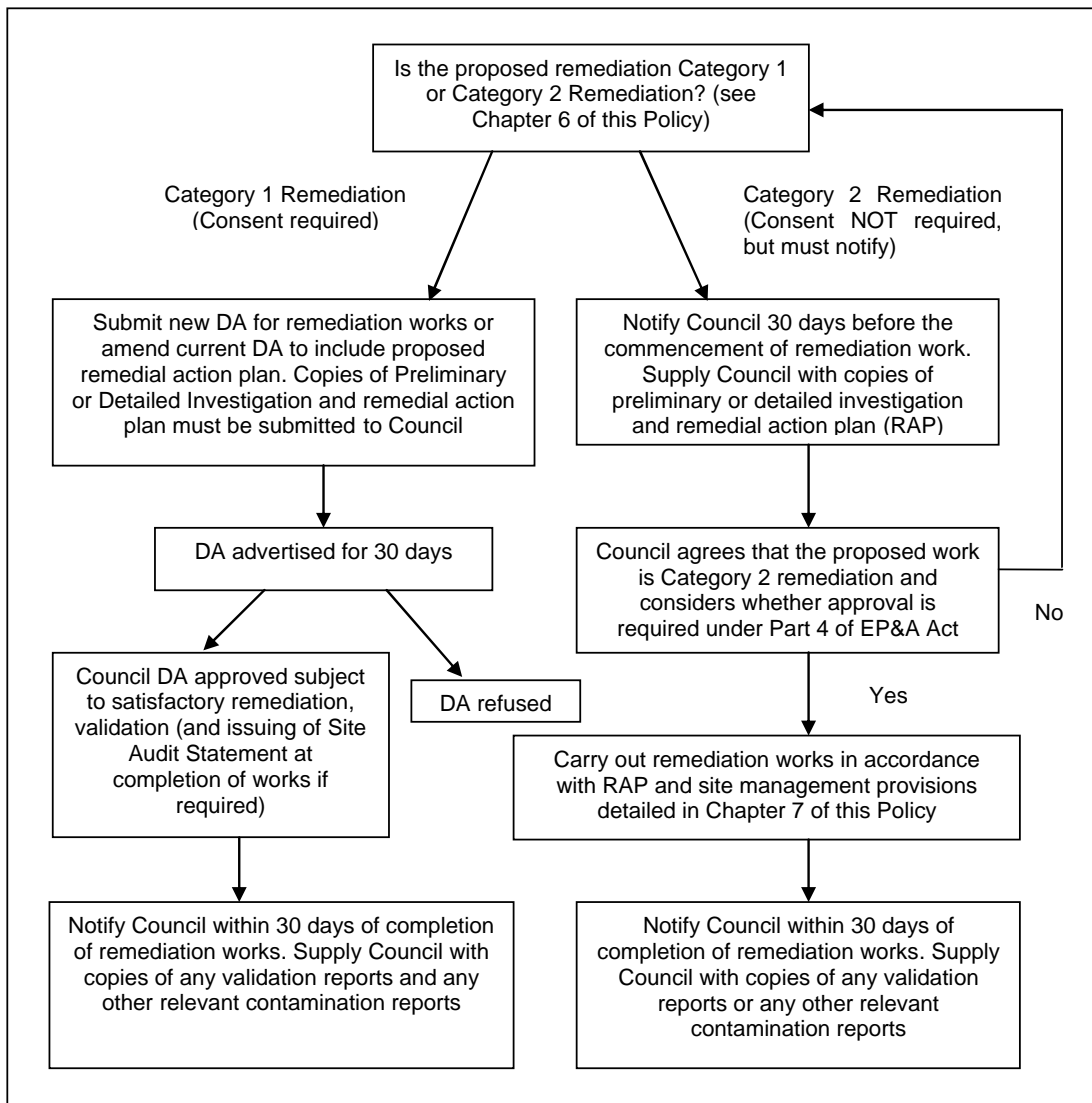
Category 2 remediation work is all remediation work that is not Category 1 remediation work. In accordance with clause 16 of SEPP 55, prior notice of Category 2 remediation work to Council is required at least 30 days before commencement of works.

In addition to the notice that must be submitted to Council under clause 16(3) of SEPP 55, Council will require the following information to be submitted at least 14 days prior to the commencement of Category 2 remediation works:

- copies of the Preliminary Investigation, Detailed Investigation and RAP for the subject site.
- contact details for the remediation contractor and party responsible for ensuring compliance of remediation work with all relevant regulatory requirements (if different to remediation contractor).

Although consent is not required for Category 2 remediation work, Council needs to be satisfied that the site is suitable for the proposed use when considering any subsequent development applications for the subject site. Hence, it is recommended that comprehensive records are maintained during the remediation and validation works for all sites.

**FIGURE 3: COUNCIL PROCEDURE FOR CONSIDERING SITE REMEDIATION WORK**



NB: Council may require a site audit by an EPA accredited site auditor at any stage of the site investigation process.

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## 5. SITE MANAGEMENT - REMEDIAL ACTIONS

Council has identified a number of site management provisions for the conduct of Category 2 remediation works to ensure these works do not adversely impact on the environment or public amenity. These provisions are to be incorporated into a site RAP.

All Category 2 works shall be conducted in accordance with the provisions listed below unless otherwise approved by Council in writing. These provisions apply to the Coffs Harbour City Local Government Area.

Category 2 remediation works that do not comply with the site management provisions outlined in this section will be classified as Category 1 and will require development consent.

Development applications lodged for Category 1 remediation works should identify any areas of non-compliance with these provisions and identify any alternative site management measures to be implemented.

*Note: It is the responsibility of those remediating a site to ensure compliance with all relevant environmental legislation and regulations. Compliance with the site management provisions outlined below does not imply that all relevant environmental legislation and regulations have been complied with. Proponents shall at all times comply with the provisions of the Protection of the Environment Operations (POEO) Act 1997.*

### 5.1 Hours of Operation

All remediation work (including the delivery/removal of materials or equipment) shall be conducted within the following hours:

Monday - Friday	7am - 6pm
Saturday	8am - 1pm
No work permitted on Sundays or Public Holidays.	

### 5.2 Soil and Water Management

All remediation works shall be conducted in accordance with a site specific soil and water management plan. The preparation of the soil and water management plan should reflect as a minimum the requirements of "Managing Urban Stormwater: Soils and Construction – Volume 1" (Landcom 2004). The plan should aim to segregate and manage both contaminated and non-contaminated areas in a manner that minimises cross-contamination. A copy of the RAP incorporating the soil and water management plan shall be kept on-site and made available to Council Officers on request.

All erosion and sediment control measures must be maintained in a functional condition throughout the remediation works.

A summary of the soil and water management measures for Category 2 remediation work in relation to acid sulfate soils, stockpiles, site access, excavation pump out, landscaping/rehabilitation and bunding are discussed below:

#### **Acid Sulfate Soils**

Where remediation work involves the excavation of soil the proponent shall consult Council's Local Environmental Plan and provisions relating to acid sulfate soils and associated acid sulfate soils map to assess whether a preliminary assessment of the potential for acid sulfate soils is required.



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***Stockpiles***

No stockpiles of soil or other materials shall be placed on footpaths or nature strips unless prior Council approval has been obtained. All stockpiles of soil or other materials shall be placed away from drainage lines, gutters or stormwater pits or inlets. All stockpiles of soil or other materials shall have appropriate sediment and erosion controls measure employed. All stockpiles of soil or other materials likely to generate dust or odours shall be covered. All stockpiles of contaminated soil shall be stored in a secure area and be covered if remaining more than 12 hours. Stockpiling of contaminated soil requires special measures to manage the generation of leachate, runoff, vapours and air borne particles (discussed below).

***Site Access***

Vehicle access to the site shall be stabilised to prevent the tracking of sediment onto the roads and footpath. Soil, earth, mud or similar materials must be removed from the roadway by sweeping, shoveling, or a means other than washing, on a daily basis or as required. Soil washings from wheels shall be collected and disposed of in a manner that does not pollute waters. Measures for the collection, treatment and disposal of contaminated vehicle washdown waters are to be included in the soil and water management plan.

***Excavation Pump-out***

Only clean and unpolluted waters are to be discharged to Council's stormwater system or any watercourse. Any discharge must satisfy the provisions of the Protection of the Environment Operations (POEO) Act 1997.

All pump-out water must be analysed for suspended solid concentrations, pH and any contaminants of concern identified during the detailed site investigation, prior to discharge to the stormwater system. The analytical results must comply with the relevant NSW EPA and ANZECC standards for water quality. Other options for the disposal of excavation pump-out water include disposal to sewer with prior approval from Council, or off-site disposal by a liquid waste transporter for treatment/disposal to an appropriate waste treatment/processing facility.

***Landscaping/Rehabilitation***

All exposed areas shall be stabilised and re-vegetated on completion of remediation works.

***Bunding***

Any area used for the remediation of contaminated soils shall be banded to contain surface water runoff & runoff and designed and constructed as to prevent the leaching of contaminants into the subsurface/groundwater. All surface water discharges from banded areas to Council's stormwater system shall not contain detectable levels of the contaminants of concern and must comply with the relevant NSW EPA and ANZECC standards for water quality. Any discharge must satisfy the provisions of the POEO Act 1997 and similar legislation.

**5.3 Noise and Vibration**

Category 2 remediation work shall comply with the NSW EPA Interim Construction Noise Guideline (2009) for the control of construction site noise.

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All equipment and machinery shall be operated in an efficient manner to minimise the emission of noise. The use of any plant and/or machinery shall not cause vibrations in excess of the relevant NSW guidelines and Australian Standards, on any adjoining premises.

#### 5.4 Air Quality

##### ***Dust Control***

Dust emissions shall be appropriately controlled. The following dust control procedures may be employed to comply with this requirement:

- The erection of dust screens around the perimeter of the site and any material handling areas
- Securely covering all loads entering or exiting the site
- Covering of all stockpiles of contaminated soil remaining more than 12 hours; and
- Use of water sprays across the site to suppress dust and keep excavation surfaces moist.

##### ***Odour/Vapour Control***

Offensive odours shall be effectively controlled, so that they are not detected at any boundary of the site during remediation works by an Authorised Council Officer relying solely on sense of smell. The following procedures may be employed to comply with this requirement:

- use of appropriate covering techniques such as the use of plastic sheeting to cover excavation faces or stockpiles
- use of fine mist sprays
- use of a hydrocarbon mitigating agent on the impacted areas/materials; and
- adequate maintenance of equipment and machinery to minimise exhaust emissions.

Volatile or semi-volatile compounds that could generate odours include monocyclic aromatic hydrocarbons (styrene, benzene, toluene, xylene, ethyl benzene butyl benzene), polycyclic aromatic hydrocarbons (PAH's), hydrogen sulphide, hydrogen cyanide, pesticides, PCB's, solvents, phenols and herbicides.

Records of volatile emissions and odours shall be logged, kept on site and made available to Council Officers on request. Discharges from soil vapour extraction systems shall be regularly monitored in order to determine the mass of hydrocarbons that are being discharged to the atmosphere. Contingency measures for the collection and treatment of hydrocarbon off-gas shall be put in place prior to the commissioning of the soil vapour extraction systems. All discharge vents from soil vapour extraction systems shall be located a minimum of 20 metres from any residential boundary, road or recreational area. No material shall be burnt on-site.

Emissions should achieve ambient ground level air quality concentration criteria in NSW Department of Environment and Climate Change's (DECC) *Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales* (August 2005).

#### 5.5 Groundwater

A licence shall be obtained from the NSW Office of Water for approval to extract groundwater under the provisions of the Water Act 1912. Groundwater shall be analysed for pH and any contaminants of concern identified during the detailed site investigation, prior to discharge to the stormwater system. The analytical results must comply with the relevant NSW EPA and ANZECC standards for water quality.

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Other options for the disposal of excavation pump-out water include disposal to sewer with prior approval from Council, or off-site disposal by a liquid waste transporter for treatment/disposal to an appropriate waste treatment/processing facility.

## 5.6 Transport

All haulage routes for trucks transporting soil, materials, equipment or machinery to and from the site shall be selected to meet the following objectives:

- comply with all road rules,
- comply with the Protection of the Environment Operations Act, and
- minimise noise, vibration and odour to adjacent premises.

Applicants should consult Council prior to selecting the most suitable transport route. Category 2 remediation work shall ensure that all site vehicles:

- Securely cover all loads to prevent dust or odour emissions during transport,
- Exit the site in a forward direction, and
- Do not track soil, mud or sediment onto any public road.

## 5.7 Hazardous Materials

Hazardous and/or intractable wastes arising from the remediation work shall be removed and disposed of in accordance with the requirements of the NSW EPA and WorkCover Authority, together with the relevant regulations, including:

- Work Health and Safety Act and Regulations,
- Contaminated Land Management Act and Regulations, and
- Environmentally Hazardous Chemicals Act and Regulations.

Under the Protection of the Environment Operations Act 1997 the transportation of Schedule 1 Hazardous Waste is a scheduled activity and must be carried out by a transporter licensed by the NSW Environment Protection Authority.

## 5.8 Disposal of Contaminated Soil

The disposal of contaminated soils shall have regard to the provision of the Protection of the Environment Operations Act and Regulations and any relevant NSW EPA guidelines such as the "Waste Classification Guidelines" (2009). Proponents shall consult with Council to determine the capability of Council waste facilities to accept contaminated waste prior to its removal from site.

Note: If contaminated soil or other waste is transported to a site unlawfully, the owner of the waste, the transporter & the owner of the land receiving the waste are all guilty of an offence.

## 5.9 Containment/Capping of Contaminated Soil

No contaminated soil shall be encapsulated or capped on the site that contains concentrations of contaminants that are above the soil investigation levels for urban development sites in NSW for the range of land-uses permissible on the subject site. The on-site containment of contaminated soil is a Category 1 remediation work under this policy, and therefore requires development consent of Council. The soil investigation levels for urban redevelopment in NSW are contained in NSW EPA Guidelines for the NSW Site Auditor Scheme (2006).

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### 5.10 Importation of Fill

All fill imported to the site shall be validated to ensure the fill is suitable for the proposed land use from a contamination perspective, and shall also be compatible with the existing soil characteristics for site drainage purposes. Council may require details of the appropriate validation of imported fill material to be submitted with any application for future development of the site. Hence all fill imported onto the site should be validated by either one or both of the following methods during remediation works:

- imported fill should be accompanied by documentation from the supplier which certifies that the material is not contaminated based upon analyses of the material or the known past history of the site from where the material is obtained; and/or
- sampling and analysis of the fill material should be conducted in accordance with the NSW EPA Sampling Design Guidelines (1995) to ensure that the material is not contaminated.

All fill shall satisfy the statutory definition of Virgin Excavated Natural Material (VENM), or satisfy all the requirements of NSW EPA's: "the excavated natural material exemption 2008" made under Part 6, Clause 51 and 51A of the Protection of the Environment Operations (Waste) Regulation 2005 – General Exemptions. Council's Landform Modification Information Sheet shall also be complied with.

### 5.11 Site Signage, Contact Numbers and Site Security

A sign displaying the contact details of the remediation contractor (and site manager) shall be displayed on the site adjacent to the site access, for the duration of remediation works. The site shall be secured to ensure against unauthorised access using an appropriate fence.

### 5.12 Community Consultation

Owners and/or occupants of premises adjoining, and adjacent to the site shall be notified by the proponent at least two days prior to the commencement of Category 2 remediation works.

### 5.13 Occupational Health and Safety

It is the employer's responsibility to ensure that all site remediation works shall comply with all Occupational Health and Safety and Construction Safety Regulations of WorkCover NSW, including the Work Health and Safety Act 2011 and Work Health and Safety Regulation 2011.

### 5.14 Removal of Underground Storage Tanks

The removal of underground petroleum storage tanks shall be undertaken in accordance with the Australian Standards AS 4976-2008 "The removal and disposal of underground petroleum storage tanks", AS 2601-1991 "Demolition of structures" and AS 1940-1993 "Storage and handling of flammable and combustible liquids", and WorkCover NSW requirements. Proponents shall also comply with the provisions of the "Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2008" and associated "Guidelines for Implementing the POEO (Underground Petroleum Storage Systems) Regulation 2008".

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## 6. INDEPENDENT AUDITING

Council may request that a site audit be undertaken at any or all stages in the site investigation process. Council will require a site audit to be prepared for contaminated land if Council:

- believes on reasonable grounds that the information provided by the proponent is incorrect or incomplete;
- wishes to verify whether the information provided by the proponent has adhered to appropriate standards, procedures and guidelines; or
- does not have the internal resources to conduct its own technical review.

The CLM Act defines a site audit as: “a review:

- a) that relates to management (whether under this Act or otherwise) of the actual or possible contamination of land, and
- b) that is conducted for the purpose of determining any one or more of the following matters:
  - (i) the nature and extent of any contamination of the land,
  - (ii) the nature and extent of any management of actual or possible contamination of the land,
  - (iii) whether the land is suitable for any specified use or range of uses,
  - (iv) what management remains necessary before the land is suitable for any specified use or range of uses,
  - (v) the suitability and appropriateness of a plan of management, long-term management plan or a voluntary management proposal.”

Appropriately qualified contaminated land consultants may provide an independent review of another consultants work only where the audit is not a ‘statutory site audit’. A statutory site audit may only be carried out by an NSW EPA accredited site auditor.

Section 47 of the CLM Act defines a ‘statutory site audit’ as “a site audit carried out in order to secure compliance with one or more of the following:

- a) a requirement under this Act,
- b) an approved voluntary management proposal,
- c) a requirement imposed by *State Environmental Planning Policy No 55-Remediation of Land* or by any other environmental planning instrument made under the *Environmental Planning and Assessment Act 1979* or by any development consent or approval given under that Act,
- d) any other requirement imposed by or under an Act,

unless it is carried out only in order to secure compliance with a legal obligation arising from an agreement or arising in such other circumstances as the regulations may prescribe.”

Independent reviews by non-accredited auditors are to be undertaken only by individuals who can clearly demonstrate that they satisfy the necessary requirements (as applicable to the works) of Schedule 3 – ‘Council’s requirements for consultants reporting on contaminated land’ for the nominated review activity.

The proponent will be informed through a statutory process or otherwise by Council if an independent review is required.

The proponent is responsible for engaging an appropriately qualified consultant for the independent review and for bearing the costs associated.

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## 7. COUNCIL RECORDS AND COMMUNITY INFORMATION

Council has a responsibility to provide known information regarding land use history, land contamination and remediation.

The *Managing Land Contamination Planning Guidelines* emphasise the importance of local government information systems in ensuring that adequate information is available to Council staff and the community in relation to both actual and potential land contamination. Council also has a statutory responsibility to include certain contaminated land information on Planning Certificates, where known.

Council has conducted a review of readily available information to gather information on land use history and potentially contaminated land. The process of information collection about land contamination will be ongoing as new information becomes available, particularly as investigation or remediation is carried out.

### 7.1 How Council's Information on Land Contamination is Managed

Council does not hold a definitive 'register' of contaminated sites. Council's records regarding contamination issues are dynamic and will change over time as land is investigated, remediated and validated and as new sites of potential contamination are identified.

Existing records in relation to site contamination issues are kept on individual property files for each parcel of land. To assist Council in the management of land contamination issues the following information is recorded for individual parcels of land (where available/known):

- Site contamination reports submitted to Council (i.e. Preliminary Investigation, Detailed Investigation, Remedial Action Plans, Validation and Monitoring Reports).
- Site Audit Statements received by Council.
- NSW EPA declarations and orders issued under the CLM Act (including voluntary investigation & remediation proposals agreed by the NSW EPA).
- Development applications for Category 1 remediation works.
- Prior notification to Council of Category 2 remediation works.
- Notification to Council of completion of Category 1 & Category 2 remediation work.
- Information regarding previous or current land uses which may have resulted in site contamination.

All existing data on potential and existing and contaminated land is being captured in GIS digital data contained within the featured dataset "LandContamination". This dataset within Council's Geographical Information System (GIS), is not necessarily comprehensive or definitive and should be viewed as evolving. Council's GIS dataset regarding potentially contaminated land (comprised of several layers) will need to be regularly updated and thereby regularly reported to Council as new information is provided to Council. A notation in relation to contamination against a property on the information system does not necessarily imply the actual existence of contamination on the property. This can only be determined as a result of a sampling and analysis program.

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For example, prior to urban settlement sizeable areas of Coffs Harbour were covered by agricultural and horticultural land uses, which are listed in the *Managing Land Contamination Planning Guidelines* as activities that may cause contamination. Council has not attempted to identify all areas of agricultural and horticultural uses. Instead intensive uses, such as banana plantations, identified through air photo interpretation, will be identified on the information system. Former cattle-tick dip sites have also been identified from information provided by the NSW Government's Department of Primary Industries.

Notations may be made on the property information system in relation to investigations and remediation work carried out for individual properties. This will identify land which has been fully remediated or remediated for specific land uses.

Some properties listed on the information system may be subject to legal notices under legislation administered by the NSW EPA. The public should consult with the NSW EPA for up-to-date information on any such land in the local government area.

## 7.2 How Do Potential Purchasers Know if Land is Potentially Contaminated?

Under Section 149 of the *Environmental Planning & Assessment Act 1979*, a person may request from Council a Planning Certificate that contains advice on matters about a property. For example, the existence of a council policy to restrict the use of land would be shown on a Planning Certificate, however, in order to ensure that the most up-to-date information is accessed, please also refer to the NSW EPA's public register of contaminated sites, which is available on the NSW EPA's website, [www.environment.nsw.gov.au](http://www.environment.nsw.gov.au), or otherwise directly with the NSW EPA.

Council's Planning Certificates may include the following notations in relation to contaminated land.

### 7.2.1 Notations for Planning (Section 149) Certificates

The following italicized questions and notations (as appropriate) will appear on a s.149(2) Planning Certificate for a property. The normal text provides guidance as to which notation should be used.

#### 7.2.1.1 Matters arising under the Contaminated Land Management Act 1997:

- (i) *Is the land to which this certificate relates within land declared to be "significantly contaminated land" under Part 3 of Contaminated Land Management Act 1997 at the date this certificate is issued?*

Yes/No

- (ii) *Is the land to which this certificate relates subject to a "management order" within the meaning of that Act at the date this certificate is issued?*

Yes/No

- (iii) *Is the land to which this certificate relates the subject of an approved voluntary management proposal the subject of the Department of Environment and Conservation's agreement under section 17 of that Act and the proposal has not been fully carried out at the date this certificate is issued?*

Yes/No

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(iv) *Is the land to which this certificate relates subject to an “ongoing maintenance order” within the meaning of the Act at the date this certificate is issued?*

Yes/No

(v) *Has a copy of a site audit statement, concerning the land to which this certificate relates, been provided to Council prior to the issuing of this certificate?*

Yes/No

**7.2.1.2 Has the Council by resolution adopted a policy to restrict the development of the land by reason of the likelihood of landslip, flooding, subsidence, tidal inundation, acid sulfate soils, potential land contamination, or any other risk?:**

Planning Certificates will be notated with one of the following statements depending on what information Council has in relation to the state of contamination (or potential contamination) of the site which is the subject of the Certificate. This will include where land is subject to regulation under the Contaminated Land Management Act by the NSW EPA.

1. Where Council’s contaminated land policy restricts the use of the land which:

- Has a previous land use history which could have involved use of contaminants on the site, for example, land which may have been used for an activity listed in Schedule 1; or
- Is known to be contaminated, but
- Has not been remediated.

An appropriate notation will be:

*Yes, Council has adopted by resolution a Contaminated Land Management Policy which may restrict the development of the land. This policy is implemented when zoning or land use changes are proposed on land which may have previously been used for certain purposes. Consideration of Council’s adopted policy and the application of provisions under relevant State legislation is warranted.*

2. Where Council’s contaminated land policy restricts the use of land which:

- Is known to contain contaminants, but
- Has been remediated for a particular use or range of uses and some contamination remains on the site. An appropriate notation will be:

*Yes, Council has adopted by resolution a Contaminated Land Management Policy which may restrict the development of land. This policy is implemented when zoning or land use changes are proposed on lands which are considered to be contaminated, or on land which has been remediated for a specific use. Consideration of Council’s adopted policy and the application of provisions under relevant State legislation is warranted.*

3. Where Council’s contaminated land policy restricts the use of the land which:

- Has a previous land use history which could have involved use of contaminants on the site, for example, land which may have been used for an activity listed in Schedule 1; and
- Part of the land has been assessed and the area tested satisfied sensitive landuse thresholds, but



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- The remainder of the land remains un-assessed.

An appropriate notation will be:

*Yes, Council has adopted by resolution a Contaminated Land Management Policy which may restrict the development of the land. This policy is implemented when zoning or land use changes are proposed on land which may have previously been used for certain purposes. Part of the land has previously been assessed and the area tested satisfied sensitive landuse thresholds under Environment Protection Authority Guidelines. Consideration of Council's adopted policy and the application of provisions under relevant State legislation is warranted.*

4. No notation would be necessary under this question on a Section 149(2) of the EP&A Act where Council's Policy does not restrict the use of land and is unlikely to result in a restriction once the land has been further investigated. This would include:
  - Land which has been used for a purpose listed in Schedule 1 but which has been remediated to an extent that no restriction on land use is necessary; or
  - There is a history of non-contaminating activities on the land and there is no evidence to suggest that the land has been used for a purpose listed in Schedule 1.

However, all other Certificates contain the following information:

*Note: Extensive tracts of land within the City have been used for commercial, industrial and other agricultural pursuits. It is possible some of this land is contaminated with chemical residues to a level exceeding levels regarded by the Environment Protection Authority as safe for particular development. A review of Council's readily available records has been conducted to identify previous land uses that may have caused land contamination. This review did not reveal any reason for contamination of this property. However, prospective purchasers should make their own enquiries on this subject concerning the land the subject of this Certificate.*

Section 149(5) of the EP&A Act provides that Planning Certificates may contain advice on such other relevant matters affecting the land of which Council may be aware. However, Council does not provide any additional information in relation to site contamination under this section.

### **7.2.2 How can Property Owners change the Notation on the Planning Certificate for their Property?**

Council will take into consideration any information that the property owner or proponent can provide in relation to contamination or land use. However, Council will take a precautionary approach when considering new information and may consult the NSW EPA when necessary in order to make a decision.

Council may require further information from the property owner or proponent when it:

- Believes on reasonable ground that the information provided by the proponent is incorrect or incomplete;
- Wishes to verify the information provided by the proponent adheres to appropriate standards, procedures and guidelines;
- Does not have the internal resources to conduct its own technical review.

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### **7.3 Access to Council Information**

For information on accessing Council information, refer to the Open Government section of our website [www.coffsharbour.nsw.gov.au](http://www.coffsharbour.nsw.gov.au) or contact Council.

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## 8. REFERENCE MATERIAL

- ANZECC/NHMRC (1992) *Australian and New Zealand Guidelines for the Management of Contaminated Sites*. Australian and New Zealand Environment Conservation Council/National Health Medical Research Council.
  - Department of Urban Affairs and Planning & NSW EPA (1998) *Managing Land Contamination: Planning Guidelines SEPP 55-Remediation of Land*. DUAP.
  - Landcom (2004) *Managing Urban Stormwater: Soils and Construction – Volume 1*
  - National Environment Protection Council (NEPC) (1999) *National Environment Protection (Assessment of Site Contamination) Measure (NEPM)*  
(Available online: [www.ephc.gov.au/nepms/cs/con\\_sites](http://www.ephc.gov.au/nepms/cs/con_sites))
  - NSW Environment Protection Authority (1994) *Contaminated Sites: Guidelines for Assessing Service Station Sites*.
  - NSW Environment Protection Authority (1995) *Contaminated Sites: Guidelines for the Vertical Mixing of Soil on Former Broad-Acre Agricultural Land*.
  - NSW Environment Protection Authority (1995) *Contaminated Sites: Sampling Design Guidelines*
  - NSW Environment Protection Authority (1998) *Contaminated Sites: Guidelines for Assessing Banana Plantation Sites*.
  - NSW Environment Protection Authority (1997) *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites*.
  - NSW Environment Protection Authority (June 2009) *Contaminated Sites: Guidelines on the Duty to Report Contamination under Contaminated Land Management Act*.
  - NSW Environment Protection Authority (2009) *Interim Construction Noise Guideline*
  - Department of Environment Climate Change & Water (2009) *Waste Classification Guidelines Part 1: Classifying Wastes*.
  - NSW Environment Protection Authority (2005) *Contaminated Sites: Guidelines for Assessing Former Orchards and Market Gardens*.
  - Department of Environment & Climate Change (2006) *Contaminated Sites: Guidelines for the NSW Site Auditor Scheme (2<sup>nd</sup> Edition)*.
  - Department of Environment & Conservation NSW (2007) *Contaminated Sites: Guidelines for the Assessment and Management of Groundwater Contamination*.
- NB: EPA Guidelines available by phone: 131555 or online:  
[www.environment.nsw.gov.au/clm/index.htm](http://www.environment.nsw.gov.au/clm/index.htm)
- NSW Government (1998) *State Environmental Planning Policy No.55 - Remediation of Land*. Search on internet via: [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au)
  - Southern Sydney Regional Organisation of Councils (1999) *Model Policy on Contaminated Land*.
  - Ku-ring-gai Council (2004) *Contaminated Land Policy*.

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## 9. APPENDICES

### Schedule 1: Some Activities that may cause Contamination

- acid/alkali plant and formulation
- agricultural/horticultural activities
- airports
- asbestos production and disposal
- chemicals manufacture and formulation
- defence works
- drum re-conditioning works
- dry cleaning establishments
- electrical manufacturing (transformers)
- electroplating and heat treatment premises
- engine works
- explosives industry
- gas works
- iron and steel works
- landfill sites
- metal treatment
- mining and extractive industries
- oil production and storage
- paint formulation and manufacture
- pesticide manufacture and formulation
- power stations
- railway yards
- scrap yards
- service stations
- sheep and cattle dips
- smelting and refining
- tanning and associated trades
- waste storage and treatment
- wood preservation

Source: Table 1 of Department of Urban Affairs and Planning & NSW EPA (1998) *Managing Land Contamination: Planning Guidelines SEPP 55-Remediation of Land*. DUAP, Sydney. For information on chemicals commonly associated with these activities see Appendix A of that document.

Note: It is not sufficient to rely solely on the contents of this Table to determine whether a site is likely to be contaminated or not. The Table is a guide only. A conclusive status can only be determined after a review of the site history and, if necessary, sampling and analysis.

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**Schedule 2: Special Requirements for Former Banana Growing Lands****Council's Banana Lands Maps**

Council has mapped historic banana growing lands. This map is held in Council records and Information Management System. The map is based on aerial photograph interpretation for years: 1945, 1954, 1964, 1974, 1984, and 1994.

Banana growing lands are included under Schedule 1: Some Activities That May Cause Contamination under "Agricultural/Horticultural".

**Justification for Inclusion of Banana Lands**

Council has designated all land mapped as past/present banana growing land, as being potentially contaminated requiring assessment prior to giving consent for a change in land zoning or use. The designation is based on previous studies completed in association between the Council, NSW EPA and Department of Agriculture. These studies identified banana growing as a landuse which has resulted in elevated concentrations of pesticide related agricultural chemical residues.

The primary contaminants identified were Arsenic (As), Lead (Pb) and Organochlorine pesticides (including Dieldrin, Aldrin & DDT). These metals and compounds are considered to be persistent within the environment and can pose a threat to human health and the environment at certain concentrations.

**Notations on Council's Information System and s149 Certificates**

Council's information system has provision for notations relating to contaminated land. Banana growing land is one landuse of particular concern on the system, with the banana land maps having been reproduced in digital format. Any parcel of land for which a Planning Certificate is issued where banana growing land is identified as occurring on all/part of the lot, is subject to notation as per s.7.2. Council officers will adjust the notations as information is provided by consultants.

**Zoning and Rezoning Application Requirements**

The assessment of potential contamination associated with banana growing land should occur at the earliest stages in the planning process. Preferably this would occur at the rezoning stage. Where rezoning has already occurred without this consideration, the assessment should occur at the subdivision stage.

Where the maps designate former banana growing land within the proposal area, a preliminary investigation (referred to as an Initial Site Investigation in s.2 NSW EPA Guidelines for Assessing Banana Plantation Sites) will be required. This assessment should be based on NSW EPA 1997 Guidelines for Assessing Banana Plantation Sites, and will be conducted by an appropriately qualified and experienced consultant. Refer to Schedule 3 for Council's requirements for consultants.

**Subdivision and Development Applications Requirements**

Applications should be dealt with in accordance with this Policy. Where the maps designate former banana growing land within the proposal area an Initial Site Assessment will be required. This assessment should be based on NSW EPA 1997 Guidelines for Assessing Banana Plantation Sites, and will be conducted by an appropriately qualified and experienced consultant. Refer to Schedule 3 for Council's requirements for consultants.

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### **Exemptions**

Where Council has already received a site investigation report for banana growing land which demonstrates that the land is not contaminated; or a successful validation report for remediation work carried out on such land, Council will consider the investigated/validated area of such land exempt from the requirements of this Schedule.

### **Residential Development Applications on Large Rural Lots**

Notwithstanding any other provision of this Policy, where it is proposed to build a dwelling on a parcel of land having an area greater than 1500 square metres, that part of the parcel comprising the building envelope upon which the dwelling is to be erected having an area of not less than 1500 square metres shall be taken to be the site of the proposed development for the purposes of this Policy. This is seen by Council to provide protection of human health within areas of greatest exposure potential to potentially contaminated soils, and minimise the costs associated with sampling and analysis.

Council's information management system, including Planning Certificates, will reflect the limited nature of the assessment in this instance.

### **Further Site Assessment, Remediation and Validation Requirements**

Where an Initial Site Investigation shows that the land is contaminated with levels of chemical residues above NSW EPA human health investigation thresholds, further assessment is required to delineate the vertical and lateral extent of the contamination. This assessment should be based on NSW EPA 1997 Guidelines for Assessing Banana Plantation Sites, and will be conducted by an appropriately qualified and experienced consultant. Refer to Schedule 3 for Council's requirements for consultants.

Similarly where remediation is necessary to make the land suitable for its current or intended use, the remediation and validation necessary should be carried out in accordance with NSW EPA 1997 Guidelines for Assessing Banana Plantation Sites, provisions within this Policy and other relevant guidelines.

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**Schedule 3: Council's Requirements for Consultants Reporting on Contaminated Land**

Consultants undertaking any investigations and associated reporting on potentially-contaminated land in the Coffs Harbour City Local Government Area shall certify or provide the following, as an annexure to their reports (at least at the initial contact):

1. That they have relevant qualifications and demonstrated experience and expertise in the following:
  - Contaminated land assessment
  - Soil sampling, Design and methodology
  - Groundwater sampling, design and methodology
  - Interpretation of analytical data
  - Quality control/assurance procedures and
  - Assessment of contaminant exposure pathways and risks.
2. That they have a good understanding of the impact of contaminated land on the environment, public and worker health and safety.
3. That they have a good understanding of the NSW legislation relating to contaminated sites and environmental protection.
4. That they have a good understanding of NSW EPA and DUAP Guidelines regarding contaminated sites.
5. That they have access to expertise in the following areas:
  - Geotechnical/ hydrogeology
  - Environmental chemistry
  - Soil science
  - Eco-toxicology
  - Contaminant transport and exposure assessment
  - Sampling and analysis
  - Risk evaluation, and
  - Remedial technologies and associated requirements
6. That they are able to conduct an investigation in a logical fashion and be able to critically review information and compile reports to a high scientific/engineering standard for contaminated land assessments.
7. Evidence of current insurance for professional indemnity and public liability.

Information shall be provided by consultants in accordance with the "Guidelines for Consultants Reporting on Contaminated Sites", NSW EPA (1995).

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**Schedule 4: Sources of Site History Information for Preliminary Site Investigations**

- Past aerial photographs
- Council records - town planning, development and building applications, complaints, pollution incident reports
- Other State instrumentalities
- Previous site examinations
- Local historical publications
- Current and previous site owners
- Current and previous site workers
- Long-term residents
- Past and present telephone books
- Noxious Trades Act register of Noxious Trades
- NSW Environment Protection Authority Section 35 Notices, past and present scheduled premises, unhealthy building land
- Coffs Harbour City Council Trade Waste Agreements
- WorkCover Authority Dangerous Goods branch
- Electricity providers sites containing present and past electrical substations.

**Source:** SSROC (1999) Model Policy on Contaminated Land



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**10. TABLE OF AMENDMENTS**

<b>Amendment</b>	<b>Authorised by</b>	<b>Approval reference</b>	<b>Date</b>

DRAFT

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## **DRAFT COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013 - ADDITIONAL DRAFT COMPONENTS AND MINOR AMENDMENTS**

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### **Purpose:**

To recommend to Council the public exhibition of the following amendments to draft Coffs Harbour Development Control Plan (DCP) 2013:

1. A proposed new component that addresses contaminated land management;
2. A proposed new component that addresses flooding and coastal hazards; and
3. Minor amendments to various components of draft DCP 2013, including provisions for autonomous (or on-site renewable) energy generation. Minor amendments have been made to the following components of draft DCP 2013: A1, B1, B2, C1, C2, C7, C8, E2, E3, E5, E7, E8, E9, E10, E11, E12, E13, E14 and E15.

### **Description of Item:**

#### **Proposed New Component to draft DCP 2013 – Contaminated Land Management (D2)**

The management of contaminated land in Coffs Harbour is currently guided by Council's:

- Agricultural Chemical Residues Policy that was adopted in 1994;
- Agricultural chemical residues maps; and
- Contaminated Land Information Sheet which is linked to the Local Environmental Plan (LEP) 2000 series of Coffs Harbour DCPs.

Whilst still in use, Council's Agricultural Chemicals Residues Policy was in part overtaken in 1998 when the NSW government gazetted "*Managing Land Contamination: Planning Guidelines*" (Contaminated Land Planning Guidelines) and State Environment Planning Policy (SEPP) No. 55 - Remediation of Land.

The Agricultural Chemical Residues Policy was introduced to mitigate health and environmental risks associated with the use and development of land with a history of agricultural chemical application, in particular arsenic on former banana lands.

However, soil contamination arises from a wide range of land use activities such as fuel storage depots, service stations, scrap yards, wrecking yards, automotive repair premises, railway lands, and various other commercial and industrial activities. Council is legally obliged to consider potential or actual soil contamination in relation to proposals to rezone or develop land.

Property notations regarding the status of soil contamination are included in Section 149 Planning Certificates as appropriate.

Council has prepared a new policy to address the management of contaminated land. The Coffs Harbour City Council Contaminated Land Management Policy is being reported separately to Council with a recommendation that includes the public exhibition of the new Policy. However, it would also be prudent to include appropriate provisions in a new component of Council's consolidated DCP (draft DCP 2013).

The draft Contaminated Land Management (D2) Component of the DCP has been made to complement the new Contaminated Land Management Policy, and requires compliance with the policy provisions once they are adopted by Council. The draft Contaminated Land

Management Component (D2) of draft DCP 2013 includes reference to specific requirements and standards to be observed when proposing to develop land that is potentially contaminated.

The draft D2 Component of the DCP will assist in providing a more structured, consistent and transparent approach to Council's regulation and management of contaminated land and potentially contaminated land, within the local government area (LGA). It will assist contaminated land management within the planning and development processes of Council.

### **Proposed New Component to draft DCP 2013 – Flooding and Coastal Hazards (D3)**

- **Flooding**

During the recent draft DCP 2013/LEP 2013 exhibition period, Council's City Services Department expressed concern that the DCP did not include a specific component devoted to flooding and coastal hazard issues. Some components of the DCP include references to Council's Floodplain Development and Management Policy; however there is merit in the inclusion of a specific component in the DCP.

Due to the complexity of the issue, and the existence and reliance on supporting documents (catchment flood studies etc.), Council's Floodplain Development and Management Policy will also remain in place, and the DCP component will reference the policy.

The new component will be titled "*Flooding and Coastal Hazards Requirements*".

- **Coastal Hazards**

Under recent changes to the NSW Coastal Protection Act 1979, councils along the NSW coast are now required to determine the risk of coastal erosion and sea level rise to their LGAs.

Over the last couple of years, Council has been developing a Coastal Zone Management Plan (CZMP) to better plan for these risks in the Coffs Harbour LGA. Council's Ordinary Meeting held on 14 February 2013, contained Resolution No. CS13/1 that adopted the Coffs Harbour Coastal Zone Management Plan.

Council will need to undertake a planning proposal to incorporate the appropriate CZMP provisions into draft LEP 2013 and subsequently amend draft DCP 2013. This will be undertaken separately to this exercise.

This section of the new D3 Component will simply reference the study and require compliance with Council's existing Coastal Hazard Zone Policy.

### **Minor Amendments to Various Components of draft DCP 2013**

The introduction of two new components to draft DCP 2013 will necessitate amendments to other components of the document i.e. document footers in all components, additions to the matrix (contained in Component A1) and additions to the glossary (Component F1).

Minor amendments including typographical errors and clarification of the wording of some existing controls in Parts B and C of the draft DCP have also been undertaken to provide for a more consistent application of the development controls within the document.

Other minor amendments include:

- clarification of rubbish bin dimensions within Component C7 (Waste Management Requirements);
- insertion of the following clause within Component C1 (Design Requirements) at C1.2.2 (a)(i) - "*a maximum of 1m cut or fill is allowed outside the building's external walls.*" This clause addresses building design on sloping blocks, and has been carried over from the (LEP 2000) Low Density Housing DCP; and
- insertion of the following clause within component C1 (Design Requirements) as C1.5 - "*consolidation of allotments will be required where any buildings are proposed to occupy more than one allotment. This control applies to new buildings as well as alterations to existing buildings.*" The consolidation of allotments in these circumstances is a practice that Council planning staff have consistently applied under an existing policy provision. Council has since undertaken a review of existing policies, and it was determined that this requirement would be better served as a DCP provision.

Minor administrative amendments have also been identified as necessary in some components of Part E (locality based components) of the draft DCP. These amendments relate to the phrasing of some of the planning strategies in Components E2, E3, E5, E7, E8, E9, E10, E12 and E14. These amendments do not affect the operation of the draft DCP.

An anomaly has also recently been identified in the matters for consideration (planning controls) of Component E10 (South Coffs) that relate to noise and air quality (E10.2.2(l)(iii)). The paragraph stating "*No additional dwellings or other residential accommodation are to be constructed within 400 metres of the Coffs Coast Resource Recovery Facility's area of operation*" should be deleted as the issue was addressed during the rezoning of the land for residential purposes.

### **On-site Renewable Energy Generation**

Council, at its Ordinary Meeting held on 14 February 2013 (NOM13/3) resolved that "*the use of autonomous power systems be considered acceptable for suitable subdivision situations*".

This relates to the provision of power to newly subdivided allotments with on-site renewable energy generation as an alternative to grid electricity. This would potentially mean that these properties would not be connected to grid electricity.

Council's DCPs generally require new dwellings on subdivided lots to have electricity available. The reasoning behind the requirement for mains power is so that further subdivision and development can occur, i.e. as one house gets hooked up to the grid, the next can follow.

From a sustainability perspective the optimum outcome would be onsite renewable energy regeneration that is connected into the main electricity grid and thereby enable surplus energy generation back into the network. While this electricity grid is generally logical and appropriate in the majority of cases, there are certain situations where the use of autonomous on-site renewable energy generation, such as solar or wind power, should be considered as equally suitable. Examples include areas which are unlikely to have further development adjoin in the future, such as properties at the end of a road, adjoining steep lands or adjoining public land such as State Forest or National Park.

- **Background**

Council at its meeting of 23 July 1974 resolved, from a whole of community strategic decision perspective, to require reticulated water, sewer and electricity for subdivisions in residential and reticulated electricity for subdivisions in rural residential areas. Council has consistently applied this policy through the application of standard conditions to development consents relating to subdivision.

Coffs Harbour City Council LEP 2000, draft Coffs Harbour City LEP 2013 (adopted by Council on 13 December 2012) and their respective DCPs apply this Policy. The current DCP has the following requirements in regard to the provision of services:

- **Utility Services**

Currently, utility services must be extended to all lots within a subdivision in accordance with the following table (except for common property in community title and strata subdivisions):

Utility Service	Urban Area	Rural Residential Area	Rural area
Council’s water main	Yes	No	No
Council’s sewer main	Yes	No	No
Telephone	Yes*	Yes*	No
Electricity	Yes*	Yes*	Yes**

\* = *In greenfield subdivisions these services must be underground.*

\*\* = *Unless the applicant can demonstrate that alternative methods of providing electricity exists or that the provision of this service is cost prohibitive.*

LEP 2000 requires in Clause 25, in regard to Urban Release Areas, that development consent must not be granted unless the consent authority is satisfied that public utility infrastructure that is essential for the proposed development is available or adequate arrangements have been made to make the infrastructure available when required. This provision was a mandated requirement of the Department of Planning and Infrastructure and is also required by them to be included in draft LEP 2013, in relation to Urban Release Areas defined in that LEP.

There is a community expectation that if land in residential or rural residential areas are subdivided (with Council consent) that the resultant allotments will be supplied with a reticulated power supply. Rural residential land is predominately located in urban fringe areas and not usually isolated or remote. These areas are also serviced with sealed roads. Council may have a duty of care to notify/inform purchasers if all of these expected services are not available.

- **Proposed Controls**

As mentioned above, there are occasions where on-site renewable energy generation would be appropriate i.e. areas which are unlikely to have further development adjoin in the future, such as properties at the end of a road, adjoining steep lands or adjoining public land such as State Forest or National Park.

Draft DCP 2013 carries the abovementioned “utility services” controls over into the subdivision component (Component B1) of the document (B1.2.2). It is proposed to amend these to introduce controls allowing on-site renewable energy generation in certain situations, such as those mentioned above. The following qualifying criteria would need to be demonstrated:

- where traditional grid electricity provision is cost prohibitive due to the remote or restrictive (e.g. significant vegetation) location of the property; and
- where the allotment/s is/are located at the “end of the line” of grid electricity in that particular area, so as not to disadvantage other properties located further “up the line”, or compromise future development expansion. Examples include areas which are unlikely to have further development adjoin in the future, including properties at the end of a road, adjoining steep lands or adjoining public land such as State Forest or National Park.

Depending on the situation, proponents of subdivision proposing to utilise these controls would need to supply this kind of information to support their application.

Amendments have been made to draft DCP Component B1 Subdivision to reflect these proposed controls. It must be noted that these proposed controls only apply to subdivision proposals on lands zoned RU2 Rural Landscape and R5 Large Lot Residential. These amendments are separately appended to this report.

### **Sustainability Assessment:**

- **Environment**

The draft Contaminated Land Management Component of the DCP includes provisions to ensure the remediation of contaminated land is undertaken in an environmentally sustainable manner, minimising risks to the environment.

The draft Flooding and Coastal Hazards Component of the DCP will ensure that the development of land that is subject to flooding or coastal hazards is also done in an environmentally sustainable manner, minimising risks to the environment, while also potentially protecting personal property.

The use of on-site renewable energy generation systems provides for a more sustainable lifestyle and lessens the reliance on grid electricity and its associated fossil fuel dependency.

- **Social**

The draft Contaminated Land Management Component of the DCP includes provisions to ensure the remediation of contaminated land is undertaken in a socially responsible manner, minimising risks to human health from both identified contamination and during remedial actions. The appropriate and successful remediation of land contamination provides for the land to be used for 'higher order' land-uses.

The draft Flooding and Coastal Hazards Component of the DCP will ensure that the development of land that is subject to flooding or coastal hazards is also done in a socially responsible manner, minimising risks to human life and personal property.

The DCP components will engender more transparency to prospective purchasers of land, property owners, developers and the general community.

- **Civic Leadership**

The purpose of Council strategic planning documents is to ensure transparency and accountability in local government. Their implementation enables Council to identify and respond to community issues and concerns. This is consistent with the *Coffs Harbour 2030 Community Strategic Plan Strategy LC2.2.1: Enable and support all levels of government to serve the local community.*

- **Economic**

#### **Broader Economic Implications**

There are no broad economic impacts associated with the implementation of the recommendations.

#### **Delivery Program/Operational Plan Implications**

The ongoing development and review of Council policies and plans are accommodated within Council's budget structure. This expenditure is monitored through Council's monthly and quarterly budget reviews.

**Consultation:**

The two additional draft components of the DCP, as well as the proposed controls for on-site renewable energy generation, have been referred to relevant staff during their preparation and are recommended for public exhibition for a period of 42 days.

Essential Energy (EE) was also consulted in relation to the issue of on-site renewable energy generation. EE planners stated that their grid network strategic planning was guided by Council's strategic planning – future rural residential, industrial and urban release areas etc. EE planners also stated that generally speaking, they had no objection to Council adopting subdivision controls that allowed on-site renewable energy generation instead of grid connection. EE planners urged Council to consider the overall energy needs of a site, or an area (current and likely future) when considering applications that utilise the proposed controls.

**Related Policy and / or Precedents:**

As mentioned earlier in this report, the draft Contaminated Land Management Policy is being reported separately to Council with a recommendation that includes public exhibition and ultimate adoption of the draft Policy.

As also mentioned earlier in the report, Council's Floodplain Development and Management Policy will remain in place, as will Council's existing Coastal Hazard Zone Policy.

**Statutory Requirements:**

- Environmental Planning and Assessment Act (1979);
- Contaminated Land Management Act (1997);
- NSW Coastal Protection Act (1979);
- Protection of the Environment Operations Act (1997) and associated regulations;
- Local Government Act (1993); and
- State Environmental Planning Policy No. 55 – Remediation of Land.

**Issues:**

Council needs to manage and regulate constraints including land contamination and flooding and coastal hazards in a structured, consistent and transparent manner, in accordance with legislative requirements and best practice.

The attached draft D2 Contaminated Land Management DCP Component will enable Council to implement a contaminated land management framework within the planning and development process of Coffs Harbour City Council.

The attached draft D3 Flooding and Coastal Hazards DCP Component will support the provisions of the Floodplain Development and Management Policy, as well as the Coastal Hazard Zone Policy.

The two additional draft DCP components do not introduce significant changes to current practice, but rather formalise procedures and practices to add more clarity and certainty for more consistent management of constrained land in Coffs Harbour. Updated mapping and other relevant information will also be made available to the public on Councils website.

Council has actively endorsed the use of solar power and the Rigby House system is an example of this. Council's Strategic Plan also refers to the use of alternative energies. In the past decade, Australia has seen an enormous uptake of solar systems and our planning framework now needs to be amended to allow for on-site renewable energy generation (which would need to be installed by qualified professionals and meet Australian standards) to be considered as valid options for the provision of electricity. The attached updated draft components show where these provisions are added.

**Implementation Date / Priority:**

With Council's endorsement, the affected draft DCP Components and amendments will be placed on public exhibition for 42 days and comments will be invited.

**Recommendation:**

**That Council:**

- 1. Adopt draft Component D2 – Contaminated Land Management, being an additional component to Coffs Harbour Development Control Plan 2013 as separately appended.**
- 2. Adopt draft Component D3 – Flooding and Coastal Hazards, being an additional component to Coffs Harbour Development Control Plan 2013 as separately appended.**
- 3. Adopt the minor amendments to Components A1, B1, B2, C1, C2, C7, C8, E2, E3, E5, E7, E8, E9, E10, E11, E12, E13, E14 and E15 of the draft Development Control Plan, including the proposed controls for on-site renewable energy generation as separately appended.**
- 4. Publicly exhibit the new and amended draft Development Control Plan components for a period of 42 days consistent with the provisions of the Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulations 2000.**
- 5. Following the statutory public exhibition period, Council consider a further report including a summary of any submissions received.**



**DCP COMPONENTS**

**PART A - INTRODUCTORY AND GENERAL INFORMATION**

- COMPONENT A1 ADMINISTRATION
- COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

**PART B - LAND USE SPECIFIC INFORMATION**

- COMPONENT B1 SUBDIVISION REQUIREMENTS
- COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS
- COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS
- COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS
- COMPONENT B7 BIODIVERSITY REQUIREMENTS

**PART C – ISSUE SPECIFIC INFORMATION**

- COMPONENT C1 DESIGN REQUIREMENTS
- COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS
- COMPONENT C3 LANDSCAPING REQUIREMENTS
- COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS
- COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS
- COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS
- COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS
- COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

**PART D - HAZARD MANAGEMENT INFORMATION**

- COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS
- COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS
- COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

**PART E - LOCALITY BASED SPECIAL INFORMATION**

- COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT
- COMPONENT E2 BOAMBEE CREEK
- COMPONENT E3 COFFS HARBOUR CITY CENTRE
- COMPONENT E4 HEARNES LAKE / SANDY BEACH
- COMPONENT E5 KORORA LARGE LOT RESIDENTIAL
- COMPONENT E6 MOONEE
- COMPONENT E7 NORTH BOAMBEE VALLEY (EAST)
- COMPONENT E8 NORTH BONVILLE
- COMPONENT E9 SAWTELL VILLAGE PRECINCT
- COMPONENT E10 SOUTH COFFS
- COMPONENT E11 WEST COFFS
- COMPONENT E12 WEST WOOLGOOLGA
- COMPONENT E13 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA
- COMPONENT E14 HALLS ROAD BUSINESS PRECINCT
- COMPONENT E15 TOURIST DEVELOPMENT PRECINCTS

**PART F – GLOSSARY AND APPENDIX**

- COMPONENT F1 GLOSSARY
- COMPONENT F2 APPENDIX 1

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT A1 ADMINISTRATION

### Applies to

All land in the Coffs Harbour Local Government Area

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon making of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### 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 the detailed statutory and preliminary information related to the operation of the Coffs Harbour Development Control Plan.*

### A1.1 INTRODUCTION

This Plan has been prepared in accordance with the [Environmental Planning and Assessment \(EP&A\) Act 1979](#) and the [EP&A Regulation 2000](#).

This Development Control Plan (DCP) supports the provisions of Coffs Harbour Local Environmental Plan 2013 (LEP 2013).

This DCP is divided into the following parts:

- Part A – Introductory Information;
- Part B – Land Use Specific Information;
- Part C – Issue Specific Information;
- Part D – Hazard Management Information;
- Part E – Locality Based Special Information; and
- Part F – Glossary and Appendix.

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION  
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS  
COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS  
COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS  
COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS  
COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C – ISSUE SPECIFIC INFORMATION

COMPONENT C1 DESIGN REQUIREMENTS  
COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS  
COMPONENT C3 LANDSCAPING REQUIREMENTS  
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COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS  
COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS  
COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS  
COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT  
COMPONENT E2 BOAMBEE CREEK  
COMPONENT E3 COFFS HARBOUR CITY CENTRE  
COMPONENT E4 HEARNES LAKE / SANDY BEACH  
COMPONENT E5 KORORA LARGE LOT RESIDENTIAL  
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COMPONENT E14 HALLS ROAD BUSINESS PRECINCT  
COMPONENT E15 TOURIST DEVELOPMENT PRECINCTS

### PART F – GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1

As reported to Council 9 May 2013

Attachment 1

This DCP proposes to:

- expand upon the aims, objectives and other provisions of LEP 2013; and
- provide detailed development provisions for development within the Coffs Harbour Local Government Area (LGA).

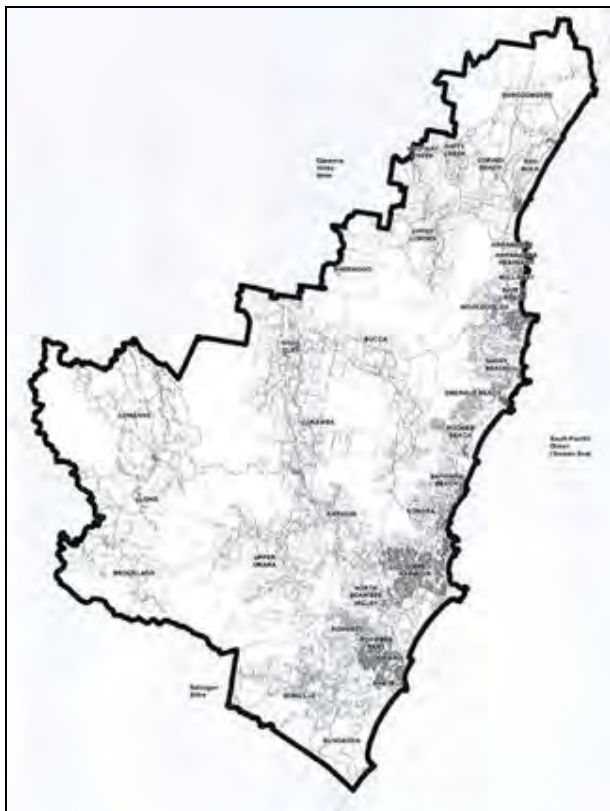
This DCP is based on objectives and development provisions (controls) relating to the achievement of each objective.

This DCP repeals any other DCP made before this DCP.

### A1.2 LAND COVERED BY THIS DCP

This DCP applies to all land in the Coffs Harbour LGA and relates to LEP 2013 (as shown in Map 1).

MAP 1



### A1.3 RELATIONSHIP BETWEEN STATE AND LOCAL PLANNING STRATEGIES

The following diagram shows the hierarchy of State and local planning strategies:



### A1.4 RELATIONSHIP TO OTHER COUNCIL AND STATE POLICY DOCUMENTS

Certain developments may be subject to other [policies](#) of Council. The onus is on any prospective applicant to check with the Consent Authority if there are any additional or updated policies relevant to the site.

Certain development may also be subject to [State Environmental Planning Policies \(SEPP\)](#), refer Part F - Appendix 1 of this DCP. Applicants are advised to check which SEPPs may be applicable to their proposed development.

Information Sheets, refer Council’s website, provide information and guidelines for applicants on various issues. Some provide additional information on environmental constraints to development and procedures for applicants to follow if their proposal is affected by such constraints.

### **A1.5 REFERENCE TO EXTERNAL STANDARDS AND DOCUMENTS**

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Throughout this document there are references to external documents and standards. These include, but are not limited to Australian and New Zealand Standards, AUSPEC specifications and standard drawings. This reference means the current version of that standard or specification.

This DCP provides hyperlinks to various Australian and New Zealand Standards; these are external documents; and in order to view many of these Standards you will be required to purchase a copy of them.

### **A1.6 TERMS AND DEFINITIONS**

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This Plan adopts the terms and definitions of LEP 2013. Additional terms may be defined throughout this Plan and in Part F - Glossary.

### **A1.7 HOW TO USE THIS DCP**

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Applicants are to comply with the controls listed in this DCP unless it can be demonstrated that an alternative solution to all, or any, of the controls will provide for an equivalent or better response to meeting the objectives of this DCP. Any alternative solution must be justified with valid planning reasons.

## **A1.8 KEY OBJECTIVES OF THIS DCP**

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### **A1.8.1 Environmental Sustainability**

1. To ensure that development responds appropriately to environmental constraints including soil erosion, coastal hazards, flooding and bush fire risk, and that the protection of areas of natural and cultural significance are considered.
2. To ensure that development incorporates best practice water sensitive urban design techniques relating to stormwater quality and quantity, water conservation/reuse and ecosystem health.
3. To ensure that development protects and maintains high value vegetation, natural bushland, native habitats and koala populations.
4. To encourage development that is energy efficient and minimises greenhouse gas emissions.
5. To exclude urban development from areas with a high water table where there is likely to be adverse impacts on water quality.
6. To incorporate environmental protection areas into the Coffs Coast Regional Park where practicable.
7. To conserve the environmental heritage of the City in accordance with the principles of the Burra Charter.

### A1.8.2 Social Sustainability

1. To provide safe and attractive neighbourhoods that meet the diverse needs of the community and offer a wide choice of housing and leisure opportunities, as well as associated community facilities.
2. To improve the accessibility of public transport services and to provide infrastructure to encourage walking and cycling, to lessen the dependence on cars.
3. To ensure that developers provide bus shelters so that all new residential areas are no further than 500 metres from the nearest shelter.
4. To ensure that developers provide children’s playgrounds so that all new residential areas are no further than 500 metres from the nearest facility.
5. To manage open space areas and community land in accordance with the relevant Plan of Management for that area.

### A1.8.3 Civic Leadership

1. To ensure that development is consistent with the principles of the [Coffs Harbour 2030 Community Strategic Plan](#).
2. To ensure that development assessment is transparent, consistent and accountable.

### A1.8.4 Economic Sustainability

1. To ensure that the existing community is not burdened by the provision of public utilities and facilities required as a result of future development.

2. To ensure development contributes to the economic growth of the City and provides local employment opportunities.
3. To ensure water and sewerage facilities are provided in a timely manner in accordance with Coffs Harbour’s adopted water and sewerage strategies.
4. To require developers to forward fund any works required ahead of Council’s [Developer Servicing Plans](#).
5. To ensure that business development supports the Commercial Core as the primary business district of Coffs Harbour.
6. To ensure that business development is consistent with Coffs Harbour City Council’s [Business Centres Hierarchy Review](#).

### A1.9 MATRIX – WHICH SECTIONS OF THIS DCP WILL APPLY TO MY PROPOSAL?

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The following matrix outlines the sections of this DCP applying to the various types of development.

This list is not an ‘absolute’ list of applicable components. Some land use activities may introduce issues covered elsewhere in this document, or in external documents/standards. It is recommended to seek professional advice in regard to any proposed development.

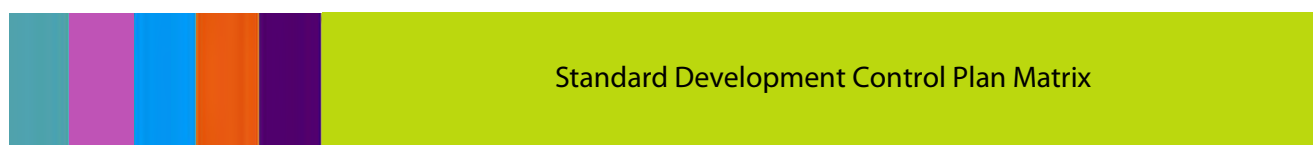
## Which Components of this DCP will apply to my Development Proposal?

- ✓ This component will apply to the development proposal and should be consulted
- ? This component may apply to the development proposal. You should check whether the issues raised in this component are relevant for your proposal.

The locality based components in Part E of the Development Control Plan may apply, and should be consulted if the development proposal or activity is located on lands within the following areas:

- Component E1 – Airport (Deferred to enable Council to revise the Airport Masterplan);
- Component E2 - Boambee Creek;
- Component E3 - Coffs Harbour City Plan;
- Component E4 - Hearnese Lake / Sandy Beach (Deferred to enable environmental studies to be completed);
- Component E5 - Korora Rural Residential;
- Component E6 – Moonee (Deferred to enable environmental studies to be completed);
- Component E7 - North Boambee Valley;
- Component E8 - North Bonville;
- Component E9 - Sawtell Town Centre;
- Component E10 - South Coffs;
- Component E11 - West Coffs;
- Component E12 - West Woolgoolga;
- Component E13 - 20m Highway Setback;
- Component E14 – Halls Road Business Precinct; and
- Component E15 – Tourist Development Precincts.

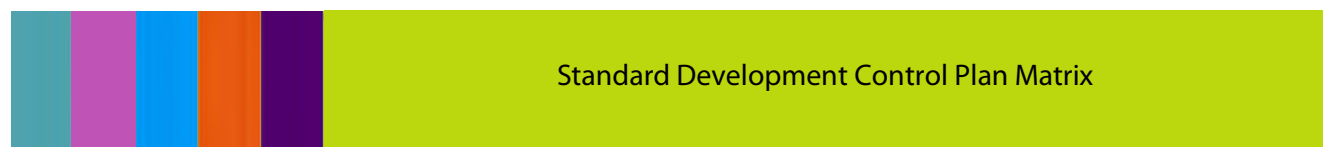
LAND USE	A1 - Introduction	A2 - Notification	B1 - Subdivision	B2 - Residential	B3 - Commercial	B4 - Industrial	B5 - Rural	B6 - Post European Heritage	B7 - Biodiversity	C1 - Design Requirements	C2 - Access, Parking & Servicing	C3 - Landscaping	C4 - Advertising & Signage	C5 - Sex Services Premises	C6 - Minor Earthworks	C7 - Waste management	C8 – Integrated Water Cycle M'gmt	D1 - Erosion and Sediment Control	D2 – Contaminated Land Management	D3 – Flooding and Coastal Hazards
advertisement	✓	✓						?		?			✓							
advertising structure	✓	✓						?	?	?			✓		?			?		?
agricultural produce industry	✓	✓					✓	?	?		✓	?	?		?	?	?	?	?	?
agriculture	✓	✓					✓		?						?		?	✓		
air transport facility	✓	✓				?	?	?	?	✓	✓	✓			?	✓	✓	✓	?	?
airport	✓	✓				?	?	?	?	✓	✓	✓	?		?	✓	✓	✓	?	?
airstrip	✓	✓				?	?	?	?		✓		?		?			?	?	?
amusement centre	✓	✓			?			?		?	✓	?	?		?	✓	?	?	?	?
animal boarding or training est.	✓	✓				?	?	?	?	?	✓	✓	?		?	✓	✓	✓	?	?



LAND USE	A1 - Introduction	A2 - Notification	B1 - Subdivision	B2 - Residential	B3 - Commercial	B4 - Industrial	B5 - Rural	B6 - Post European Heritage	B7 - Biodiversity	C1 - Design Requirements	C2 - Access, Parking & Servicing	C3 - Landscaping	C4 - Advertising & Signage	C5 - Sex Services Premises	C6 - Minor Earthworks	C7 - Waste management	C8 – Integrated Water Cycle M'gmt	D1 - Erosion and Sediment Control	D2 – Contaminated Land Management	D3 – Flooding and Coastal Hazards
aquaculture	✓	✓					✓	?	?		?		?		?	?	✓	?		
attached dwelling	✓	✓	?	✓				?	?	✓	✓	✓			?	✓	✓	✓	?	?
backpackers' accommodation	✓	✓		?	?			?	?	✓	✓	✓	✓		?	✓	?	?	?	?
bed and breakfast accommodation	✓	✓		?	?			?	?	?	✓	?	?		?	?	?	?	?	?
bee keeping	✓	✓					?	?	?						?			?		?
biosolids treatment facility	✓	✓				?	?	?	?		?	?	?		?	✓	?	✓	?	?
boarding house	✓	✓		?	?			?	?	✓	✓	✓	?		?	✓	✓	?	?	?
boat launching ramp	✓	✓					?	?	?		?		?		?		?	?		?
boat building and repair facility	✓	✓				✓		?	?	?	✓	?	?		?	✓	?	?	?	?
boat shed	✓	✓				?	?	?	?	?	✓	?	?		?		?	?	?	?
bulky goods premises	✓	✓			✓			?	?	✓	✓	✓	✓		?	✓	✓	✓	?	?
business identification sign	✓	✓			?			?		?			✓							
business premises	✓	✓			✓			?	?	?	✓	?	✓		?	✓	?	?	?	?
camping ground	✓	✓		?			?	?	?	?	✓	✓	?		?	✓	?	?	?	?
car park	✓	✓			✓			?	?	?	✓	✓	?		?		?	✓		?
caravan park	✓	✓					?	?	?	✓	✓	✓	?		?	✓	✓	✓	?	?
cellar door premises	✓	✓			?		?	?	?	?	✓	?	?		?	✓	?	?	?	?
cemetery	✓	✓					✓	?	?		✓	?	?		?	✓	?	?	?	?
charter and tourism boating facility	✓	✓				?		?	?	?	✓	?	?		?	✓	?	?	?	?
child care centre	✓	✓		?	?		?	?	?	✓	✓	✓	✓		?	✓	?	?	?	?
commercial premises	✓	✓			✓			?	?	?	✓	?	?		?	✓	?	?	?	?
community facility	✓	✓		?	?	?	?	?	?	✓	✓	?	✓		?	✓	?	?	?	?
correctional centre	✓	✓				?		?	?	✓	✓	✓	✓		?	✓	?	?	?	?
crematorium	✓	✓				?	?	?	?	?	✓	?	?		?	✓	?	?	?	?
dairy	✓	✓					✓	?	?		?		?		?	✓	?	?		?
depot	✓	✓				?	?	?	?	?	✓	?	?		?	✓	?	✓	?	?

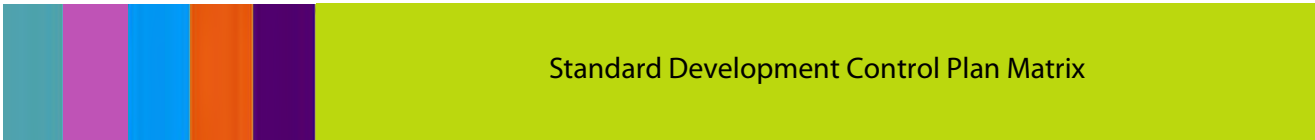


LAND USE	A1 - Introduction	A2 - Notification	B1 - Subdivision	B2 - Residential	B3 - Commercial	B4 - Industrial	B5 - Rural	B6 - Post European Heritage	B7 - Biodiversity	C1 - Design Requirements	C2 - Access, Parking & Servicing	C3 - Landscaping	C4 - Advertising & Signage	C5 - Sex Services Premises	C6 - Minor Earthworks	C7 - Waste management	C8 - Integrated Water Cycle M'gmt	D1 - Erosion and Sediment Control	D2 - Contaminated Land Management	D3 - Flooding and Coastal Hazards
dual occupancy	✓	✓	?	✓			?	?	?	✓	✓	✓			?	✓	?	✓	?	?
dwelling	✓	✓		✓	?	?	?	?	?	✓	✓	?			?	✓	?	✓	?	?
earthworks	✓	✓		?	?	?	?	?	?						✓			✓	?	?
educational establishment	✓	✓		?	?		?	?	?	✓	✓	✓	✓		?	✓	?	?	?	?
electricity generating works	✓	✓				?	?	?	?	?	?	?	?		?	?	?	?	?	?
emergency services facility	✓	✓		?	?	?	?	?	?	?	✓	?	?		?	✓	?	✓	?	?
entertainment facility	✓	✓		?	?	?		?	?	?	✓	?	?		?	✓	?	?	?	?
environmental facility	✓	✓		?	?	?	?	?	?	?	?	?	?		?	?	?	?	?	?
environmental protection works	✓	✓		?	?	?	?	?	?						?		?	?	?	?
exhibition home	✓	✓		✓				?	?	?	✓	✓	?		?	✓	?	✓	?	?
exhibition village	✓	✓		✓				?	?	?	✓	✓	?		?	✓	?	✓	?	?
extractive industry	✓	✓			?	?	?	?	?		?	?	?		?	✓	?	?	?	?
farm building	✓	✓					✓	?	?			?			?			?	?	?
farm stay accommodation	✓	✓		?			?	?	?	?	✓	?	?		?	✓	?	?	?	?
feedlot	✓	✓					✓	?	?		?	?	?		?	?	?	?		?
flood mitigation work	✓	✓		?	?	?	?	?	?						?		?	?	?	✓
food and drink premises	✓	✓			?			?	?	?	✓	?	?		?	✓	?	?	?	?
forestry	✓	✓					?	?	?						?		?	?		
freight transport facility	✓	✓				?		?	?	?	✓	✓	✓		?	✓	✓	✓	?	?
function centre	✓	✓		?	?	?	?	?	?	?	✓	✓	✓		?	✓	✓	✓	?	?
funeral chapel	✓	✓			?	?		?	?	?	✓	?	?		?	?	?	?	?	?
funeral home	✓	✓			?	?		?	?	?	✓	?	?		?	?	?	?	?	?
garden centre	✓	✓			?			?	?	?	✓	✓	?		?	✓	?	✓	?	?
group home (permanent or transitional)	✓	✓		?	?	?	?	?	?	?	✓	✓	?		?	✓	?	?	?	?
hardware and building supplies	✓	✓			?	?		?	?	?	✓	✓	?		?	✓	?	✓	?	?

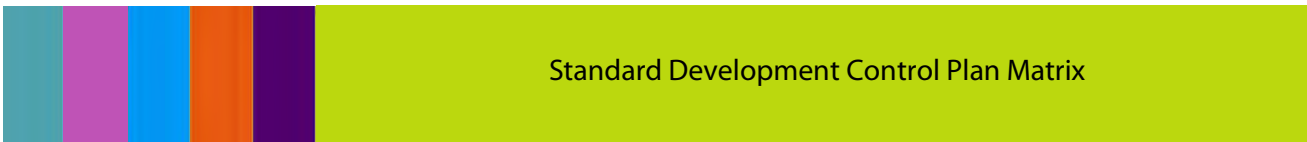




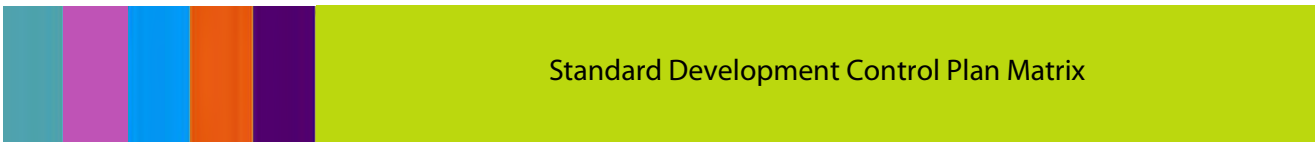
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hazardous industry or storage est.	✓	✓				✓		?	?	?	✓	✓	?		?	✓	?	?	?	?
health services consulting rooms or facility	✓	✓		?	?		?	?	?	✓	✓	✓	?		?	✓	?	?	?	?
helipad	✓	✓		?	?	?	?	?	?						?	?	?	✓		
highway service centre	✓	✓			?	?	?	?	?	?	✓	✓	✓		?	✓	✓	✓	?	?
home business	✓	✓		?		?	?				?		?			?				
home occupation (sex services)	✓	✓			?	?							?	?						
horticulture	✓	✓					✓	?	?		?		?		?	?	?	✓		?
hospital	✓	✓		?	?		?	?	?	✓	✓	✓	?		?	✓	?	✓	?	?
hostel	✓	✓		?	?			?	?	✓	✓	✓	✓		?	✓	?	✓	?	?
hotel or motel accommodation	✓	✓		?	?		?	?	?	✓	✓	✓	✓		?	✓	?	✓	?	?
Industry	✓	✓				?		?	?	✓	✓	?	?		?	✓	?	?	?	?
industrial retail outlet	✓	✓			?	?		?	?	✓	✓	?	?		?	✓	?	?	?	?
industrial training facility	✓	✓			?	?	?	?	?	✓	✓	?	?		?	✓	?	?	?	?
information and education facility	✓	✓		?	?	?	?	?	?	?	✓	✓	✓		?	✓	?	?	?	?
intensive livestock agriculture	✓	✓					✓	?	?		?	?	?		?	✓	?	✓		?
jetty	✓	✓				?	?	?	✓	?					?			?		?
kiosk	✓	✓		?	?	?	?	?	?	?	✓	?	?		?	✓	?	?	?	?
landscaping material supplies	✓	✓			?	?	?	?	?	?	✓	?	?		?	✓	?	✓	?	?
liquid fuel depot	✓	✓				?		?	?	?	✓	✓	?		?	✓	?	✓	?	?
livestock processing industry	✓	✓				?	?	?	?	?	✓	?	?		?	✓	?	✓	?	?
marina	✓	✓				?		?	?	?	✓	?	?		?	?	?	✓		?
market	✓	✓		?	?	?		?	?	?	✓	?	?		?	✓		?	?	?
medical centre	✓	✓		?	?		?	?	?	✓	✓	✓	✓		?	✓	?	?	?	?
mine	✓	✓			?	?	?	?	?			?	?		?		?	✓	?	?
mooring	✓	✓				?	?	?	?		?	?	?		?	✓	?	?		?
mooring pens	✓	✓				?		?	?		?		?					?		?



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mortuary	✓	✓			?	?		?	?	?	✓	?	?		?	✓	?	?	?	?
multi-dwelling housing	✓	✓		✓	?			?	?	✓	✓	✓	?		?	✓	?	✓	?	?
neighbourhood shop	✓	✓		?	?	?	?	?	?	?	✓	?	✓		?	✓	?	✓	?	?
offensive industry or storage est.	✓	✓				✓		?	?	?	✓	✓	?		?	✓	?	?	?	?
office premises	✓	✓			✓			?	?	?	✓	?	?		?	✓	?	?	?	?
open cut mining	✓	✓				?	?	?	?		?	?	?		?	?	?	✓	?	?
passenger transport facility	✓	✓		?	?	?		?	?	?	✓	?	✓		?	✓	?	✓	?	?
place of public worship	✓	✓		?	?	?	?	?	?	?	✓	✓	?		?	✓	?	?	?	?
plant nursery	✓	✓			?		?	?	?	?	✓	?	?		?	✓	?	✓	?	?
port facilities	✓	✓				?		?	?	?	✓	?	?		?	?	?	✓		?
pub	✓	✓		?	?			?	?	?	✓	✓	?		?	✓	?	?	?	?
public administration building	✓	✓			?	?		?	?	✓	✓	✓	✓		?	✓	?	✓	?	?
public utility undertaking	✓	✓	?	?	?	?	?	?	?	?	✓	?	?		?	?	?	✓	?	?
recreation area or facility	✓	✓		?	?	?	?	?	?	?	✓	?	?		?	?	?	✓	?	?
registered club	✓	✓		?	?			?	?	✓	✓	✓	✓		?	✓	?	?	?	?
research station	✓	✓			?	?	?	?	?	?	✓	✓	?		?	✓	?	✓	?	?
residential care facility	✓	✓		?	?			?	?	✓	✓	✓	?		?	✓	?	?	?	?
residential flat building	✓	✓		✓	?			?	?	✓	✓	✓			?	✓	✓	✓	?	?
resource recovery facility	✓	✓				?	?	?	?	?	✓	✓	?		?	✓	?	✓	?	?
respite day care centre	✓	✓		?	?		?	?	?	?	✓	?	?		?	✓	?	?	?	?
restaurant or cafe	✓	✓		?	?	?	?	?	?	?	✓	?	✓		?	✓	?	?	?	?
restricted premises	✓	✓			?	?		?	?	?	✓	?	?		?	✓	?	?	?	?
retail premises	✓	✓			✓			?	?	?	✓	?	?		?	✓	?	?	?	?
road	✓	✓		?	?	?	?	?	?		?	?			?		?	✓	?	?
roadside stall	✓	✓		?	?			?	?		✓	?	?		?	?	✓	?		



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rural industry	✓	✓				?	?	?	?	?	?	?	?		?	?	?	✓	?	?
rural supplies	✓	✓			?	?	?	?	?	?	?	?	?		?	?	?	?	?	?
sawmill or log processing works	✓	✓				?	?	?	?	?	✓	?	?		?	✓	?	✓	?	?
school	✓	✓		?	?	?	?	?	?	✓	✓	✓	✓		?	✓	?	?	?	?
secondary dwelling	✓	✓		✓				?	?	?	✓	?			?	✓	?	?	?	?
self-storage units	✓	✓			?	?	?	?	?	?	✓	?	✓		?	?	✓	✓	?	?
semi-detached dwelling	✓	✓		✓				?	?	?	✓	?			?	✓	?	?	?	?
seniors housing	✓	✓		?	?			?	?	?	✓	✓	?		?	✓	?	✓	?	?
service station	✓	✓		?	?	?		?	?	?	✓	✓	✓		?	✓	?	✓	?	?
sewage treatment plant	✓	✓				?	?	?	?		?	?			?	✓	?	✓	?	?
sex services premises	✓	✓			?	?		?	?		✓	✓	?	✓	?	?	?	?	?	?
shop	✓	✓			✓			?	?	?	✓	?	✓		?	✓	?	?	?	?
shop top housing	✓	✓		?	?			?	?	✓	✓	?	✓		?	✓	?	?	?	?
stock and sale yard	✓	✓				?	?	?	?		✓	?	?		?	✓	?	✓		?
storage premises	✓	✓			?	?		?	?	?	✓	✓	✓		?	?	?	✓	?	?
subdivision	✓	✓	✓	?	?	?	?	?	?		?	?	?		?			?	?	?
take away food and drink premises	✓	✓		?	?	?	?	?	?	?	✓	?	?		?	✓	?	?	?	?
telecommunication s facility & network	✓	✓		?	?	?	?	?	?	?	?	?	?		?	?	?	?	?	?
temporary structure	✓	✓		?	?	?	?	?	?	?	?	?	?		?	?	?	?	?	?
timber yard	✓	✓			?	?		?	?		✓	?	?		?	✓	?	✓	?	?
tourist and visitor accommodation	✓	✓		?	?			?	?	?	✓	?	?		?	✓	?	?	?	?
transport depot	✓	✓				✓		?	?	?	✓	?	?		?	✓	?	✓	?	?
truck depot	✓	✓				✓		?	?	?	✓	?	?		?	✓	?	✓	?	?
turf farming	✓	✓					✓	?	?				?		?	?	?	✓		
underground mining	✓	✓				?	?	?	?		?	?	?		?	?	?	✓	?	?
vehicle body repair workshop	✓	✓				✓		?	?	?	✓	?	?		?	?	?	✓	?	?
vehicle repair	✓	✓			?	?		?	?	?	✓	?	?		?	?	?	✓	?	?



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station																				
vehicle sales or hire premises	✓	✓			?	?		?	?	?	✓	✓	✓		?	✓	?	✓	?	?
veterinary hospital	✓	✓		?	?	?	?	?	?	?	✓	?	?		?	✓	?	✓	?	?
warehouse or distribution centre	✓	✓			?	?		?	?	?	✓	?	?		?	✓	?	✓	?	?
waste disposal facility	✓	✓				?	?	?	?	?	?	?	?		?	?	?	✓	?	?
waste or resource transfer station	✓	✓				?	?	?	?	?	?	?	?		?	?	?	✓	?	?
waste / resource management facility	✓	✓				✓	?		✓	?	✓	?	?		?	✓	?	✓	?	?
water recreation structure	✓	✓				?	?	?	?	?	?	?	?		?	?	?	?	?	?
water recycling facility	✓	✓				?	?	?	?	?	?	?	?		?	?	?	✓	?	?
water storage facility	✓	✓		?	?	?	?	?	?	?	?	?			?	?	?	?	?	?
wharf or boating facilities	✓	✓				?		?	?	?	?	?	?		?	?	?	✓		?
wholesale supplies	✓	✓			?	?		?	?	?	✓	?	?		?	?	?	?	?	?

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT B1 SUBDIVISION REQUIREMENTS

### Applies to

All land in the Coffs Harbour Local Government Area that is subject to a development application for subdivision

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon making of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### 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 the requirements and design details for subdivision in the Coffs Harbour Local Government Area.*

### B1.1 DENSITY

#### B1.1.1 Objective

1. To ensure that lots have sufficient area to allow for the placement of structures, anticipated site activities and the provision of infrastructure.

#### B1.1.2 Controls

##### a) Residential R1, R2, R3 R4 and R5 Zones

- i) Where small lots (smaller than existing lots located in the neighbourhood) are proposed, applications are to include details for subdivision and housing, with housing to commence before the Subdivision Certificate is issued.
- ii) The lot area calculation shall not include the area of a "right-of-carriageway" or private road.

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION  
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS  
COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS  
COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS  
COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS  
COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

COMPONENT C1 DESIGN REQUIREMENTS  
COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS  
COMPONENT C3 LANDSCAPING REQUIREMENTS  
COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS  
COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS  
COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS  
COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS  
COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS  
COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS  
COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT  
COMPONENT E2 BOAMBEE CREEK  
COMPONENT E3 COFFS HARBOUR CITY CENTRE  
COMPONENT E4 HEARNES LAKE / SANDY BEACH  
COMPONENT E5 KORORA LARGE LOT RESIDENTIAL  
COMPONENT E6 MOONEE  
COMPONENT E7 NORTH BOAMBEE VALLEY (EAST)  
COMPONENT E8 NORTH BONVILLE  
COMPONENT E9 SAWTELL VILLAGE PRECINCT  
COMPONENT E10 SOUTH COFFS  
COMPONENT E11 WEST COFFS  
COMPONENT E12 WEST WOOLGOOLGA  
COMPONENT E13 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA  
COMPONENT E14 HALLS ROAD BUSINESS PRECINCT  
COMPONENT E15 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1

**b) Business, Industrial, Special Use and Open Space Zones**

- i) The lot size should provide sufficient space to accommodate the land use, buildings, make allowance for possible future expansion while the site functions properly and efficiently in terms of the following:
  - safe ingress and egress;
  - vehicular movement within the site and its curtilage;
  - parking and loading/unloading activities;
  - storage and waste/bin areas;
  - boundary setback requirements; and
  - landscaped areas.
- ii) Industrial subdivisions should provide for lot frontages of no less than 20 metres, with the average area of lots within the subdivision being 1,000m<sup>2</sup>.

**c) Land Comprising Two or More Zones**

- i) Where land is partly zoned E2 Environmental Conservation, lots created must contain an adequate building envelope outside the E2 zone. The proposal must achieve the long-term management of the environmental protection area.
- ii) The number of allotments containing two or more zones included in a subdivision proposal is to be minimised.
- iii) Development Applications (DA) for subdivision involving land in two or more zones (E2/R2 and/or E2/R5 zones) are to include a report prepared by a suitably qualified professional that addresses biodiversity issues relating to the potential fragmentation of E2 zoned lands.
- iv) The E2 zoned area is not to exceed 40% of the lot area.

**B1.2 INFRASTRUCTURE**

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**B1.2.1 Objective**

- 1. To ensure appropriate infrastructure is provided to lots within a subdivision.
- 2. To implement ‘best practice’ stormwater management techniques.
- 3. To ensure that subdivisions are provided with adequate utility services.
- 4. To enable the use of on-site renewable energy systems in lieu of grid electricity connection under particular circumstances.

**B1.2.2 Controls**

**a) Infrastructure in Urban Areas**

- i) Subdivisions in urban areas are required to provide the following infrastructure:
  - road;
  - footpath;
  - kerb and gutter;
  - drainage;
  - reticulated sewer and water;
  - telecommunications (including National Broadband Network);
  - street lighting; and
  - electricity.
- ii) If access is via a lane, the lane is to be constructed full width from at least one street, kerbed and guttered on one side of the road and contain adequate stormwater drainage provisions.
- iii) Where reticulated sewerage is not available, effluent is required to be contained, treated and disposed of within the subject site. Applications for such subdivisions must be accompanied by an onsite effluent disposal report prepared in accordance with Council’s [On-site Sewer Management Strategy](#).

**b) Infrastructure in Rural RU2 Rural Landscape Areas and R5 Large Lot Residential Areas**

- i) Subdivision of Large Lot Residential areas (R5 zone) are to provide the following:
  - road and drainage incorporating concrete kerb and gutter or concrete edging;
  - sealed driveways to hatchet shaped lots where shared; and
  - electricity, telephone and National Broadband Network.
- ii) Subdivisions in Rural (RU2 zone) and Large Lot Residential (R5 zone) areas may be accessed by a right-of-carriageway.
- iii) Applications for rural and large lot residential subdivisions must be accompanied by an onsite effluent disposal report prepared in accordance with Council’s [On-site Sewer Management Strategy](#).
- iv) The disposal of effluent on new lots utilising pump-out systems is prohibited.

**c) Stormwater Drainage**

- i) Stormwater drainage shall be designed and provided in accordance with Council’s [Development Design and Construction Specification](#).
- ii) Prior to drainage works commencing, detailed designs are to be provided to Council for approval. Concept details are to be provided with a DA.
- iii) Stormwater is to be gravity drained to Council’s drainage system.
- iv) In some circumstances, inter-allotment drainage easements over downstream properties may be required. This will necessitate a letter of consent from the owner(s) of the downstream properties to be submitted with the DA.

- v) Drainage from sites should reflect the pre-existing or natural situation in terms of location, quantity, quality and velocity of water.
- vi) Council may require on-site detention.

**d) Utility Services**

- i) Separate water meters are to be provided when strata-subdividing existing dwellings or units.
- ii) Utility services must be extended to all lots in accordance with Table 1 (except for common property in Community Title and Strata Subdivisions).

**TABLE 1 – UTILITY SERVICE REQUIREMENTS**

Utility Services	Urban Area	Large Lot Residential (R5) Area	Rural Area
Telephone	Yes*	Yes*	Yes
National Broadband Network	Yes*	Yes*	Yes
Electricity (see (e) below)	Yes*	Yes*	Yes
Council’s Water Main	Yes**	No	No
Council’s Sewer main	Yes**	No	No

\* In greenfield subdivisions these services must be underground.

\*\* Some urban areas (such as Lowanna, Red Rock and Ulong) do not have reticulated water and/or sewer services. In these areas, these utility services are not required to be provided.



**e) On-site Renewable Energy Generation Systems and Subdivision Proposals on lands zoned RU2 Rural Landscape and R5 Large Lot Residential**

- i) The use of on-site renewable energy generation systems as the sole electricity supply for subdivided allotment/s on lands zoned RU2 and R5 will only be considered where the applicant provides supporting information that the particular site is suited to the use of such a system. In this regard, the following qualifying criteria are to be demonstrated:
  - where traditional grid electricity provision is cost prohibitive due to the remote or restrictive (eg. significant vegetation) location of the property; and
  - where the allotment/s is/are located at the “end of the line” of grid electricity in that particular area, so as not to disadvantage other properties located further “up the line”, or compromise future development expansion. Examples include areas which are unlikely to have further development adjoin in the future, including properties at the end of a road, adjoining steep lands or adjoining public land such as State Forest or National Park.
- ii) Where an on-site renewable energy generation system is proposed as the sole electricity supply for a RU2 or a R5 allotment, appropriate arrangements should be made to Council’s satisfaction so that future purchasers of the land are aware that reticulated electricity supply is not connected and the provision of electricity will be at the purchaser’s cost. This is to be by way of an appropriate notification attached to the title of the land.

**f) Un-Serviced Residential Zoned Land (R1 and R2 Zones)**

- i) Subdivision of un-serviced residential lands will only be considered where the proposal complies with an adopted masterplan for that area. Such subdivision applications will be subject to merit assessment.

**B1.3 GENERAL ENVIRONMENTAL CONSIDERATIONS**

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**B1.3.1 Objective**

- 1. To encourage subdivision design responsive to the environmental characteristics of a site.

**B1.3.2 Controls**

- i) A geotechnical report may be required when subdividing steep land.
- ii) The Consent Authority will not favourably consider subdivision, where it requires significant clearing of vegetation to meet required bush fire asset protection zones, access requirements and the like.
- iii) Subdivision in the RU2 Rural Landscape and R5 Large Lot Residential zones must consider:
  - subdivision of escarpments, ridges, and other visually prominent topographical features and sites should be managed to minimise visual impact; and
  - subdivisions are not to negatively impact sustainable agricultural activities. In this regard, buffers shall be provided to ensure that the agricultural potential of the land will not be diminished (see Rural Land Use Conflict Information Sheet).



## B1.4 COMMUNITY TITLE SUBDIVISION

Community Title Subdivisions must conform to the standards in LEP 2013 and this development control plan.

### B1.4.1 Objectives

1. To encourage subdivision that achieves better social, environmental and economic outcomes, not otherwise achieved by conventional subdivision.
2. To provide appropriate access, amenity and siting for all development lots.
3. To ensure that separate private and communal open areas are provided.

### B1.4.2 Controls

- i) Individual lots are to be located to form development clusters in order to minimise vegetation clearing (where relevant).
- ii) Internal access ways and driveways are to be designed to clearly indicate their function and provide acceptable levels of access, safety, amenity and convenience for users, as well as catering for vehicle parking. Internal access is to be designed in accordance with Table 2.
- iii) Ingress/egress to individual lots is not to be from a public road.
- iv) Communal open areas are to be distinguished from private open space.

**TABLE 2 - INTERNAL ACCESS WAYS FOR COMMUNITY TITLE DEVELOPMENT**

	Type 1	Type 2	Type 3
Maximum design speed	40km/h	30km/h	20km/h
Minimum carriage width	6m	5.5m low speed entrance treatment	5m
Minimum total access way reserve	10m	8m	8m
Minimum shoulder width	1.5m	1m	1m
Nature strip width	1.5m	No	No
Cul-de-sac design for service vehicles	3 point turn	3 point turn	3 point turn
Kerb and gutter	Yes In Business and Residential zones only	Yes In Business and Residential zones only	Yes

**Note:**

**Type 1 – Minor loop road not exceeding 200m in length.**

**Type 2 – Minor loop for vehicular and pedestrian use not exceeding 100m in length.**

**Type 3 – Road for vehicular and pedestrian use not exceeding 50m in length**

**Community Title Subdivisions that have Private roads that exceed the “Type 1” requirements shall be designed to meet the standards shown in Table 1 for Public Road standards**



## **B1.5 LAND DEDICATION IN DEVELOPING AREAS**

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### **B1.5.1 Objective**

1. To enable the dedication of appropriate land that is reasonably required by Council as a result of subdivision.

### **B1.5.2 Controls**

- i) Dedication of the following lands may be required as a condition of development consent where appropriate and in accordance with the provisions of the EP&A Act 1979:
  - drainage reserves;
  - riparian buffer zones;
  - land containing ecological constraints;
  - land not capable of being developed due to flooding; and
  - land under roads (including Crown Roads required for access to an approved development pursuant to Section 151 – [Roads Act 1993](#)).
- ii) Exceptions to this requirement may include:
  - land required for the provision of community facilities e.g. sporting fields;
  - land required where the owner/ developer will be severely disadvantaged by the land dedication; and
  - larger areas of land required for conservation purposes.

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS

### Applies to

Residential development undertaken on residential land zoned R1, R2, R3, R4 and R5 in the Coffs Harbour Local Government Area including associated development

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon making of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### 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 the development controls for residential development throughout the Coffs Harbour Local Government Area.*

**Note:** This Component should be read in conjunction with any requirements as set out in the localities contained in Part E of this Development Control Plan (DCP).

### B2.1 DENSITY

#### B2.1.1 Objectives

1. To ensure that the density of residential development is appropriate to the scale and character of each location.
2. To ensure that all development provides a variety and choice of dwelling types and sizes where possible.

#### B2.1.2 Controls

- i) Table 1 below establishes the target densities for each zone:

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COMPONENT E11 WEST WOOLGOOLGA  
COMPONENT E12 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA  
COMPONENT E13 HALLS ROAD BUSINESS PRECINCT  
COMPONENT E14 TOURIST DEVELOPMENT PRECINCTS

#### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1

**TABLE 1 – TARGET DENSITIES FOR EACH ZONE**

Zone	Dwelling Use / Size	Site Area per Dwelling
R1	Refer to Component E15	
R2	For serviced residential land	1 dwelling/400m <sup>2</sup>
	For un-sewered lots (R1 or R2 zone)	1 dwelling per minimum lot size shown on the Lot Size Map.
R3	Small (<55m <sup>2</sup> )	1/50m <sup>2</sup>
	Medium (55-84m <sup>2</sup> )	1/75m <sup>2</sup>
	Large (85-125m <sup>2</sup> )	1/110m <sup>2</sup>
	Extra Large (>125m <sup>2</sup> )	1/150m <sup>2</sup>
R4	Small (<55m <sup>2</sup> )	1/50m <sup>2</sup>
	Medium (55-70m <sup>2</sup> )	1/60m <sup>2</sup>
	Large (>70m <sup>2</sup> )	1/80m <sup>2</sup>
R5		1 dwelling/per minimum lot size shown on the Lot Size Map

**Note:**

1. *Not including the area of any access handle or internal driveway.*
  2. *Different density provisions may apply in many other parts of the Coffs Harbour Local Government Area (LGA); refer to Part E (area based provisions) for specific density requirements.*
  3. *Density is based on site area per dwelling and/or dwelling size.*
- ii) For dual occupancy development proposed on R2 Low Density Residential zoned lands, the gross floor area (GFA) is not to exceed 40% of the land/allotment area.

**B2.2.2 Controls**

**a) Building Setbacks for all Residential Development**

- i) The minimum building setback requirements for residential development are as specified in Table 2.
- ii) Buildings can be built to side and rear boundaries (zero setbacks) in the R1 General Residential, R2 Low Density Residential zone and R3 Medium Density Residential zoned lands where:
  - the building has a maximum boundary wall height of three metres, unless matching an existing or simultaneously constructed wall;
  - there is no adverse impact upon the amenity of the adjoining properties;
  - there is no interruption to overland drainage paths;
  - there are no openings in the boundary wall (see Figure 1 below); and
  - the wall is of masonry construction.

**B2.2 BUILDING SETBACKS**

**B2.2.1 Objectives**

1. To create a clear transition between public and private space.
2. To create good quality entry spaces to lobbies, foyers or additional dwelling entrances.
3. To allow an outlook to, and surveillance of, the street.
4. To allow for street landscape character.

- iii) No buildings, associated or ancillary development are to be located within the 20 metre Pacific Highway Development Setback Area. See Component E13 for further information regarding this requirement, including mapped applicable areas.

FIGURE 1 - ZERO SETBACKS

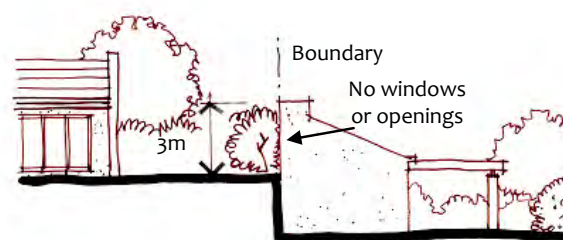


TABLE 2 – MINIMUM BUILDING SETBACKS FOR RESIDENTIAL DEVELOPMENT OUTSIDE THE COFFS HARBOUR CITY CENTRE AREA (SEE COMPONENT E3)

Zone	Minimum Front Setback	Minimum Side Setback	Minimum Rear Setback
General Residential (R1)	Refer Component E15	Refer Component E15	Refer Component E15
Low Density Residential (R2)	6m	900mm (from walls) 675mm (to outer edge of roof gutter and eaves)	900mm (from walls) 675mm (to outer edge of roof gutter and eaves)
Medium Density Residential (R3*)	9m Permitted encroachment to 6m for buildings with a height less than 8.5m (i.e. not more than two storeys)	6m Permitted encroachment to 3m for buildings with a height less than 8.5m (i.e. not more than two storeys). Permitted encroachment to 1m for single storey buildings	6m Permitted encroachment to 3m for buildings with a height less than 8.5m (i.e. not more than two storeys). Permitted encroachment to 1m for single storey buildings
Large Lot Residential (R5)	10m	5m	5m

\* These setbacks apply to all forms of residential development including dwellings, dual occupancies, residential flat buildings and multi-dwelling housing.

**b) Articulation Zone**

- i) A dwelling house, other than a dwelling house that has a setback from a primary road of less than three metres, may incorporate an articulation zone to a primary road.
- ii) The following building elements are permitted in an articulation zone:
  - an entry feature or portico;
  - a balcony, deck, patio, pergola, terrace or verandah;
  - a window box treatment;
  - a bay window or similar feature;
  - \*an awning or other feature over a window; and
  - \*\*a sun shading feature.

- iii) A building element on a dwelling house (other than a pitched roof to an entry feature or portico that has the same pitch as the roof on the dwelling house) must not extend more than:

- one metre above the gutter line of the eaves of a single storey dwelling house; or
- above the gutter line of the eaves of a two storey dwelling house.

- iv) The maximum area of all building elements within the articulation zone, other than a building element listed in subclause (ii)\* or \*\* above, must not be more than 25% of the area of the articulation zone, measured through the horizontal plane of the elements.

**Note:** The above requirements apply to:

1. A dwelling house or a dual occupancy (a building) and any carport, garage, balcony, deck, patio, pergola, terrace or verandah that is attached to the dwelling house or dual occupancy; and
2. An outbuilding, or alterations and additions to an existing outbuilding (also a building).

### B2.3 FRONTAGE WIDTH REQUIREMENTS

---

#### B2.3.1 Objective

1. To ensure that the design of residential development provides an appropriate response to the character of the surrounding area.

#### B2.3.2 Controls

##### a) Frontage width Requirements for Multi Dwelling Housing Proposals

- i) Proposals for three or more dwellings will only be approved where the frontage of the property is at least 5.5 metres wide. For every additional dwelling over three, the width of the frontage of the property to the street is to be increased by one metre (i.e. four dwellings, frontage of 6.5 metres).

### B2.4 PRIVATE OPEN SPACE

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#### B2.4.1 Objective

1. To ensure that residential development provides an adequate amount of functional private open space that is appropriate to the context of the location.

#### B2.4.2 Controls

- i) Each dwelling is to have private open space with direct connection to indoor living areas through sliding glass doors or other similar openings. This space should ideally be oriented to maximise use.
- ii) Ground level private open space (including swimming pools) is not to be located at the front of a development adjoining a public road, unless details of satisfactory fencing are included with the proposal.

- iii) The positioning of new private open space areas is not to unreasonably compromise the private open space of other nearby dwellings (on the same site or on adjacent properties).
- iv) Private open space within zones R1, R3 and R4 is to be provided at the following rate:

Dwelling Type	Minimum area
<55m <sup>2</sup>	8m <sup>2</sup>
55-84m <sup>2</sup>	10m <sup>2</sup>
85-125m <sup>2</sup>	12m <sup>2</sup>
>125m <sup>2</sup>	16m <sup>2</sup>

- v) Private open space within zones R1, R3 and R4 is to have a minimum width of two metres.
- vi) Private open space in the R1, R3 and R4 zones can include balconies and terraces.
- vii) Ground level private open space areas, on developments in the R2 zone are to:
  - have a minimum dimension of four metres;
  - a ground slope not greater than one in eight; and
  - provide a minimum of 90m<sup>2</sup> for each dwelling and be provided in one area. Consideration may be given to the division of this area into two, with the smallest portion being no less than 40m<sup>2</sup>.
- viii) On sites with a slope greater than one in eight where usable private open space cannot be physically provided at ground level, large open decks will be considered as a suitable alternative.

## B2.5 ON-SITE EFFLUENT DISPOSAL

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### B2.5.1 Objective

1. To ensure that on-site effluent disposal (within non-sewered residential areas) is achieved by appropriate means.

### B2.5.2 Controls

- i) Effluent disposal must comply with Council's [On-Site Sewage Management Strategy](#).
- ii) Effluent disposal systems are to be set back 100 metres from permanent waterways and/or 40 metres from gullies or drainage depressions.

## B2.6 INFRASTRUCTURE REQUIREMENTS

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### B2.6.1 Objective

1. To ensure that necessary infrastructure is provided to support housing in the Coffs Harbour LGA.

### B2.6.2 Controls

- i) Where a dual occupancy is proposed (both on vacant land or an addition to an existing dwelling), site frontages are to provide concrete kerb and gutter, as well as a vehicle crossing.
- ii) Where multi-dwelling housing is proposed, site frontages are to provide the following:
  - sealed road pavement;
  - concrete kerb and gutter;
  - concrete footpath;
  - piped stormwater drainage; and
  - if access is to be via a lane, the lane is to be constructed full width from at least one street, kerbed and guttered on one side of the road and contain adequate stormwater drainage provisions.

- iii) Developers will be required to meet all associated costs of upgrading site frontages, upon development of the property.

*Note: Construction standards for these works are contained in Council's [Development Design and Construction Specification](#) document.*

## B2.7 ASSOCIATED RESIDENTIAL DEVELOPMENT

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### B2.7.1 Objectives

1. To ensure structures and outbuildings associated with residential development do not dominate the street frontage.
2. To ensure that the appearance of associated residential development is of a high quality and integrates with the streetscape.
3. To ensure associated residential development demonstrates consistent height, bulk and scale with the existing or proposed development in the locality.

### B2.7.2 Controls

#### a) R1, R2, R3 and R4 Zones

*Note: Associated residential development includes outbuildings (sheds and the like), garages, carports, fences, walls and swimming pools.*

- i) All associated structures and outbuildings should be constructed with materials and to a level of workmanship that result in minimal visual impact on adjoining properties and the amenity of the area.
- ii) Associated structures and outbuildings are to be positioned to optimise backyard space.



- iii) The maximum floor area of an outbuilding on a lot in zone R1, R2, R3 and R4 is not to exceed:
  - 45m<sup>2</sup>, if the lot has an area of at least 450m<sup>2</sup> but less than 600m<sup>2</sup>;
  - 60m<sup>2</sup>, if the lot has an area of at least 600m<sup>2</sup> but less than 900m<sup>2</sup>; or
  - 100m<sup>2</sup>, if the lot has an area of at least 900m<sup>2</sup>.
- iv) Open walled ancillary structures and outbuildings with a maximum roof height of three metres may extend to the boundary subject to there being no adverse impact on the amenity of the adjoining properties.

**b) R5 Large Lot Residential Zone**

- i) The maximum floor area for outbuildings is 200m<sup>2</sup>.

**c) Fencing and Walls**

- i) Fencing should not block views from a dwelling towards the street or similarly obscure the visibility of the front entrance of a dwelling.
- ii) Council will consider the provision of solid fencing between 1.2 – 1.5 metres high in front of the building line provided it is set back a minimum of 0.6 metres from the front boundary to allow for landscaping for not less than 50% of the length of the fence. Fences between 1.5 – 1.8 metres high must be setback a minimum of one metre from the front boundary to allow for landscaping for not less than 50% of the length of the fence.
- iii) Solid fencing must not impact on traffic visibility, and fencing adjacent to a

driveway must incorporate appropriate setback splays or openings to ensure pedestrian visibility is maintained.

- iv) Fence materials and details are to be compatible with fencing in the immediate locality. Sheet metal (including colour bond) is not to be the dominant feature of a front fence.
- v) All fencing behind the line of the dwelling/ building façade, side and rear fences, may be a maximum of 1.8 metres.
- vi) Side fences which project forward of the front building line should step down to the adjoining front fence.
- vii) Expansive flat and blank surfaces to street frontages are to be minimised to reduce the opportunity for graffiti.

**d) Swimming Pools**

- i) Swimming pool safety fencing is to be in accordance with the [Swimming Pools Act](#) and [Regulations](#).
- ii) Swimming pools located within the front setback are to comply with the [Swimming Pools Act](#) and [Regulations](#) and B2.7.2(c).
- iii) Cut and fill of the area surrounding the swimming pool is to be limited to a maximum of one metre.
- iv) All mechanical pump and filter equipment is to be adequately soundproofed so as not to create a noise nuisance in terms of the [Protection of the Environment Operations Act](#).



- v) All waste water is to be connected to Council's sewer main via a suitable 100mm diameter gully trap. A minimum air gap of 100mm is to be provided between the discharge outlet and the gully grate. In unsewered areas, waste water is to be discharged to an absorption pit positioned within the property where it will not impact on an adjoining property or a nearby waterway.
- vi) The water edge of the pool is to be positioned a minimum of 0.9 metres from a side or rear boundary. A reduced setback will be considered by the Consent Authority if it can be demonstrated that the pool will not cause any detrimental impact on the adjoining property.

**e) Garages and Carports within the Street Setback Area**

- i) Council will consider reduced street setbacks for carports and garages in the following circumstances:
  - there is an existing pattern of similarly located carports/garages in the street;
  - the topography of the land is such that the carport/garage can form a part of an existing slope or retaining wall;
  - the topography of the land is such that the existing house is significantly below the street level;
  - the house is located on a corner lot. In this case a carport/garage can be built to the secondary street;
  - the existing house's setback is significantly greater than other setbacks in the street; or
  - the subject lot is irregular in shape and location.

- ii) New carports/garages to existing or infill houses are to be designed and constructed in a manner that is integral to, and consistent with the style and standard of finishes of the existing house. They should be a continuation of the existing house and contribute in a positive manner to the streetscape of the local area.

**f) Preferable Location for Carports and Garages**

- i) Where an existing dwelling has access from a rear lane or the width of the lot is sufficient to allow access from the street, carports and garages are to be located at the rear or attached to the side of the existing dwelling. In this case the Council would consider relaxing side setback requirements if required.
- ii) Carports built to side boundaries should be built without walls.

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT C1 DESIGN REQUIREMENTS

### Applies to

All types of assessable development within the Coffs Harbour Local Government Area

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon making of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### 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 contains general design requirements for development undertaken in the Coffs Harbour Local Government Area.*

### C1.1 GENERAL DESIGN ISSUES

#### C1.1.1 Objectives

1. To encourage innovative design which results in development that is pleasant to live or work in, relates to desired future neighbourhood character, is responsive to the site and that is environmentally sensitive.
2. To provide design criteria that encourages good urban design practice.
3. To ensure that the design of residential buildings provide for the acoustic and visual privacy of future residents.
4. To restrict the reflection of sunlight to surrounding areas and buildings.

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

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COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

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COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS  
COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

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COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS  
COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

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COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT  
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COMPONENT E14 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1

As reported to Council 9 May 2013

Attachment 1

## C1.2.2 Controls

### a) Building Design in Urban Areas

#### i) General

- On sloping land, the height and bulk of the building, particularly on the down slope, is to be minimised. Cut and fill is to be reduced by using designs minimising the building footprint and allow the building mass to step down the slope. A maximum of one metre cut or fill is allowed outside the building's external walls.
- Avoid excessive ramping for car parking by locating garages under the dwelling on the higher street access side.
- All retaining walls for excavation or filling are to be identified in the development application. Those affecting adjoining properties i.e. adjacent to property boundaries are to be constructed prior to commencement of footings for the building. All other approved retaining walls are to be in place prior to the issue of an occupation certificate.
- Buildings should allow for some outlook to streets, lanes or other public space areas to increase passive surveillance.

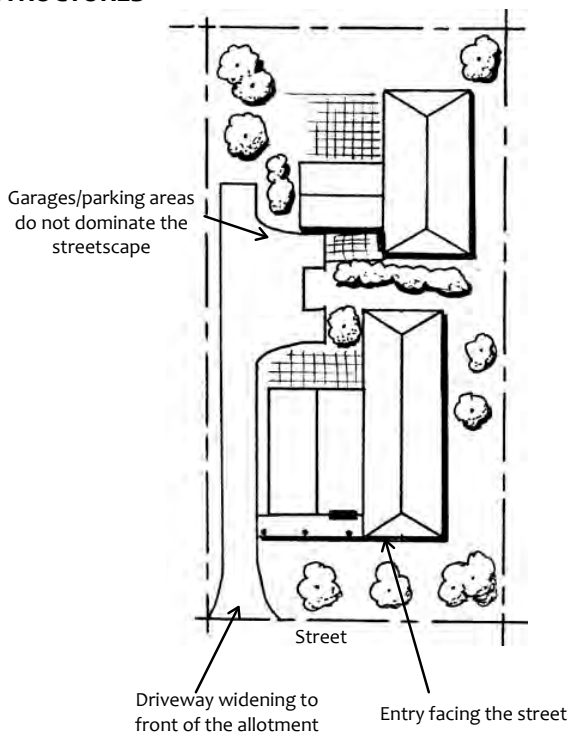
#### ii) Residential (Dwellings, Dual Occupancies, Multiple Units and the like)

- Buildings and road works are not to be located on prominent ridgelines or hillsides.
- The floor level of the residential buildings is to be a minimum of 300mm above finished ground level with provision for the diversion of stormwater.

- The design of residential development should consider adjoining properties and development in relation to the following:
  - appropriate alignment and street frontage heights;
  - façade proportions including horizontal or vertical emphasis;
  - heritage; and
  - building separation and amenity.
- Residential buildings should incorporate some or all of these elements:
  - verandahs, decks, pergolas, lattice, awnings, balconies, window hoods, curved or pitched rooflines and overall differentiation of the top, middle and base of the building;
  - inclusion of a mix of compatible materials; and
  - balcony enclosures will only be permitted where the overall design of the facade is not adversely affected.
- Development proposals are to have regard to existing views and view corridors and are to be designed so that existing views are not substantially affected.
- The design of buildings on corner allotments, should consider the following:
  - the ability of the building design to address adjoining buildings, open space and dual frontage;
  - use of building forms which emphasise the corner site; and
  - use of modulated designs to break up the building form.
- Direct overlooking of living areas and private open spaces of other dwellings should be minimised.
- Use pier or pole construction on slopes in excess of 20%.

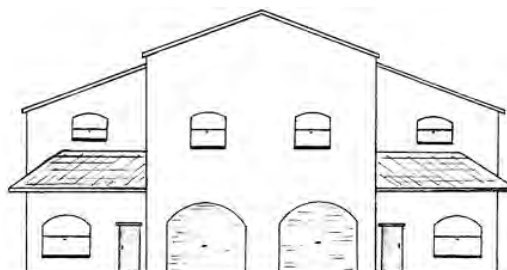
- Garages and parking structures are to be sited and designed so as not to dominate the street frontage (see Figure 1). The aggregate width of a garage door/s facing the street frontage is not to exceed the width of a standard double garage entry.

**FIGURE 1 - SITING OF GARAGE AND PARKING STRUCTURES**



- Where dual occupancy development is proposed and both dwellings will have frontage to the street, structural variation to the dwellings design is to be provided to prevent the dwellings from being the mirror reverse of each other (see Figure 2).

**FIGURE 2 - MIRROR REVERSING: UNACCEPTABLE DESIGN SOLUTION**



- Building design should be of an appropriate scale to the existing streetscape (see Figure 3).

**FIGURE 3 - CONFORM WITH STREETScape**



**Note:**

- When building in the vicinity of sewerage mains, Council's [Sewerage Mains – Building in the Vicinity of Policy](#) will apply.
- Council is not bound to enforce S88B Instruments in private matters such as density and developer preferred building materials.

**iii) Solar Access**

- Building design shall allow for at least two hours of sunshine upon the indoor living areas of adjacent dwellings or units (both within the same site and on adjacent properties) and the outdoor private open space areas between 9.00am and 3.00pm on 22 June of any given year.
- Living areas and private open space areas of proposed developments should face North to North East to maximise solar access.

As reported to Council 9 May 2013

Attachment 1

- When excessive overshadowing is likely to occur, Council may require shadow diagrams to be submitted to confirm whether the shadows cast will impact on surrounding properties indoor and/or outdoor living areas.
- The shadow diagrams are to be professionally prepared and based on a survey of the relevant site and the adjoining development/ properties.
- Where required, shadow diagrams are to be submitted to illustrate the shadows cast by the proposed building at 9.00am, 12.00 noon and 3.00pm on 22 June, and are to take into consideration existing vegetation.

**iv) Commercial and Industrial Development**

- All points of an office floor should be no more than 10 metres from a source of daylight (e.g. windows, atria or light wells) in buildings less than 24 metres in height, and no more than 12.5 metres from a window or daylight source in buildings over 24 metres in height.
- Building design should include atria, light wells and courtyards to improve internal building amenity and achieve ventilation.
- Large unrelieved expanses of wall or building mass are not appropriate when facing a public road reserve or adjoining residential areas.
- The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building.
- Display areas, ancillary offices, staff amenities and other low-scale building elements should be located at the front of the industrial premises and integrated into the overall design and “street address” of the development.

- Building materials that are highly reflective or less durable are to be avoided.
- Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass.
- Limit opaque or blank walls for ground floor uses to 30% of the street frontage.
- Colours and textures of all external finishes are to be compatible with surrounding development.
- Articulation to building facades, fenestration or architectural enhancements with application of appropriate colours and landscaping are to be used where possible to enhance the overall appearance of a development.
- Where al fresco dining is proposed it shall be provided at street level.
- Where development is affected by the ‘flood planning level,’ risk will be mitigated through innovative design solutions.
- Where building floors must be raised more than 1 stair to accommodate the ‘flood planning level’ this will be dealt with internally and/ or at the rear via a rear laneway to ensure that the relationship of the shop to the street is not compromised.
- A material sample board and schedule is required to be submitted with applications for development over \$1 million or for that part of any development built to the street edge.

**v) Awnings**

- Awnings increase the usability and amenity of public footpaths by protecting pedestrians from sun and rain.

- Continuous street frontage awnings are to be provided for all new commercial developments in the Heritage Conservation Area within Sawtell, and relevant Woolgoolga business zoned areas. Outside these areas weather protection is to be provided at the main entrance to each building.
- Awning design must match building façades and be complementary to those of adjoining buildings.
- On commercial buildings, awnings are required where a building fronts car parks and/or internal pedestrian courtyards.
- Where a building is sited on a street corner, awnings should be wrapped around the corner for a minimum of six metres.
- Awning design should include:
  - a minimum 2.8 metres deep where street trees are not required, otherwise minimum 2.4 metres deep;
  - a minimum soffit height of 3.2 metres and maximum of four metres;
  - follow articulation or sloping streets and be integral with the building design and not exceed 700mm in width;
  - a low profile, with slim vertical fascias or eaves (generally not to exceed 300mm in height); and
  - be setback from the kerb to allow for clearance of street furniture, trees, etc. (minimum 600mm).
- To control solar access, vertical blinds may be permitted along the outer edge of awnings.
- Signage on blinds is not permitted.
- Provide under awning lighting to facilitate night use and to improve public safety. Lighting is to be recessed into the soffit of the awning or wall mounted.

- The bottom edge of awnings (including blind hooks and bars) attached to buildings facing public places shall be no less than two metres high from footpath level.

**b) Building Design in Rural Areas**

- i) The design of buildings should be in keeping with the rural character of the area.
- ii) Proposals are to incorporate appropriate materials (i.e. timber, corrugated roofing or similar) and natural colours (greys, greens, browns) where practicable.
- iii) Fences and gates should be constructed using traditional materials and designs.
- iv) Large sheds, greenhouses, solar panels and associated solar tracking devices and other structures should be designed, located and landscaped to reduce amenity impacts on adjoining properties and public places.
- v) Attached dual occupancy development in a rural, rural residential or large lot residential setting/ zoning is to:
  - appear as a single integrated development not two separate developments;
  - be under common roofline;
  - be attached by a common “shared” wall;
  - have similar roof form, profile, slope and height for both components of the dual occupancy;
  - have similar design elements for both components of the dual occupancy; and
  - share a common access driveway.
- vi) Buildings are not to be located on or above prominent ridgelines.



As reported to Council 9 May 2013

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**c) Acoustic and Visual Privacy**

- i) Windows, balconies, verandahs, decks and the like should be designed and oriented to minimise overlooking of main living areas and private open spaces of adjacent dwellings. Effective design is preferred to the use of screening devices, high sills or obscured glass.
- ii) If the windows and doors of proposed dwellings cannot provide measures that prevent direct view into the living area/bedroom windows of an adjoining dwelling the following should be incorporated:
  - be located out of alignment with the windows of adjoining dwellings; or
  - have fixed obscure glazing to a minimum height of 1.5 metres above floor level; or
  - use another form of screening to the satisfaction of the Consent Authority.
- iii) Dwellings are to be sited and designed to limit the potential for noise transmission to the living and sleeping areas of adjacent dwellings.
- iv) Careful consideration should be given to the location of noise generating activities/items such as air-conditioning units, swimming pool equipment, recreation areas, driveways and car spaces to minimise the impact on the amenity of adjoining properties.
- v) A roof top balcony, terrace and the like on residential developments and outbuildings is not suitable where it compromises privacy and amenity.

**d) Reflectivity**

- i) New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.
- ii) Highly reflective finishes and curtain wall glazing are not permitted above ground floor level.

**C1.2 SUBDIVISION DESIGN CONTROLS**

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**C1.2.1 Objectives**

1. To encourage regular shaped allotments that respond to the particular circumstances of the site.
2. To encourage subdivisions that provide appropriate connectivity and that result in greater levels of walking and cycling in neighbourhoods.
3. To ensure that road frontages maintain streetscape integrity and provide for an adequate area to accommodate services.
4. To encourage lot configurations that maximise solar access.

**C1.2.2 Controls**

**a) Allotment Shape**

- i) All lots shall be of a regular shape wherever possible.
- ii) Subdivision proposals should contain a suitable frontage to depth ratio, to avoid ‘gun-barrel’ type development to allow for the suitable separation of dwellings and to permit development which responds to particular site circumstances such as orientation and topography.
- iii) In large lot residential zones the applicant shall demonstrate appropriate separation between future dwelling envelopes to maintain adequate privacy and amenity values.
- iv) Subdivisions are not permitted where three or more ‘battle-axe handles’ will be directly adjoining each other.



**b) Subdivision Pattern and Connectivity**

- i) Subdivision layouts should provide road networks based on a grid pattern demonstrating connectivity.
- ii) Pedestrian connectivity must be provided by the public road network rather than narrow pedestrian linkages.
- iii) Subdivision layouts shall not involve the creation of lots that back onto public reserves or waterways. Public reserves, drainage reserves and the like should be bordered by a public road.
- iv) Appropriate measures for stormwater control and enhanced opportunities for use of public reserve areas will be considered as part of the subdivision proposal.
- v) Footpaths should provide an accessible integrated network of walking and cycling routes for safe and convenient travel to local destinations and points of interest. See Component C2 (Access, Parking and Servicing Requirements) for detailed controls relating to footpaths and cycleways.

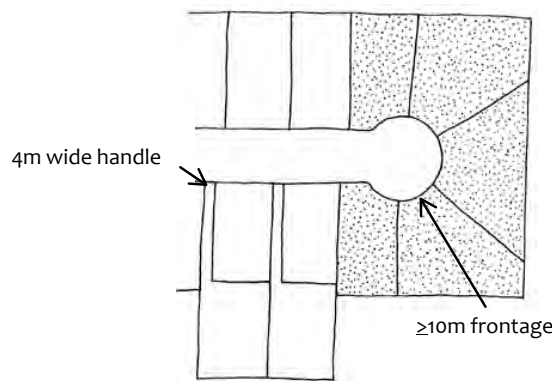
**c) Frontage Requirements**

- i) All lots in residential zones are to have a minimum frontage\* of four metres to public road\*\*, except:
  - where two ‘battle axe handle’ shaped lots in a (Torrens Title) subdivision will share a single driveway, then the combined widths of the ‘handles’ is to be at least four metres wide. Each lot is to have an adequate area at its frontage for a water meter and letter box, in addition to accommodating a driveway; and

\* *Strata and Community Title lots may achieve such frontage via their common property.*  
 \*\* *not including a lane.*

- lots which have frontage to a cul-de-sac head are to have a minimum frontage of 10 metres per lot (per dwelling) (refer Figure 4). The frontage is to contain driveway access to one side of the frontage to enhance visitor car parking availability, and to maintain streetscape integrity.

**FIGURE 4 – FRONTAGE REQUIREMENTS FOR LOTS FRONTING A CUL-DE-SAC HEAD**



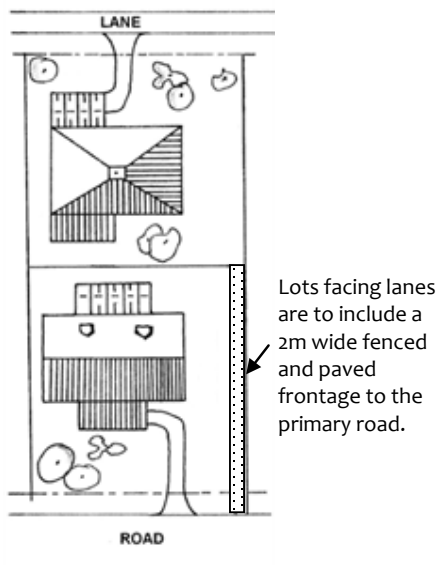
- ii) An urban subdivision which will involve a lot having vehicular access to a lane will only be permitted in conjunction with substantial commencement of the lots development (i.e. vacant lots off laneways are not to be created).
- iii) Lots adjoining lanes are to have a two metre wide frontage, fenced and paved to the primary road, to provide for pedestrian access, letter boxes and services (water, sewer, electricity, communication) (refer Figure 5).



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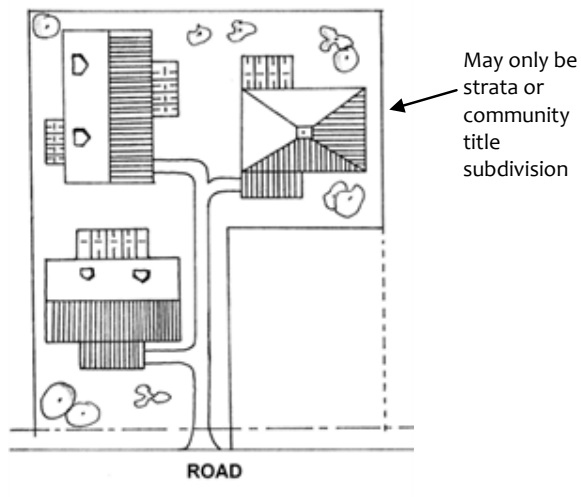
Attachment 1

**FIGURE 5 – FRONTAGE REQUIREMENTS FOR LOTS ACCESSED FROM A LANEWAY**



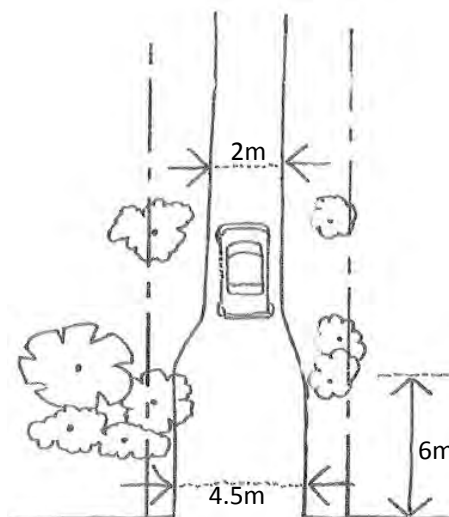
iv) Where an urban subdivision will create three lots or three dwellings using a common driveway, then the form of subdivision is to be either Strata or Community Title (refer Figure 6).

**FIGURE 6 – SUBDIVISION OF TWO OR MORE DWELLINGS USING A COMMON DRIVEWAY**



v) In the above situation, the common driveway is to be constructed in concrete, and be a minimum of 4.5 metre wide at the street, continuing at this width to a depth of six metres, and thereafter to a minimum width two metres (refer Figure 7). This driveway is to be constructed prior to the issue of the Subdivision Certificate.

**FIGURE 7 – COMMON DRIVEWAYS (THREE OR MORE DWELLINGS)**

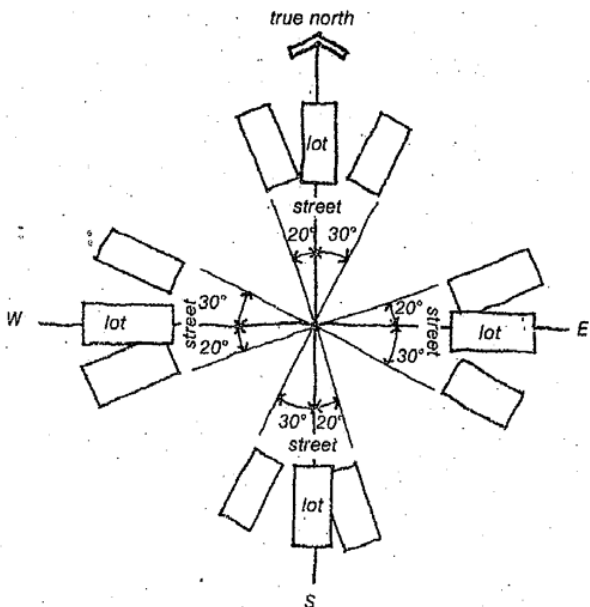


vi) Adequate area at the frontage, to accommodate water meters and letter boxes, is also required.

**d) Energy Efficiency – Lot Orientation**

- i) Design subdivisions to maximise solar access and to minimise potential overshadowing impacts to existing and future development.
- ii) Orientate roads so that the majority of their length is within the range N20°W to N30°E or E20°N to E30°S (refer Figure 8).

FIGURE 8



iii) On sloping sites, smaller lots should be concentrated on north facing slopes and larger lots on south facing slopes.

**e) Flood Affected Areas**

- i) Ensure each residential lot has a minimum building site area of 400m<sup>2</sup> located above the 1% (100 year) flood level and a minimum building line width of 15 metres.
- ii) Local perimeter roads should be above the 1% (100 year) flood level.
- iii) Ensure road layout and subdivision design consider flood evacuation measures for pedestrians and vehicles.

**C1.3 PEDESTRIAN ACCESS AND MOBILITY**

**C1.3.1 Objectives**

- 1. To ensure that dignified, equitable, cost-effective and reasonably achievable access to buildings, and facilities and services within buildings, is provided for all people.

- 2. To improve the opportunities for people with a disability to participate in and contribute to the economic, cultural, social and political life of our community as equal citizens.

**C1.3.2 Controls**

**a) Pedestrian Access to Buildings**

- i) Equitable access to all premises used by occupants is to be provided in accordance with the *Disability Discrimination Act 1992*;
- ii) An accessway (as defined in AS 1428.1) is to be provided from allotment boundaries to the principle pedestrian entry for all buildings where the Premises Standards apply.
- iii) Certification from an accredited access consultant may be required for demonstrating compliance with the Standards at the discretion of the Certifying Authority.
- iv) Parking areas, footpaths, recreation areas, outdoor dining areas and other public spaces are to be designed as barrier-free environments for all people.
- v) Retail and commercial shop fronts within the City Centre Core shall be accessible from all street frontages using no more than one stair.

**b) Pedestrian Overpasses and Underpasses**

- i) In exceptional circumstances, new over-passes or under-passes may be considered 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 10 metres wide.



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**c) Pedestrian Access to Open Space**

- i) Pedestrian links are to be provided throughout a proposed subdivision layout at ends of cul-de-sacs, linking open spaces, and to adjoining existing or proposed cycle ways and pedestrian paths.
- ii) Where open space is included in a subdivision proposal, it should be provided to meet the minimum requirements of Council’s [Open Space Strategy](#).

**C1.4 SAFER BY DESIGN EVALUATION**

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Basic [Crime Prevention through Environmental Design](#) (CPTED) principles and strategies are used by consent authorities to assess applications and to justify the modification of proposals to minimise risk.

**C1.4.1 Objective**

- 1. To ensure that [CPTED](#) principles are considered in the preparation and assessment of relevant development applications.

**C1.4.2 Controls**

- i) Council will consider and apply [CPTED](#) principles when assessing all developments.
- ii) Council will determine which development applications will be:
  - referred to the NSW Police Service for comment; or
  - jointly reviewed by trained police and Council for crime risk, depending on the size or nature of proposals and their likely impact on community safety.
- iii) The likely development proposals for referral are indicative only and is subject to variance, to reflect changes in crime patterns and size/importance of proposals.

iv) The likely referrals include:

- multiple units, townhouse/villa developments (20 or more dwellings);
- mixed-use developments (with 20 or more dwellings);
- new or upgraded commercial/retail development (major works);
- new or upgraded schools (major works);
- large sports and community facilities;
- clubs/hotels (i.e. including proposals to extend hours, gaming rooms etc);
- new service stations/convenience stores;
- hospitals;
- financial institutions/automatic tellers;
- unusual developments (i.e. arcades, sex services premises, amusement centres); and
- subdivisions (exceeding 50 lots).

**C1.5 CONSOLIDATION OF ALLOTMENTS**

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**C1.5.1 Objective**

- 1. To ensure that buildings are positioned on land in the most appropriate and efficient manner possible.

**C1.5.2 Controls**

- i) Consolidation of allotments will be required where any buildings are proposed to occupy more than one allotment. This control applies to new buildings as well as alterations to existing buildings.

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS

### Applies to

All development within the Coffs Harbour Local Government Area

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon making of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### 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 contains detailed objectives and controls on access, parking and site servicing/facilities for the development of land in the Coffs Harbour Local Government Area.*

### C2.1 ROAD AND ACCESS DESIGN

#### C2.1.1 Objective

1. To encourage road design that is responsive to the characteristics of a locality, the subject site and that reflects appropriate road functions.

#### C2.1.2 Controls

##### a) Road Hierarchy

- i) The road hierarchy of subdivisions should reflect road function, and should be designed in accordance with Table 1.

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION  
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS  
COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS  
COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS  
COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS  
COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

COMPONENT C1 DESIGN REQUIREMENTS  
COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS  
COMPONENT C3 LANDSCAPING REQUIREMENTS  
COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS  
COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS  
COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS  
COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS  
COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS  
COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS  
COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT  
COMPONENT E2 BOAMBEE CREEK  
COMPONENT E3 COFFS HARBOUR CITY CENTRE  
COMPONENT E4 HEARNES LAKE / SANDY BEACH  
COMPONENT E5 KORORA LARGE LOT RESIDENTIAL MOONEE  
COMPONENT E6 NORTH BOAMBEE VALLEY (EAST)  
COMPONENT E7 NORTH BONVILLE  
COMPONENT E8 SAWTELL VILLAGE PRECINCT  
COMPONENT E9 SOUTH COFFS  
COMPONENT E10 WEST COFFS  
COMPONENT E11 WEST WOOLGOOLGA  
COMPONENT E12 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA  
COMPONENT E13 HALLS ROAD BUSINESS PRECINCT  
COMPONENT E14 TOURIST DEVELOPMENT PRECINCTS  
COMPONENT E15

### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1

**TABLE 1 – ROAD DESIGN REQUIREMENTS**

	URBAN ROADS				RURAL ROADS			INDUSTRIAL ROADS
	Distributor	Collector	Local	Minor Road (cul-de-sac)	Rural	Cul-de-sac rural road	Large Lot Residential Road	General
Road Reserve Width	22m	20m	15-16m	13.5-15m	20m	20 m (18.5m min.)	20m	22m
Carriageway Width	13m	9-11m	7-8m	5.5-7m	6.2m	6.2m	6-8m	13m
Verge	2 x 4.5m (minimum)	2 x 4.0m	2 x 4.0m	2 x 4.0m	N/A	N/A	N/A	2 x 4.5m
Minimum Design Speed	60km/h	40km/h	30km/h	30km/h	N/A	N/A	60km/h	60km/h
Formation Clear of table drain	N/A	N/A	N/A	N/A	10m	8.5m	N/A	N/A
Bitumen Seal	N/A	N/A	N/A	N/A	6.2m	6m	6-8m	N/A

**Notes:**

1. For more detailed information please refer to Council’s Development Design and Construction Specification.
2. Public road design requirements for the Korora rural residential area are outlined in C2.1.2(d)(ii).

**b) Urban and Industrial Roads**

- i) The layout of new urban and industrial roads should be designed so as to:
- provide for perimeter roads adjacent to open space/natural areas;
  - provide road and pedestrian links to adjoining properties;
  - facilitate the use of public transport;
  - achieve efficient access to all lots;
  - encourage safe levels of vehicle speed;
  - provide adequate sight distances (particularly at intersections);
  - provide efficient access for service vehicles (including bush fire and garbage trucks);
  - minimise impacts on the natural environment and retain significant landscape features;
  - provide for safe and functional vehicle and pedestrian movement; and
  - provide for landscaping, utility services, driveways, letter boxes, street lighting, etc.

- ii) The layout of main roads should also, where possible, provide road networks based on a grid pattern so as to:
- make it easier to find one’s way around (legible);
  - provide persons with a high degree of directional choice (permeable).
- iii) Cul-de-sacs should be avoided, but if used should be short in length. Cul-de-sacs shall not be the dominant element of road design.
- iv) Minor cul-de-sacs coming off a road network that demonstrates a high overall degree of connectivity may be considered. The design is to demonstrate that it is appropriate given the local landform.

- v) No new access points will be permitted directly on/off the Pacific Highway.
- vi) Where roads and other engineering works are to be carried out conceptual detail plans must be lodged with the development application (DA). For detailed engineering and construction requirements for subdivision, reference should be made to the [Austroads Guidelines](#). Applicants are advised to consult with Council’s City Services Department regarding this requirement.

**c) Rural Roads**

- i) Access should be limited to one point from local, arterial or main road networks. Preference is given to access from secondary roads.
- ii) Existing access points should be relocated, where necessary, to improve traffic safety.
- iii) Stopping distance and minimum sight distances are to conform to Austroads Guidelines.
- iv) Intersections with existing main and local roads are required to conform to Austroads Guidelines.
- v) Staggered T–intersections proposed for rural cross-intersections should preferably be of the “right to left” type. This arrangement eliminates traffic queuing on the major road, the need for additional pavement for right turn lanes and greater stagger length associated with “left to right” T-intersections.

**d) Access Arrangements for Large Lot Residential Areas**

- i) Applications for subdivision in Large Lot Residential areas shall include details of:
  - access arrangements to the proposed lots from a public road; and
  - required public road upgrading works.
- ii) Subdivision of properties in the Korora Large Lot Residential area will be conditional upon the developer upgrading all public roads leading to the property to the following minimum standards:
  - minimum 4.5 metre wide sealed road pavement with 0.5 metre wide gravel shoulders (on sloping land - 0 to 10% bitumen seal, 10 to 20% asphalt, greater than 20% reinforced concrete);
 

*Note: extra widening and/or passing bays may be required at some locations.*
  - minimum one metre wide grass verge suitable for safe pedestrian usage;
  - a turning area for garbage trucks;
  - drainage measures such as stabilised table drains and piped drainage;
  - any internal private driveways are to be designed to Council’s standards appropriate for the level of service. In general this will require:
    - driveways with a grade up to 10% are to be bitumen sealed (two coats);
    - driveways with a grade of greater than 10% and less than 20% shall be of asphalt construction (hotmix);



- steeper driveways (greater than 20%) are to be of concrete construction (F72 steel reinforcement);
- if the driveway serves up to four allotments it is to be a minimum three metres wide and have sign posted passing bays every 50 metres;
- if the driveway serves more than four allotments it is to be a minimum 4.5 metres wide; and
- appropriate drainage and erosion control measures are to be implemented both during construction and operation of any private driveway in accordance with Component D1 (Erosion and Sediment Control Requirements) of this Development Control Plan (DCP).

- located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees;
- a minimum of six metres from any intersection of two roads; and
- located to minimise noise and other amenity impacts to adjacent residential properties.

- ii) Vehicle access and entry points are to be integrated into the building design so as not to dominate the streetscape.
- iii) Provision is to be made for vehicles to enter and leave the site in a forward direction, where the site is:
  - steep;
  - fronts a busy road;
  - has three or more dwellings on it;
  - subject to high pedestrian use; or
  - where driveways are more than 30 metres in length.
- iv) Design of driveway crossings must be in accordance with Council’s Standard Vehicle Entrance Designs. Works within the footpath and road reserve will be subject to an approval under relevant parts of the [Roads Act 1993](#).
- v) Commercial or Industrial driveway widths must comply with the relevant [Australian Standards](#).
- vi) Residential driveways are to comply with the following requirements:
  - a driveway, which serves a maximum of three dwellings, is to have a minimum paved width of three metres; and
  - a shared driveway, which serves three or more dwellings, is to have a minimum paved width of 4.5 metres at the street, continuing at this width to a depth of six metres (see Figure 1).

## **C2.2 VEHICULAR FOOTPATH CROSSINGS, DRIVEWAYS AND MANOEUVRING AREAS**

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### **C2.2.1 Objectives**

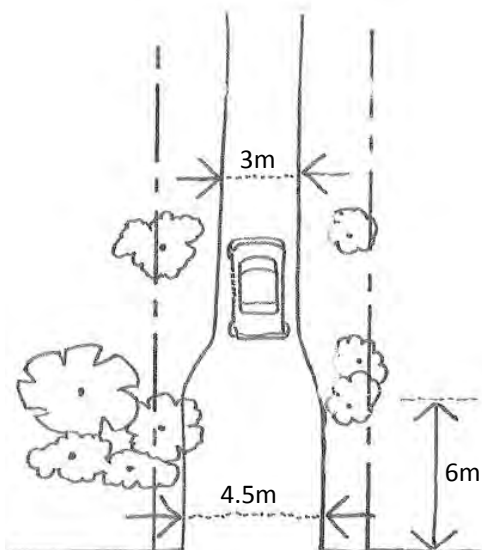
1. To minimise the impact of driveway crossovers on pedestrian safety and streetscape amenity.
2. Minimise stormwater runoff from uncovered driveways and parking areas.

### **C2.2.2 Controls**

#### **a) General**

- i) Driveways should be:
  - provided from the lanes and secondary streets rather than the primary street, wherever practical;

**FIGURE 1 - DRIVEWAYS (THREE OR MORE DWELLINGS)**



**Note:** For minimum lot frontages and width of battle-axe handles also refer to the Design Requirements Component of this DCP – Component C1.

- vii) Car space dimensions must comply with AS 2890.1 and 2890.2.
- viii) Driveway grades, vehicle circulation, vehicular ramp width/ grades and passing bays must be in accordance with AS 2890.1. Driveways should have gradients less than 30%.
- ix) Vehicular ramps less than 20 metres long within developments and parking stations must have a maximum grade of 1 in 5 (20%). Ramp widths must be in accordance with AS 2890.1.
- x) Long driveways may require ‘passing points’ (particularly when adjacent to busy roads).
- xi) Turning areas are to be designed to allow the 85% Design Car Turning Path template.
- xii) Adequate space must be provided within any new development for the loading and unloading of service/delivery vehicles.
- xiii) All service doors and loading docks must be screened from street frontages.

**b) Design of Vehicle Access**

- i) Wherever practicable, vehicle access is to be a single lane crossing with a maximum width of 2.7 metres over the footpath, and perpendicular to the kerb alignment. In exceptional circumstances, a double lane crossing with a maximum width of 5.4 metres may be permitted for safety reasons.
- ii) Vehicle access ramps parallel to the street frontage will not be permitted.
- iii) Doors to vehicle access points are to be roller shutters or tilting doors fitted behind the building facade.
- iv) Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.

**c) Fire Service and Emergency Vehicle Access**

- i) For developments where a fire brigade vehicle is required to enter the site, vehicular access, egress and manoeuvring must be provided to, from and on the site in accordance with the NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements.
- ii) Generally, if a Fire Brigade vehicle must enter a site to access a hydrant, provision must be made for NSW Fire Brigade vehicles to enter and leave the site in a forward direction.

**d) Porte Cocheres**

- i) Porte cocheres may only be permitted in certain circumstances for hotels, major tourist venues, aged care developments, medical centres and the like subject to urban design, streetscape, heritage and pedestrian amenity considerations.



- ii) If justified, porte cocheres should preferably be internal to the building with one combined vehicle entry and exit point, or one entry and exit point on two different street frontages of the development.
- iii) In exceptional circumstances for buildings with one street frontage only, an indented porte cochere with separate entry and exit points across the footpath may be permitted, as long as:
  - it is constructed entirely at the footpath level;
  - provides active street frontage uses in addition to any hotel entry or lobby at its perimeter;
  - is of high quality design and finish; and
  - provides for safe and clear pedestrian movement along the street.

- ii) The accessible car parking spaces are to be located as close as possible to the main pedestrian entrance and should have regard to the use and function of the building.
- iii) Car parking areas shall be clearly marked and signposted shall be constructed to an all weather standard and be graded and drained to Council’s stormwater system.
- iv) On-site parking design must meet the relevant [Australian Standards](#) (AS 2890.1 and 2890.2 2004).
- v) The minimum vertical clearance for parking areas is 2.3 metres.
- vi) Car parking areas are to be incorporated into the building or provided at, or behind, the front setback of the building (some exceptions exist – see Component B2).
- vii) Where more than one space is required for large dwellings, one parking space is allowed between the dwelling and the front boundary.
- viii) Stacked car parking is only permissible in conjunction with single dwelling houses and dual occupancies.
- ix) Visitor/overflow car parking is to be provided within the development site, and is to be freely accessible at all times. Visitor car parking is to be provided according with Table 2.
- x) Car parking rates are to be provided in accordance with the Table 3.

## C2.3 ON-SITE PARKING

### C2.3.1 Objectives

1. To facilitate an appropriate level of on-site parking provision to cater for a mix of development types.
2. To minimise the visual impact of on-site parking.
3. To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles).

### C2.3.2 Controls

#### a) General

- i) Accessible car parking spaces are to be provided in accordance with the [Disability \(Access to Premises - Buildings\) Standards 2010](#).

TABLE 2 - VISITOR PARKING

Number of dwellings/ apartment/tourist development	Number of visitor/ overflow spaces required
1-4	0
5-9	1
10-14	2
15-19*	3
<i>* at a rate of one space per every five dwellings thereafter.</i>	

- xi) Bicycle parking is to be provided in accordance with Table 3, in secure and accessible locations, with all weather protection provided to at least 50% of spaces, where there are more than 10 spaces provided. Where no rates are specified, bicycle parking is to be provided at a rate of one space per 200 square metres of gross floor area, or a parking assessment study to be prepared.
- xii) Motorcycle parking is to be provided in accordance with Table 3.
- xiii) Where below ground level car parking is proposed, the Consent Authority may require the provision of a supporting geotechnical report prepared by an appropriately qualified professional as information to accompany a DA.
- xiv) Where below ground level car parking is proposed, information should be included with any relevant DA that addresses dewatering of the site and the disposal of contaminated/sediment laden water.
- xv) Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures:
  - integrated into the overall facade and landscape design of the development;
  - not located on the primary street façade; and
  - oriented away from windows of habitable rooms and private open space areas.
- xvi) If car parking is to be below ground level, all access points to the car park are to have a weir height at or above Council's mandated level of 1:100 Average Recurrence Interval (ARI) flood level plus 100mm.

**TABLE 3 - OFF-STREET PARKING RATES**

Use	Cars	Bicycles	Motorbikes
<b>Commercial</b>			
General office development	One space per 40m <sup>2</sup> GFA for up to three storey development. If development exceeds three storeys it is to be accompanied by a Parking and Traffic Study	One space/200m <sup>2</sup> GFA Per employee: One space/750m <sup>2</sup> GFA for visitors	One space per 25 employees
Sex services premises	One space per 30m <sup>2</sup> ;		
<b>Educational establishments</b>			
Schools and tertiary colleges	One space per full time staff member plus one pace per 10 year 12 students; or One space per 10 tertiary students plus adequate parking and turning area for auditoriums and sports grounds	One bicycle rack/five students above year four at schools	One motorbike space per 25 car spaces
<b>Health Services Facilities</b>			
Health consulting rooms / Medical Centres	One space per 40m <sup>2</sup>	One space/200m <sup>2</sup> GFA	One motorbike space per 25 car spaces
Hospital	One space per two beds	One space/200m <sup>2</sup> GFA	One motorbike space per 25 car spaces
Veterinary Clinics and Veterinary Hospitals	One space per 40m <sup>2</sup>	One space/200m <sup>2</sup> GFA	
<b>Community Services</b>			
Child care centres	One space per staff member + the provision of a safe set-down and pick-up area of one space per 10 children, with a minimum of two spaces	One space/200m <sup>2</sup> GFA	
<b>Recreational and tourist facilities</b>			
<b>Recreation facilities</b>			
Squash Courts	Three spaces per court	One space/200m <sup>2</sup> GFA	
Tennis Courts	Three spaces per court		
Bowling alleys	Three spaces per alley		
Bowling greens	30 spaces for first green + 15 spaces for each additional green		
Gymnasiums	Regional Centres: One space per 33m <sup>2</sup> GFA		
<b>Tourist Facilities</b>			
Hotel or Motel Accommodation	One space per unit + one space per two employees <i>If restaurant included then add the greater of: One space per 13.2m<sup>2</sup> GFA of restaurant/function room, or one space per six seats, + one space for managers residence (refer Note 3)</i>	One space/10 units	One motorbike space per 25 car spaces
Caravan Parks	One space per caravan and tent site + one visitor space per 10 long term sites and one per 20 short term sites One visitor space per 40 tent sites. A minimum of four visitor spaces must be provided in any caravan park	One space/10 sites	
Marinas	Subject to parking study	One space/10 sites	

Use	Cars	Bicycles	Motorbikes										
<b>Retail</b>													
Shops	One space per 25m <sup>2</sup> GLFA	One space/750m <sup>2</sup> for employees and one space/1000m <sup>2</sup> for customers	One motorbike space per 25 car spaces										
Bulky goods salesrooms	One space per 50m <sup>2</sup>	One space/200m <sup>2</sup> GFA	One motorbike space per 25 car spaces										
Shopping Centres	<table border="1"> <thead> <tr> <th>GLFA (m<sup>2</sup>)</th> <th>Spaces per 100m<sup>2</sup> GLFA</th> </tr> </thead> <tbody> <tr> <td>0-10,000</td> <td>6.1</td> </tr> <tr> <td>10,000-20,000</td> <td>5.6</td> </tr> <tr> <td>20,000-30,000</td> <td>4.3</td> </tr> <tr> <td>Over 30,000</td> <td>4.1</td> </tr> </tbody> </table>	GLFA (m <sup>2</sup> )	Spaces per 100m <sup>2</sup> GLFA	0-10,000	6.1	10,000-20,000	5.6	20,000-30,000	4.3	Over 30,000	4.1	One space/750m <sup>2</sup> for employees and one space /1000m <sup>2</sup> for customers	
GLFA (m <sup>2</sup> )	Spaces per 100m <sup>2</sup> GLFA												
0-10,000	6.1												
10,000-20,000	5.6												
20,000-30,000	4.3												
Over 30,000	4.1												
Service Stations and Neighbourhood Shops	Requirements are additive: Six spaces per work bay ( <i>Note: stack parking acceptable</i> ) One space per 20m <sup>2</sup> GFA of neighbourhood shop If restaurant present, the greater of: One space per 6.6m <sup>2</sup> GFA, or one space per three seats	One space/200m <sup>2</sup> GFA	One motorbike space per 25 car spaces										
<b>Refreshments</b>													
Takeaway food and drink premises	One space per 8.3m <sup>2</sup> GFA plus greater of; One space per five seats (internal and external); or One space per two seats (internal) Developments with on-site seating and drive through facilities: Greater of: One space per two seats (internal) or One space per three seats (internal and external) plus queuing area for five to 12 cars	One space/200m <sup>2</sup> GFA											
Restaurants / Cafes	For new development sites: one space per 6.6m <sup>2</sup> GFA For change of use of existing premises: one space per 25m <sup>2</sup> GFA	One space per 200m <sup>2</sup> GFA											
Pubs	Subject to parking study	Subject to parking study											
Clubs	Subject to parking study	Subject to parking study											



Use	Cars	Bicycles	Motorbikes
<b>Residential</b>			
<b>Dwellings, Dual Occupancies and Multi-Dwelling housing</b>			
Dwellings / Dual occupancies	Small (<100m <sup>2</sup> GFA) one space (behind front setback) Large (>100m <sup>2</sup> GFA) two spaces (at least one space behind front setback) (see Note 3)	One space/dwelling	
Multi-dwelling Housing - each dwelling, zones R1, R2 & R3	Small (<100m <sup>2</sup> GFA) one space Large (>100m <sup>2</sup> GFA) two spaces (see Note 3)	One space/three dwellings and one space/12 dwellings	One motorbike space per 25 car spaces
<b>Use</b>			
<b>Cars</b>			
<b>Bicycles</b>			
<b>Motorbikes</b>			
Multi-dwelling Housing - each dwelling zone R4	One space per dwelling (see Note 3)	One space/10 dwellings	
<b>State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004</b>			
Self Contained Dwellings	Public: one space per five units Private: requirements as per <a href="#">State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004</a>	One space/10 dwellings	
Hostels / Residential Care Facilities	Public or private: requirements as per <a href="#">State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004</a>	One space/10 dwellings	
<b>Industry</b>			
Factories/Warehouses	One space per 100m <sup>2</sup> GFA	One space/200m <sup>2</sup> GFA	
Vehicle Repair Stations	Six spaces per work bay (Note: stack parking acceptable)	One space/200m <sup>2</sup> GFA	
Car Tyre Retail Outlets	Whichever is the greater of: One space per 33m <sup>2</sup> GFA; or Three spaces per work bay (Note: stack parking acceptable)	One space/200m <sup>2</sup> GFA	
Vehicle Body Repair Workshops	Six spaces per work bay (Note: stack parking acceptable)	One space/200m <sup>2</sup> GFA	
Vehicle Sales or Hire Premises	One space per 135m <sup>2</sup> site area of car display areas + six spaces per work bay (for vehicle servicing facilities) (Note: stack parking acceptable for vehicle servicing)	One space/200m <sup>2</sup> GFA	
Marinas	If a survey of a similar existing development has not been undertaken, the following figures may service as a general guide: 0.6 spaces per wet berth 0.2 spaces per dry storage berth 0.2 spaces per swing mooring 0.5 spaces per marina employee	One space/10 berths	

Use	Cars	Bicycles	Motorbikes
<b>Road Transport Facilities</b>			
Transport / Truck/ Container Depots	Subject to Parking Study (see Note 2.5 and 2.6)	Subject to Parking Study (see Note 2.5 and 2.6)	
Hotel / Motel Accommodation (Truck stops)	One truck parking space per motel unit + one car space per two employees For restaurants facilities, the greater of: One space per 6.6m <sup>2</sup> GFA; or One space per three seats	One space/10 units	
<b>Other</b>			
Places of Public Worship	Subject to Parking Study (see Note 2.5 and 2.6)	Subject to Parking Study (see Note 2.5 and 2.6)	
Other developments not specified	Subject to Parking Study (see Note 2.5 and 2.6)	Subject to Parking Study (see Note 2.5 and 2.6)	

**Note 1:**

**GFA = Gross Floor Area – see LEP 2013 for definition.**

**GLFA = Gross Lease-able Floor Area – the sum of the area of each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts, corridors and other public areas but including stock storage area.**

**Note 2:**

1. Unless otherwise specified in Table 3 above, off site car parking rates will be subject to a parking study.
2. Depending on land use type, parking for delivery/service vehicles, courier vehicles, bicycles, buses, taxis shall also be provided.
3. For mixed use developments the number of car parking spaces shall be calculated on the basis of each separate use e.g. shops with housing above would be calculated on the basis of the number of dwellings and GFA.
4. Calculations shall be rounded up to the nearest whole number e.g. if the calculation determines that 2.3 spaces are required then three spaces would be required.
5. Where developments are subject to a parking study, the applicant will be required to undertake a parking study of a similar type of development in a similar location to determine the number of parking spaces required for the proposed development. The study shall reference the RMS Guide to Traffic Generating Developments.
6. Where developments are subject to a parking study, it must be prepared by a suitably qualified professional.

**Note 3:**

Refer to Table 2 above for requirements for visitor car parking for residential developments.



**b) Contributions in Lieu of the Provision of Parking**

- i) Where it is not possible to provide off street parking on the development site, the Consent Authority may accept contributions in lieu from developers for car parking in the business areas of Coffs Harbour, the Jetty area and Woolgoolga (see maps below).

*Note: All car parking spaces required for residential uses are to be provided on site.*

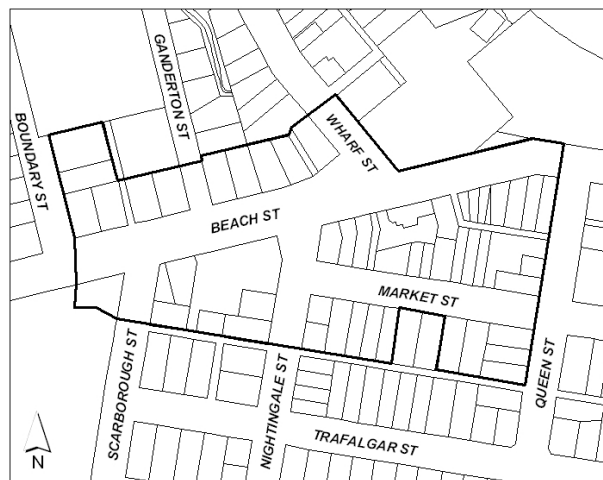
**COFFS HARBOUR BUSINESS AREA**



**JETTY AREA**



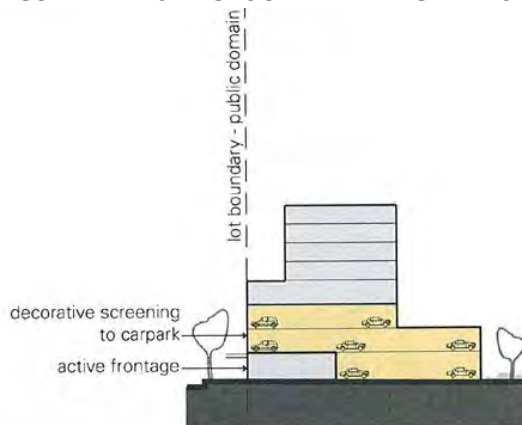
**WOOLGOOLGA BUSINESS AREA**



**c) Parking at or Above Ground Level**

- i) Above ground parking is not to be located on the primary street frontage where active street frontages are required under this DCP.
- ii) Above ground parking structures are to be artistically and imaginatively screened from view from the public domain as indicated in Figure 2 (refer to Figures 3 and 4 for examples).

**FIGURE 2 - ABOVE GROUND PARKING IN PROFILE**



**FIGURE 3 - EXAMPLES OF ABOVE GROUND PARKING OBSCURED FROM VIEW BY ARTWORK AND/OR SCREENING**



**FIGURE 4 - EXAMPLE OF ABOVE GROUND PARKING SCREENED FROM PUBLIC DOMAIN**



- iii) Above ground parking structures in the Coffs Harbour City Centre area (see Component E3) are to comply with rear setbacks where relevant.
- iv) Car parking above ground level is to have a minimum floor to ceiling height of 2.7 metres so it can be adapted to another use in the future.

- v) The impact of any at-grade or above ground parking is to be minimised by:
  - locating parking on the side or rear of the lot away from the street frontage;
  - provision of fencing or landscaping to screen the view of cars from adjacent streets and buildings;
  - allowing for safe and direct access to building entry points; and
  - incorporating car parking into the landscape design of the site (such as plantings between parking bays to improve views, selection of paving material and screening from communal and open space areas).

**d) Car Parking Requirements for Redevelopment of Existing Buildings**

- i) Car parking provision for total redevelopments shall comply with Table 3.
- ii) Where extensions to an existing lawful use are proposed parking is required to comply with the provisions of Table 3 for the area of the extension.
- iii) Where a change of use to an existing lawful use is proposed parking is required to comply with the provisions of Table 3 [e.g. an existing 500m<sup>2</sup> GFA warehouse (one car space @ 100m<sup>2</sup> GFA = 5) to 500m<sup>2</sup> GFA bulky goods salesroom (one car space @ 50m<sup>2</sup> GFA = 10). The five additional car spaces required due to the change of use are to be provided as part of the development]. Where applicable, a Section 94 parking contribution can be made.



- iv) Where parking has not been required by the Consent Authority for an existing lawful use but where such parking has been provided, the Consent Authority will require the retention of such parking as is currently provided up to but not exceeding the requirements of Table 3.
- v) Where only informal parking on site is currently provided and redevelopment is proposed, the existing development is deemed to have provided the parking required for that development. Those informal parking spaces are to be retained during any redevelopment and those spaces are to be formalised by way of appropriate construction and line-marking to the relevant [Australian Standard](#).
- ii) Where new developments or redevelopments require additional vehicle crossings or wider crossings and result in the net loss of on street car parking spaces such loss of on street spaces, are counted as debits for those developments.

**g) Minimising the Impact of On-grade Car Parking**

- i) The impact of any on-grade car parking is to be minimised by:
  - locating parking on the side or rear of the lot away from the street frontage;
  - provision of fencing or landscaping to screen the view of cars from adjacent streets and buildings;
  - allowing for safe and direct access to building entry points; or
  - incorporating car parking into landscaping design of the site (such as plantings between parking bays to improve views, selection of paving material and screening from communal and open space areas).

**e) Car Parking Credits for Developments**

- i) Where a developer contribution for car parking has previously been paid for a current approved use on a development site, new development will be entitled to car parking credits equivalent to the number of spaces for which developer contributions were received by the Consent Authority.
- ii) Where a car parking credit has previously been granted for land dedications or works on a public road in conjunction with development, a new development on the same site will be entitled to an equivalent number of car parking credits.

**h) Lockers and Shower Facilities for Cyclists**

- i) For non-residential development providing employment for 40 persons or more, adequate lockers, change and shower facilities are to be provided for cyclists. Facilities should be conveniently located close to bike storage areas.

**f) On-street Car Parking Implications for Vehicle Crossings**

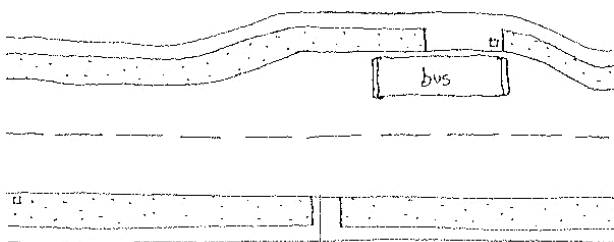
- i) Where new developments or redevelopments remove vehicle crossings and create additional on street car parking spaces such spaces are counted as credits for those developments.

**i) Public Transport Circulation**

- i) Major commercial development, and subdivision proposals with internal roads and off street parking which are located along public transport routes, are to incorporate appropriate circulation and set down/pick up areas within the footprint of the development proposed.

- ii) Proponents of relevant development (see (i) above) are to involve, at the concept design stage, contracted bus companies and taxi operators that service that particular area.
- iii) Details are to accompany any relevant application (see (i) above) including appropriate internal circulation and manoeuvring paths.
- iv) Consideration to the safe and efficient movement of public transport through the development will be required through:
  - provision of appropriate road widths and circulation paths on roads likely to form part of a bus route within the development site;
  - provision of bus bays (see Figure 5) and taxi zones where appropriate; and
  - linking bus and taxi routes, bus stops and taxi zones to the pedestrian network.
- road widths and bus bays are to be provided in the development design to meet the requirements; and
- bus shelters on public roads will be provided through developer contributions where applicable.
- vi) Proponents of development and public transport operators are advised that all new transport infrastructure must comply with the [Disability Standards for Accessible Public Transport 2002](#).

**FIGURE 5 - TYPICAL BUS BAY ARRANGEMENT ON ROADWAYS**



- v) Relevant development (see (i) above) is to provide for:
  - the safe and efficient movement of buses and taxis through the development;
  - appropriate road widths on roads likely to form part of a bus route;
  - linking bus and taxi routes, bus stops and taxi ranks to the pedestrian network;
  - bus and taxi turning areas, bus and taxi zone shelters;
- i) The provision of utility services and access for regular servicing and maintenance must be considered at the concept stage of site development.
- ii) Development must ensure that adequate provision has been made for all essential services including water, sewerage, electricity and telecommunications (including National Broadband Network) and stormwater drainage to the satisfaction of all relevant authorities.
- iii) The applicant must liaise with the relevant power authority with regard to the need for a conduit to be installed within the footway area for the future provision of an underground power supply and extension of the conduit up to the wall of the existing or proposed building.

## C2.4 SERVICES

### C2.4.1 Objective

1. To facilitate an appropriate level of servicing to cater for development.

### C2.4.2 Controls

#### a) Utility Services

- iv) The development must ensure that ready connection of the building(s) can be made in future when underground power is installed and the overhead line connection is replaced with a connection to the underground line.
- v) The applicant must liaise with the power authority with regard to the retention, relocation, or removal of any existing power pole.
- vi) The applicant is to consider bundling for existing power lines when redeveloping a site.

*Note: When building in the vicinity of sewerage mains, Council's [Sewerage Mains – Building in the Vicinity of](#) Policy will apply.*

#### **b) Water Meters**

- i) A separate water meter is to be provided for each dwelling/unit and is to be readily accessible to Council's meter reader.

#### **c) Water and Sewerage Services**

- i) Where Torrens Title subdivision is proposed, separate water and sewerage connection from Council's mains is to be provided for each lot where available under Council's [Water](#) and [Wastewater](#) Servicing Plans.
- ii) Where water and sewerage connections are required, but are not available to a lot, the Consent Authority may require the extension of such mains to service that lot.

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS

### Applies to

All of the following developments / activities undertaken within the Coffs Harbour Local Government Area:

- residential development, including tourist accommodation;
- commercial and industrial development
- public buildings.

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### 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 the design considerations for waste management in the Coffs Harbour Local Government Area.*

## C7.1 DESIGN CONTROLS

### C7.1.1 Objectives

1. To minimise waste generation and disposal to landfill.
2. To avoid the generation of waste through design, material selection and building practices.
3. To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of development.
4. To ensure efficient storage and collection of waste and quality design of facilities.

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION  
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS  
COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS  
COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS  
COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS  
COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

COMPONENT C1 DESIGN REQUIREMENTS  
COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS  
COMPONENT C3 LANDSCAPING REQUIREMENTS  
COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS  
COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS  
COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS  
COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS  
COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS  
COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS  
COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT  
COMPONENT E2 BOAMBEE CREEK  
COMPONENT E3 COFFS HARBOUR CITY CENTRE  
COMPONENT E4 HEARNES LAKE / SANDY BEACH  
COMPONENT E5 KORORA LARGE LOT RESIDENTIAL MOONEE  
COMPONENT E6 NORTH BOAMBEE VALLEY (EAST)  
COMPONENT E7 NORTH BONVILLE  
COMPONENT E8 SAWTELL VILLAGE PRECINCT  
COMPONENT E9 SOUTH COFFS  
COMPONENT E10 WEST COFFS  
COMPONENT E11 WEST WOOLGOOLGA  
COMPONENT E12 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA  
COMPONENT E13 HALLS ROAD BUSINESS PRECINCT  
COMPONENT E14 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1

**C7.1.2 General**

**a) Waste Separation**

- i) All development is to provide for three stream waste separation.

**b) Site Waste Minimisation and Management Plan**

- i) A Site Waste Minimisation and Management Plan (SWMMP) must be prepared and submitted with development applications (DA) for the following types of development:
  - residential development, including tourist accommodation (excluding single dwellings);
  - commercial and industrial development; and
  - public buildings.
- ii) A SWMMP outlines measures to minimise and manage waste generating during:
  - demolition;
  - construction; and
  - ongoing use of the site/premises.

In doing so, the SWMMP nominates:

- volume and type of waste and recyclables to be generated;
- storage and treatment of waste and recyclables on site;
- disposal of residual waste and recyclables; and
- operational procedures for ongoing waste management once the development is complete.

The SWMMP highlights the method of recycling or disposal and the waste management service provider.

**c) Submission Requirements**

- i) The following are to accompany DAs:
  - a completed SWMMP; and
  - a site analysis plan (at scale 1:200) which is to include the following:
    - location of bin storage areas; and
    - details of design for bin storage facilities including floor plan, elevation, cross-sections, screening, dimensions and drainage.

**d) Bin Options**

- i) Council’s garbage collection service provides a three stream waste service to all residential, commercial and industrial serviced properties.
- ii) Bins chosen should suit the type of development proposed:
  - 240 litre yellow-lidded bin for recycling (collected on alternate fortnights).
  - 240 litre red-lidded bins for residual garbage (collected on alternate fortnights).
  - 240 litre lime green-lidded bin for organics (greenwaste and food waste) (collected weekly).
  - 660 litre sized bulk red- and yellow-lidded bins (collected weekly). Only available for multi-unit dwellings with at least six units, or commercial and/or industrial operations.
  - 1,100 litre sized bulk red- and yellow-lidded bins (collected weekly). Only available for multi-unit dwellings with at least 10 units, or commercial and/or industrial operations.

**Note:**  
 Sharing MGBs is dependant upon the space available at kerbside for the number of bins allocated. When shared bins are chosen responsibility for the transfer of bins to and from the kerb, and maintaining the bin storage area rests with Strata Management Body Corporate/Property Owner.

**e) Waste Generation Rates**

- i) Waste generation rates must be considered when determining the number and types of bins required. Consideration must be given to the following variables by applicants, when determining bin configurations for both residential premises and commercial operations:
  - the number of occupants;
  - size of dwellings;
  - nature of business
  - nature of wastes being generated;
  - frequency of collections; and
  - holiday period changes to volumes, etc.

Refer to the following web page for more information on waste generation rates  
<http://www.environment.nsw.gov.au/warr/BetterPracticeMUD.htm>.

<b>Residential and Commercial premises – allowable waste entitlement rate (volume) per week (through Domestic Waste Collection Service)</b>	
<b>Waste Stream</b>	<b>Volume per Week per Premises</b>
<b>Recycling</b>	120 litres
<b>Organics (greenwaste and food scraps)</b>	240 litres
<b>Garbage</b>	120 litres
<b>Total Weekly Waste Entitlement</b>	<b>480 litres</b>
<b>Hotels/Motels</b>	10 litres per bed per day (add restaurant factor for each waste stream where necessary)

**Notes:**

1. *While greenwaste generation is dependent upon the size of the property, amount of garden/greenspace and seasonal variation, or have greenwaste removed by contractors. All properties produce some organic waste from kitchens, lunch rooms, or cleaning.*
2. *There is some variation in the amount of recycling, garbage and organics produced, dependent on the number of bedrooms in each dwelling. Dwellings designed for single/elderly persons generally generate less than the average amounts of waste. Council will accept a site/design specific SWMMP for these specialist multi-unit developments.*



**f) Prohibited Waste Equipment**

- i) The following equipment is not to be used:
  - chutes for the transfer of waste are not permitted in the Coffs Harbour Local Government Area (LGA); and
  - food waste disposal units or in-sink-erators are not permitted for use in the Coffs Harbour LGA.

**C7.1.3 Residential (including Tourist Residential), Commercial Premises and Public Buildings**

**a) Bin Storage/Wash Area**

- i) Communal bin storage/wash areas are required where bulk bins are used and/or mobile garbage bins (MGB) are shared.
- ii) The following controls must be implemented when designing the bin storage/wash area:
  - Dimensions:
    - adequate size to accommodate required number of bins, to service number of dwellings/units proposed and amount of waste generated from these;
    - maximum height to underside of roof 2.4 metres
  - area to be located a minimum of two metres from neighbouring properties (to mitigate odour, allow for screen planting, etc);
  - area to be roofed (with 100mm overhang), bunded and graded to prevent ingress of stormwater/ rainwater.

- Design/Materials:
  - structurally adequate construction;
  - where the facility is in front of the six metre building setback, the design and the materials used are to be compatible with existing or proposed buildings - specify materials and design on plan;
  - suitably landscaped;
  - provision of a visual screen from public view;
- to be drained to sewer, with a concrete floor graded and drained to a dry basket arrestor – prior to draining to sewer ([Liquid Trade Waste Guidelines 2005](#));
- area to be bunded must allow ease of movement of bins as well as access to the area by persons with a disability (as per Premises Standards);
- bin carting grade must not exceed 1:14; and
- security – install anti-vandal tap with hose fitting for washing bins.

**b) Location and Access**

- i) Residential bulk bins are serviced from the communal garbage bin storage area. This area therefore needs to be easily accessible (within a reasonable distance) from the service road. A maximum grade of 1:14 must also be observed in the design.
- ii) The following must be observed:
  - **Access to bulk bin storage areas** – If entry to the property is proposed, large collection vehicles will need to be able to access the bin storage area. Large collection vehicles require large turning circles and minimum pavement strengths to ensure no damage to property.

- **A [Section 88b Instrument](#) or an appropriate Clause** in a Neighbourhood Management Statement/Strata Bylaws will be required where collection vehicles are required to traverse private property/roads (see an example of both the Management Statement and 88b Instrument in Appendix 2 of this Component).
  - **Kerbside Collection Point** – Where MGB’s are chosen/required kerbside collection is required, no MGB’s placed at the kerb are to encroach onto the frontage of any neighbouring property, including driveway access.
  - **Convenience for residents/users of facility** - If communal bin areas are to be used, consider placing bin storage area near letter boxes or car parking for ease of use. Communal facilities must be easily accessible from each dwelling/unit (as well as the usual kerbside collection point).
  - **Odour, noise and visual amenity** are to be considered when locating bin storage areas so as not to disturb other residents/units (communal or individual units). Consider proximity to adjoining properties, on-site dwellings and recreational areas. Noise should not affect neighbours due to use of area – selective location and screen planting can help ameliorate noise.
- iii) Where possible, the location and design of communal facilities/screened enclosures must be out of public view from the road, public walkways, adjacent properties or on-site visitor car parking. Where this requirement can not be practically achieved, the enclosure should complement the streetscape.
- c) Commercial Waste**
- i) Where commercial waste will be associated with the activity, facilities are to be provided to meet the waste needs generated on the premises.
  - ii) Even where the predominant waste is “commercial waste”, provision must always be made for the three ‘domestic’ waste streams to maximise resource recovery.
- d) Construction Waste Management**
- i) Waste generated from construction sites is subject to the following requirements during construction:
    - footpaths, public reserves, street gutters are not used as places to store demolition waste or materials of any kind without Council approval;
    - any material moved off-site is transported in accordance with the requirements of the [Protection of the Environment Operations Act \(1997\)](#);
    - waste is only transported to a place that can lawfully be used as a waste facility;
    - generation, storage, treatment and disposal of hazardous waste and special waste (including asbestos) is conducted in accordance with relevant waste legislation administered by the [Environment Protection Authority](#) and relevant Occupational Health and Safety legislation administered by [WorkCover NSW](#);
    - evidence such as weighbridge dockets and invoices for waste disposal or recycling services are to be retained;





As reported to Council 9 May 2013

Attachment 1

- provision is to be made for the adequate storage of all waste on the construction site in such a manner to prevent litter, particularly wind blown litter from leaving the site; and
- the work site must be left clear of waste and debris at the completion of the works.

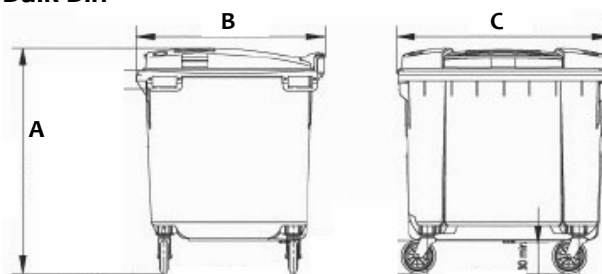
Bin Dimensions	Bulky Bin Types		
	240L	660L	1100L
Height (A)	1060mm	1230mm	1260mm
Depth (B)	740mm	800mm	1080mm
Width (C)	580mm	1220mm	1210mm

**e) Bin Design Requirements**

- i) The bin storage area must be designed to accommodate future service options.

*Note: Commercial service operators may have different bin sizes available than those detailed below.*

**Bulk Bin**



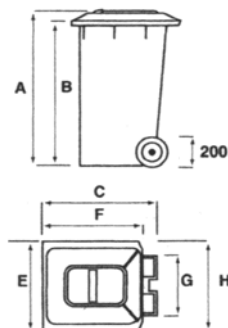
**f) Bin Dimensions**

Bin Dimensions	Mobile Garbage Bin Types	
	12L kitchen organics bin	240L wheelie bin
Height (A)	300mm	1060mm
Depth (C)	280mm	740mm
Width (H)	210mm	580mm

**Kitchen Organics Bin**



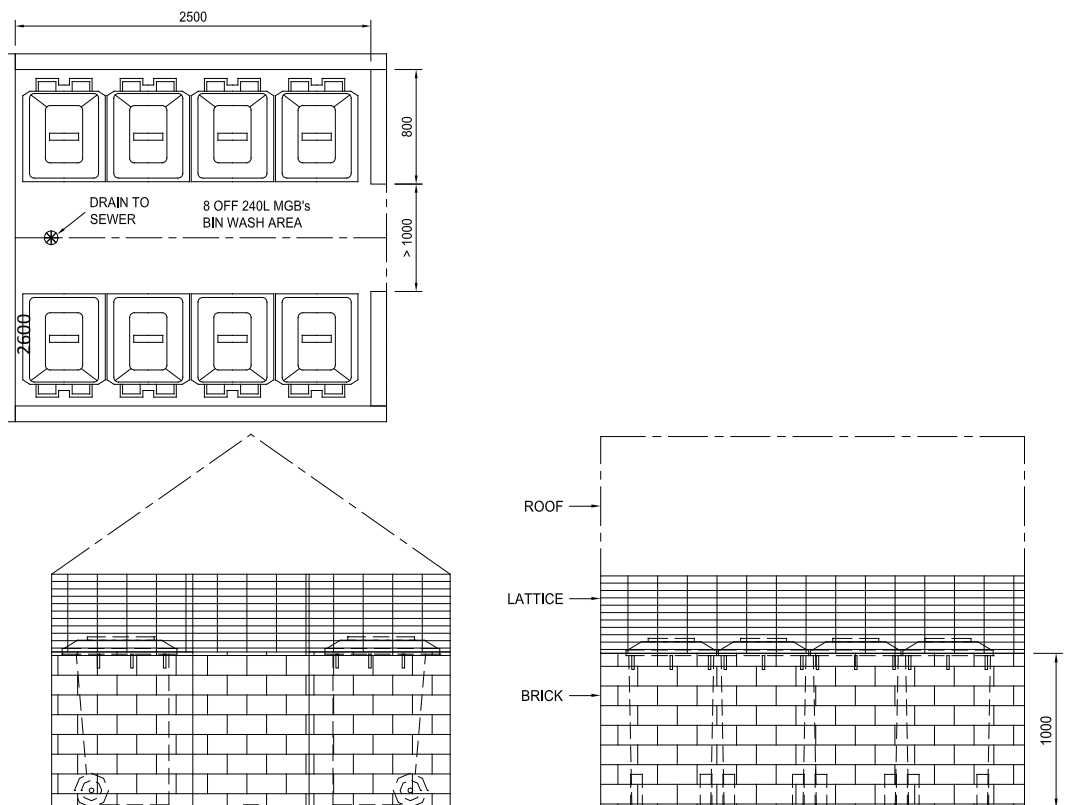
**240L Wheelie Bin**



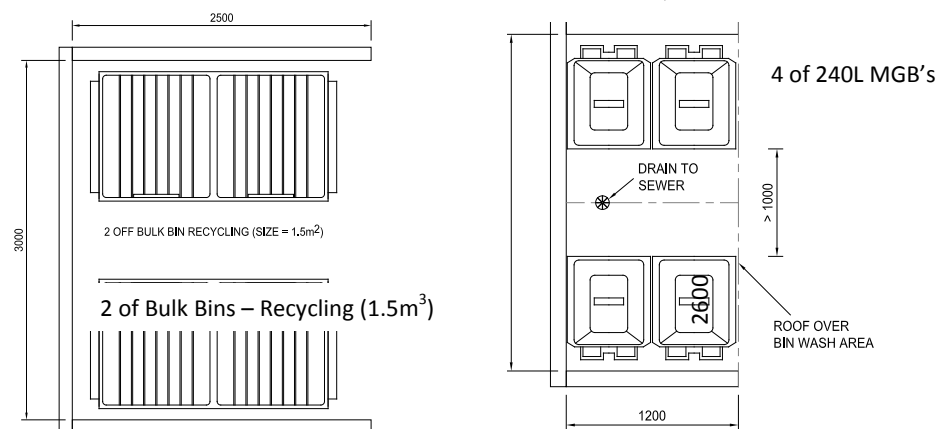
**a) Recommended Design Guidelines for Bin Wash/Storage Areas**

Design guidelines for bin wash / storage areas are shown in figures A and B below:

**FIGURE A – EXAMPLE ONLY MGB STORAGE AREA (8 MGBS)**



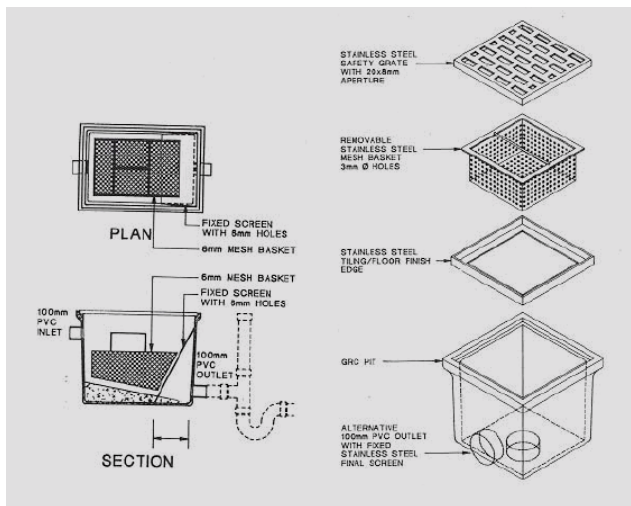
**FIGURE B – EXAMPLE ONLY BULK BIN STORAGE AREAS (2 X 1.5 M<sup>3</sup> AND 4 X MGBS)**



**C7.1.4 Bin Storage/Wash Area – Requirements when Draining to Sewer**

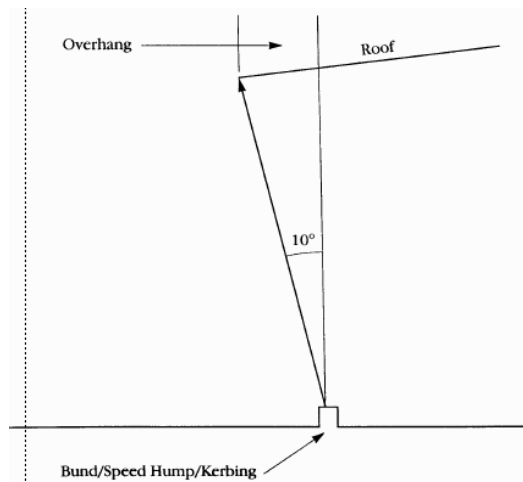
**a) Dry Basket Arrestor**

- i) The waste storage area must include a dry basket arrestor with fixed screens to any associated drain/s.



Source DEUS Liquid Trade Waste Management Guidelines 2005, Appendix F page 280

**b) Roofing of Bin Storage Areas**



Source DEUS Liquid Trade Waste Management Guidelines 2005, Appendix F page 300

- i) A bund/speed hump at least 50mm high, constructed around the bin storage / wash area is required to ensure that no surface stormwater can flow into the area.
- ii) The overall surface water flow across the site has to be considered and the height of the bund/speed hump may have to be increased to prevent stormwater flow into the bin storage/ wash area.
- iii) Where one or more sides of the enclosure structure are open to the weather, 10 degrees from the vertical of overhang of the roofing is the minimum acceptable cover.

**C7.1.5 Bin Storage Areas - Ongoing Management**

- i) Bin storage areas must not cause nuisance to residents or neighbouring properties.
- ii) The dry basket arrestor is to be cleaned and maintained regularly by the landowner to prevent odour nuisance and health risks.
- iii) Clear signage is to be displayed which depicts the correct use of bins within the storage/wash area. Signage is to include name and contact details for Complex Management OR person responsible for bin transfer/storage area maintenance.
- iv) A hose with a trigger nozzle, or high pressure cleaner should be used to wash bins (if high pressure cleaner is used, then consider noise impacts on residents and neighbours when carrying out cleaning).
- v) Ongoing management of a shared bin area is required within residential developments to ensure compliance with Schedule 1 - Model By-laws for residential schemes under the [Strata Schemes Management Regulation 2005 \(SSMR\)](#), and this Development Control Plan (DCP).

- vi) Within larger developments, a caretaker may be responsible for transferring waste for collection. The responsibility for waste management on a property ultimately rests with the owner, Body Corporate or managing agent (as per [SSMR](#)).
- vii) Appropriate signage for use of the waste facilities on the property must be provided and is the responsibility of the Body Corporate, owner or managing agent (refer <http://www.environment.nsw.gov.au/warr/R recyclingSigns.htm> to download signs).

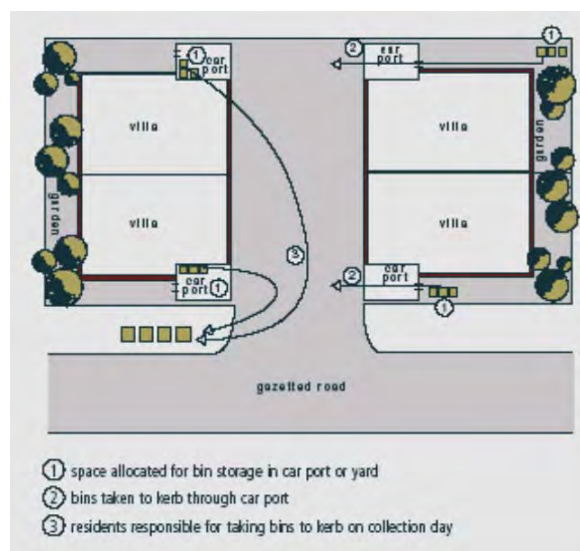
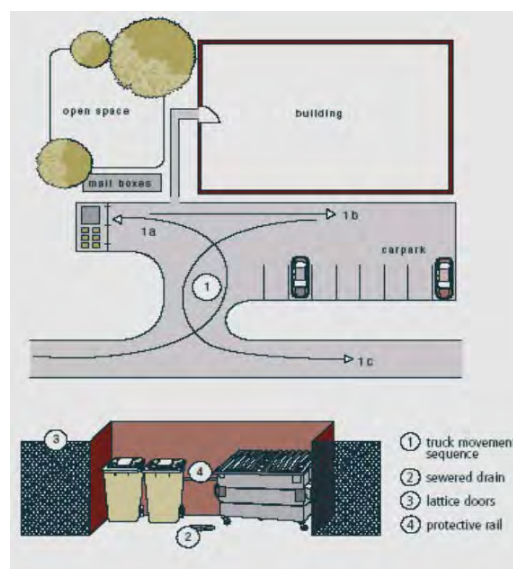
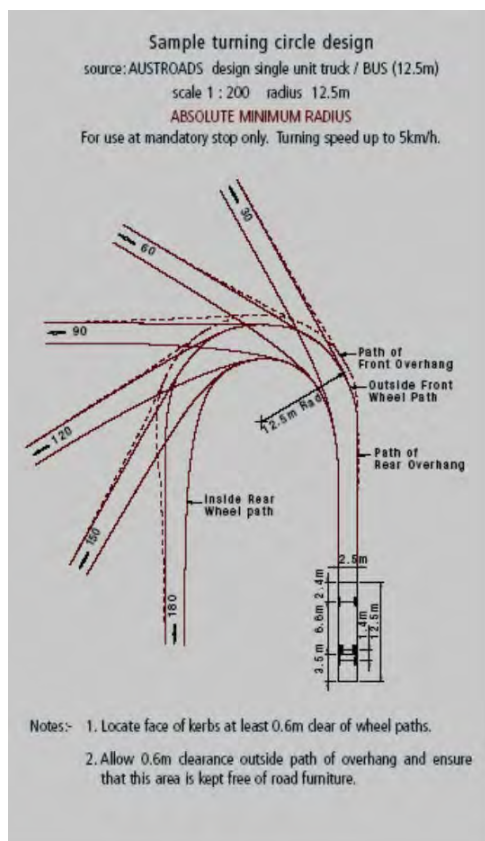
**b) Road Geometry**

- i) The road geometry design parameters that must be complied with include:
  - a maximum desirable gradient of 10% for turning heads;
  - a maximum longitudinal road gradient of 20%;
  - a minimum kerb radius of 8.5 metres at the outside of turn;
  - an industrial strength pavement is to be installed, designed for a maximum wheel loading of seven tonnes per axle in order to accommodate collection trucks.

**C7.1.6 Collection Vehicles**

**a) Types and Size of Collection Vehicles**

- i) Waste collection vehicles may be side loading, rear or front-end loading. The size of the vehicles varies according to the area or collection service. Consult the service provider regarding the type of vehicle that may be used for collection.



**c) Vehicle Access/Turning Circles**

*(Source: Better Practice Guide for Waste Management in Multi-Unit Dwellings Resource NSW)*

- i) Best practice design for collection vehicle access to and from a development requires a separate entrance and exit to allow the collection vehicle to travel in a forward direction at all times. Where there is a requirement for the collection vehicle to turn at a cul-de-sac head within a development, the design should incorporate either a bowl; 'T' or 'Y' shaped arrangement. The design aspects to consider include:
- placement of MGBs at the kerbside for collection;
  - parked cars on access roads;
  - trucks should only be expected to make a three-point turn to complete a U-turn;
  - allow for collection vehicle overhang and possible interference with bins and road furniture;
  - roads to be negotiated by collection vehicle are to be a minimum radius of 11.25 metre and a minimum width of four metres; and
  - if bulk bins are to be retrieved from within the building, a minimum ceiling height of six metres is required.

### APPENDIX 1 – SITE WASTE MINIMISATION AND MANAGEMENT PLAN FORM

Please complete and submit this Plan, or similar with no less information, in accordance with controls as outlined in this component of the DCP, AND include the design and location of bin storage / wash areas on plans submitted with your DA.

Description of Development					
Type of development (please tick as appropriate)	Residential <input type="checkbox"/>	House <input type="checkbox"/>			
		Multi-unit <input type="checkbox"/>	No. of units	Bedrooms per unit:	
		Villa / townhouse <input type="checkbox"/>	No. of dwellings	Bedrooms per unit:	
	Commercial <input type="checkbox"/> (including public building / tourist accommodation)	Detail			
	Construction / demolition <input type="checkbox"/>				
Option selected			Tick	Yes	No
		Option A. Individual MGBs (3 x each premise)			
		Option B. Shared MGBs			
		Option C. Shared Bulk bins			
		Option D. Individual Bulk Bins (commercial)			

Please complete the table for each element of the waste management system design. Place a tick in the Yes OR No column to indicate where you feel you stand on meeting the guideline requirements.

Storage – space and location (Option A only)				
Location of bin storage / wash area is shown in plans and satisfies the following requirements:		Tick	Yes	No
	<b>Requirements</b>			
	Bins are not visible from the street.			
	Area available at each dwelling for storage of bins = 1.8 x 0.8m			

Storage – space and location (Options B, C and D)			
Service requirements (bin type and access) have been discussed with the collection service provider.	Name of Contact:		
		Tick	Size
Total number and size of bins and frequency of collection (See Recommended Bin Options in Component C7 Waste Management Requirements).	Recycling - eg. 1,100L weekly		
	Organics – eg. 2 x 240L weekly		
	Garbage – eg. 1,100L weekly		



Space				
		Tick	Yes	No
Appropriate bin storage areas designed and cross-section with detail provided in plans satisfying the following requirements (See Bin Storage Areas in Component C7 Waste Management Requirements):	<b>Requirements</b>			
	<b>Bin storage and wash area -</b>			
	Roofed to prevent ingress of stormwater into sewer			
	Concrete floor graded and drained to sewer			
	Drain to dry basket arrestor (as per Liquid Trade Waste Guidelines 2005)			
	Anti-vandal tap with hose fitting for washing bins			
	Made with materials to match main building			
	Concrete graded floor with speed hump type ramp between area and outside path / driveway – no steps			
	Disabled access requirements fulfilled			

Location				
		Tick	Yes	No
Location of bin storage area is shown in plans and satisfies the following requirements:	<b>Requirements</b>			
	Bins are conveniently located for access by all users e.g. near car park.			
	Bin storage area located within 6m of property boundary (unless access conditions satisfied)*.			
	Bins are not visible from the street.			
	Noise and security have been considered in locating the bin storage area in relation to neighbouring properties.			

Internal Storage (residential and commercial only)				
		Tick	Yes	No
Waste cupboard space provided in each unit and shown on plans (See Internal Storage Space in Component C7 Waste Management Requirements).				
<b>Option C</b> - If >3 storeys or >18 units waste storage facilities may be provided on each floor or an internal collection service may be operated at the expense of the owners. Describe in detail and show on plans.				

Access – for Caretaker/ Residents				
		Tick	Yes	No
<b>Distance</b> – MGBs do not need to be wheeled more than 75m (50m maximum for aged persons or persons with a disability.)				
<b>Slope</b> – bin-carting grade is at a maximum of 1:14 – disabled access requirements have been met (where they differ from this requirement).				
MGBs do not have to be wheeled over steps to get them from where they are stored, to the kerbside.				

Access – for Waste Collectors			
	Tick	Yes	No
<p><b>MGBs –</b> Sufficient space is available for collection at kerbside (i.e. space provided = number of bins to be placed at kerb for collection x 0.9m). <b>No encroachment outside property boundary is permitted</b></p>	<p>Maximum Number of bins to be collected on any day =</p> <p>Space at Kerb =        metres</p>		
<p><b>MGBs –</b> The location will not pose a traffic hazard? (i.e. wheeled bins are not placed near intersections, roundabouts, slow points, and along busy arterial roads.) On one-way streets bins are placed on the side of the road in the direction of traffic.</p>			
<p><b>Access roads –</b> If access is via a private road the collection service provider has been consulted regarding access conditions (NB. An 88B instrument or similar may apply – see attached example).</p>	Contact:		
<b>88B Instrument applies (or equivalent community management statement inclusion)</b>			
<p><b>Option C Bulk Bins –</b> Driveway access is suitable for the collection vehicle in terms of its strength and geometric design as per technical specifications <b>(See Access in Component C7 Waste Management Requirements)</b></p>			
<p><b>Option C Bulk Bins –</b> Bulk bins must be able to be moved across a flat surface at a reasonable distance for collection and the point of collection must be a flat, even surface.</p>			
<p><b>Option C Bulk Bins –</b> The need for reversing of collection vehicles is eliminated or limited.</p>			





<b>Demolition Schedule – complete all items that apply below</b>			
	Tick	Yes	No
Identify which waste streams will be collected			
Name of Licenced Asbestos removalist Licence No.			
<b>Identify which waste streams will be collected (tick yes or no in column on right)</b>	<b>Name of Facility / company collecting for disposal (if yes marked in column on right)</b>		
Recyclables (glass, plastics 1-5, paper / cardboard, aluminium cans, steel cans)			
Organics / greenwaste			
Concrete / surplus pour			
Cement / bricks / masonry			
Contaminated fill			
Clean fill			
Paper / cardboard (if not with mixed recyclables)			
Wood / timber			
Metals - aluminium, zinc, copper, steel, lead (pipes, roofing, guttering strapping)			
Plastics (pipes and gutters)			
Insulation materials			
Plasterboard (clean)			
Tiles / roof tiles			
Windows / doors			
Glass unbroken			
Fixtures / fittings			
Carpet / underlay			
Vinyl floor covering / lino			
Sundry waste (paint tins, glue cartridges, plastic drums)			
Hazardous waste (more than 10 fire alarms, chemicals)			
Asbestos			
General waste			
Plan attached with location of temporary on-site waste storage			

**Submit this Waste Management Plan with your Development Application.**

**APPENDIX 2 – EXAMPLES OF EASEMENT REQUIREMENTS AND COMMUNITY MANAGEMENT STATEMENT**

**Example 1 – Section 88b**

**NOTES ON EASEMENTS**

Developments proposing internal collection points, waste storage and recycling facilities and garbage and recycling rooms should provide convenient access and a truck turning area to enable the collection of the receptacles from within the property.

**EASEMENT REQUIREMENTS:**

An easement entitling the Council, its servants and agents and persons authorised by it, to enter upon the subject land and to operate thereon vehicles and other equipment for the purpose of garbage and recycling collection, shall be granted to the Council by the owner of the subject land at the cost of the applicant, prior to occupation of the development and prior to registration of any plan of subdivision or strata subdivision of the subject land.

Such easement shall be in a form acceptable to the Council and shall include covenants to the effect that in the absence of negligence on the part of the Council, its servants, agents and those authorised by the Council to enter the subject property, they will not be liable for any damage caused to the subject land or any part thereof, or to any property located therein or thereon by reason of the operation thereon of any vehicle or other equipment used in connection with the collection of the garbage and recycling and to the effect that the owner for the time being of the subject land shall indemnify the Council, its servants, agents and persons authorised by it, to collect garbage and recycling against liability in respect of such claims made by any person whomsoever.

Documentation for the provision of the easement is to be submitted with the Subdivision or Strata Application.

**NOTE:** An 88(b) instrument is an acceptable form of easement subject to the area effected by the easement not requiring renewal upon sale or transfer at any time.



**Example 2 – Clause for Management Statement/Strata Bylaws**

- a) Council, its servants and agents have the full and free right at all times to enter upon Neighbourhood Property and to operate vehicles and other equipment for the purpose of garbage and recycling collection, and to repair and maintain the statutory services and statutory service lines.
- b) Council, its servants or agents shall not be liable for any damage caused to the Neighbourhood Property arising from the operation of any vehicle or other equipment as envisaged by Clause 5.2(a) except where such damage is caused by the negligence or recklessness of Council, its servants or agents.
- c) The terms of this Clause 5.2 may not be varied except with the prior written agreement from Council from time to time, or the successor of Council.

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### Applies to

This Component applies to:

- subdivision;
- commercial, industrial, rural, tourist and public building development;
- all residential development, including alterations and additions; and
- change of use (depending on scale), undertaken in the Coffs Harbour Local Government Area.

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### 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 of the DCP provides the principles of integrated water cycle management as applied in the Coffs Harbour Local Government Area.*

## C8.1 WATER CONSERVATION CONTROLS

### C8.1.1 Objectives

1. To reduce per-person mains consumption of drinking water and wastewater discharge.
2. To harvest rainwater and urban stormwater runoff for use.
3. To safeguard the environment by improving the quality of water runoff.
4. To plan and manage water as a valuable and finite regional resource on a total water cycle basis.

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION  
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS  
COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS  
COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS  
COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS  
COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

COMPONENT C1 DESIGN REQUIREMENTS  
COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS  
COMPONENT C3 LANDSCAPING REQUIREMENTS  
COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS  
COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS  
COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS  
COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS  
COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS  
COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS  
COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT  
COMPONENT E2 BOAMBEE CREEK  
COMPONENT E3 COFFS HARBOUR CITY PLAN  
COMPONENT E4 HEARNES LAKE / SANDY BEACH  
COMPONENT E5 KORORA LARGE LOT RESIDENTIAL  
COMPONENT E6 MOONEE  
COMPONENT E7 NORTH BOAMBEE VALLEY (EAST)  
COMPONENT E8 NORTH BONVILLE  
COMPONENT E9 SAWTELL VILLAGE PRECINCT  
COMPONENT E10 SOUTH COFFS  
COMPONENT E11 WEST COFFS  
COMPONENT E12 WEST WOOLGOOLGA  
COMPONENT E13 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA  
COMPONENT E14 HALLS ROAD BUSINESS PRECINCT  
COMPONENT E15 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1

### C8.1.2 Controls – Residential Development

- i) Applicants are to comply with the requirements of BASIX. In this regard, a BASIX certificate will be required to accompany relevant Development Applications (DA).

### C8.1.3 Controls – Non-Residential Development

#### a) General

- i) Applicants are to comply with the controls contained in the following Council policies:
- Coffs Harbour City Council [Water Sensitive Urban Design Policy 2009](#);
  - Coffs Harbour City Council [Floodplain Development and Management Policy](#) (1992 and 2005).
- ii) The following water saving measures are to be incorporated into non-residential buildings:
- provide all irrigation of public and private open space by sub-surface, drip irrigation systems controlled by timers and soil moisture or rainfall sensors. Use non-potable water for watering gardens and landscape features;
  - all water fixtures in non-residential buildings including public facilities must demonstrate compliance with the minimum standards defined by the Water Efficiency Labelling and Standards (WELS) Scheme. Minimum WELS ratings are:
    - 4 star or greater dual-flush toilets;
    - 3 star or greater showerheads;
    - 3 star or greater taps (for all taps other than bath outlets and garden taps);

- 3 star or greater urinals (manual or sensor operated (excluding waterless)); and
- water efficient washing machines (4.5 star) and dishwashers (4.5 star) are to be specified and used wherever possible;
- stormwater runoff control, capture and reuse, including water quality management in accordance with Council’s WSUD Policy and Guidelines;
- specify operating details for swimming pools and water features including filling, draining and maintenance activities. Covers are to be included in the design and operational aspects of swimming pool installations;
- the percentage of proposed roof area directed to a rainwater tank must be maximised to increase the effectiveness and reliability of the reuse system;
- industrial and commercial developments must install rainwater tanks to meet a minimum of 80% of their non potable water demand for outdoor use, toilets, laundry, hot water, wherever possible;
- water use within public and private open space (for uses such as irrigation, pools, water features) must be supplied from non potable sources such as, roof water and harvested stormwater to meet a minimum of 80% of the demand and treated to relevant Australian Government or Australian Standards or Guidelines as applicable (local, NSW State, Commonwealth); and

- with respect to refurbishments and refits and; where consumption is relatively minor, compliance might be achieved simply by implementing demand management measures alone. In all cases evidence must be provided to Council by way of a report which defines:
  - current demand; and
  - demonstrates how future demand will be reduced by the relevant performance target; and
- demand management measures include the following examples noting the list is not exhaustive:
  - use of aerators on existing and proposed taps;
  - flush arresters on existing toilets;
  - trigger nozzles on all hoses and pre rinse spray valves in kitchens; and
  - automatic shut off for all public hand basin taps and showers.

iii) Alternatives to the above water savings methods can be presented to Council and will be assessed on merit.

**Note:** Applicants are required to provide certification prior to occupation from a suitably qualified professional that the above requirements have been met.

**b) Alternative Water Supply and Treatment Options**

- i) Where achievable, drinking water should not be drawn on for the following uses in non-residential development, unless as a backup supply:
- toilet and urinal flushing;
  - fire service testing;
  - clothes laundering;
  - hosing-down; and
  - car washing.

**Note:** As long as 'fit for purpose' treatment measures, appropriate to the water source and the water end uses, are applied, alternative water sources for non-potable uses may include:

- rainwater harvested from roofs; or
- treated wastewater from the development, stormwater or grey-water (such as collected from showers, hose-down, car wash or laundry facilities).

**Note:** All proposed grey-water re-use shall be demonstrated to comply with the NSW Guidelines for Greywater Reuse in Sewered, Single Household Residential Premises DWE 08\_092 May 2008 [http://www.waterforlife.nsw.gov.au/sites/default/files/publication-documents/Greywater\\_guidelinesMay2008.pdf](http://www.waterforlife.nsw.gov.au/sites/default/files/publication-documents/Greywater_guidelinesMay2008.pdf)

ii) Council operates a recycled water distribution system that is accessible along some areas of the coastal strip and adjoining foothills of the Coffs Harbour Local Government Area (LGA).

Suitability for connection to Council's system is subject to application to Coffs Harbour Water.

The following usages are generally suitable:

- irrigation for urban recreational and open space;
- irrigation for agriculture and horticulture;
- fire protection and control use;
- industrial use;
- municipal Use (parks, gardens, sporting facilities); and
- road making and dust control,

(the above uses may be subject to various on-site control measures).



Connections to Council's system is not suitable, nor permitted for:

- potable water use;
- dual reticulation, toilet flushing, washing machines, garden use; and
- dual reticulation (indoor use or outdoor use),

and no obligation is made by Council to provide supply security to users of the system.

### c) Cooling Towers

- i) Cooling towers, or other forms of evaporative coolers for the provision of cooled air to, or the rejection of heat from, heating, ventilation, air conditioning, chilling or refrigeration systems, must (except in the case of emergency, such as failure of the particular water supply), draw 100% of their water use from an alternative water supply. Suitable alternative water supplies include harvested rainwater or appropriately treated wastewater from the Development, stormwater or grey-water (such as collected from showers, hose-down and carwash or laundry facilities).

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT D2 CONTAMINATED LAND MANAGEMENT

### Applies to

All land in the Coffs Harbour local government area.

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### Disclaimer

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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 the relevant requirements for the management of land contamination in the Coffs Harbour Local Government Area.*

### D2.1 CONTAMINATED LAND MANAGEMENT

Council must consider whether land is contaminated when assessing a development application.

If the land is contaminated, Council must be satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out. If the land requires remediation (to be made suitable for any purpose for which the development is proposed to be carried out), Council must be satisfied that the land will be so remediated before the land is used for that purpose.

This component provides details of the information to be supplied to Council during the development application process.

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION  
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS  
COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS  
COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS  
COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS  
COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

COMPONENT C1 DESIGN REQUIREMENTS  
COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS  
COMPONENT C3 LANDSCAPING REQUIREMENTS  
COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS  
COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS  
COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS  
COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS  
COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS  
COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS  
COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT  
COMPONENT E2 BOAMBEE CREEK  
COMPONENT E3 COFFS HARBOUR CITY CENTRE  
COMPONENT E4 HEARNES LAKE / SANDY BEACH  
COMPONENT E5 KORORA LARGE LOT RESIDENTIAL  
COMPONENT E6 MOONEE  
COMPONENT E7 NORTH BOAMBEE VALLEY (EAST)  
COMPONENT E8 NORTH BONVILLE  
COMPONENT E9 SAWTELL VILLAGE PRECINCT  
COMPONENT E10 SOUTH COFFS  
COMPONENT E11 WEST COFFS  
COMPONENT E12 WEST WOOLGOOLGA  
COMPONENT E13 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA  
COMPONENT E14 HALLS ROAD BUSINESS PRECINCT  
COMPONENT E15 TOURIST DEVELOPMENT REQUIREMENTS

### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1



### D2.1.1 Objectives

1. To ensure that the likelihood of land contamination is considered as early as possible in the planning and development process.
2. To ensure that changes in land use will not increase the risk to health or the environment.
3. To ensure that site investigations and remediation works are carried out in a satisfactory manner, and where appropriate, are independently verified by site audits.

### D2.1.2 Controls

#### a) General

- i) Development of land that is suspected to be potentially contaminated is to be undertaken in accordance with Coffs Harbour City Council's [Contaminated Land Management Policy](#). Specific requirements for development applications are outlined in (b)-(e) below:

#### b) Preliminary Site Contamination Investigation

- i) Council will require a preliminary investigation (referred to as an Initial Site Investigation in s.2 NSW EPA Guidelines for Assessing Banana Plantation Sites, 1997) be submitted with development applications for subdivision and/or residential accommodation where past and/or present banana growing land is identified on all or part of the land.

*Note: Council will conduct an initial evaluation as part of the development assessment process to determine whether contamination is an issue, and whether sufficient information is available for Council to carry out its planning functions in good faith.*

*The initial evaluation will be based on readily available factual information provided by the applicant and information available to Council such as previous investigations about contamination on the land, previous zoning and uses of the subject land, and restrictions relating to possible contamination such as notices issued by the NSW Environment Protection Authority (EPA).*

*An initial evaluation must be carried out regardless of the nature of the proposed use or any current use. The onus is on the proponent to ensure that the information included in any planning proposal/development application is sufficient to enable Council to make a decision.*

- ii) Where contaminating activities are suspected to have or have had the potential to impact upon land proposed to be developed, sampling and analysis is likely to be required to confirm and support any conclusion reached from the site history appraisal.

*Note: Refer to the draft Contaminated Land Management Policy, especially Section 7, with regard to Councils Records and Community Information.*

- iii) The preliminary site contamination investigation shall be carried out in accordance with the requirements of the relevant Guidelines made or approved by the NSW EPA in accordance with the Contaminated Land Management (CLM) Act. The proponent is responsible for engaging a suitably qualified consultant to undertake the preliminary site contamination investigation. In addition, the proponent is responsible for all costs borne in engaging the consultant (and site auditor, if requested by Council).

*Note: If Council is satisfied that the preliminary site contamination investigation justifiably concludes that the site is suitable for the proposed use, then Council will not require any further investigations to be conducted.*

**c) Detailed Site Contamination Investigation Requirements**

- i) Council will require a detailed site investigation to be undertaken when the results of the preliminary investigation demonstrate the potential for, or existence of, contamination which may render the proposed use of the land unsuitable; or where Council is not satisfied with the content or completeness of the Stage 1 investigation. In some cases Stage 1 and Stage 2 investigations may be combined where the land is known to contain or has contained a potentially contaminating activity.
- ii) The detailed site contamination investigation shall be carried out in accordance with the requirements of the relevant Guidelines made or approved by NSW EPA in accordance with the CLM Act. The proponent is responsible for engaging a suitably qualified consultant to undertake the investigation, and for all costs borne in this engagement.
- iii) The detailed site contamination investigation should include a statement which describes whether the site is suitable for the proposed use, or if remediation is necessary to make the site suitable for the proposed use. If remediation is required, the report is to list the feasible remediation options available to remediate the site.

**d) Remedial Action Plan (RAP) Requirements**

- i) Council will require the submission of a RAP if the detailed investigation concludes that the land is not suitable for the proposed use in its present state. Prior to determining the development application, Council must be satisfied that remedial measures have been, or will be, undertaken in accordance with the submitted RAP to make the site suitable for its proposed use. The RAP shall be prepared in accordance with the requirements of the relevant Guidelines made or approved by NSW EPA in accordance with the CLM Act.

**e) Validation and Monitoring Report Requirements**

- i) Council will require a validation and monitoring report to be submitted after remediation works have been completed, and prior to the commencement of any construction works.

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT D3 FLOODING AND COASTAL HAZARDS

### Applies to

Proposed development on any land in the Coffs Harbour local government area that is subject to potential coastal hazard impacts and/or potentially flood prone land.

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### Disclaimer

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*This Component provides the relevant requirements for the development of land in the Coffs Harbour Local Government Area that is subject to potential coastal hazard impacts and/or potentially flood prone land.*

### D3.1 FLOODING

The Great Dividing Range passes very close to the coast in the Coffs Harbour Local Government Area (LGA). With the proximity of the coastal ranges to the ocean, the coastal plain has no major river systems, but there are numerous small creek systems. Overall there are 16 major coastal creeks plus the inland waterways of the Bobo River, Little Nymboida River, Bucca Creek and Orara River. Flooding is therefore an important consideration in development on the numerous floodplains within the LGA.

Council's flood policy and Floodplain Risk Management Studies and Plans have been developed in line with the [NSW Government's Floodplain Development Manual 2005](#) and [Flood Prone Land Policy](#).

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION  
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS  
COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS  
COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS  
COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS  
COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

COMPONENT C1 DESIGN REQUIREMENTS  
COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS  
COMPONENT C3 LANDSCAPING REQUIREMENTS  
COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS  
COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS  
COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS  
COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS  
COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS  
COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS  
COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT  
COMPONENT E2 BOAMBEE CREEK  
COMPONENT E3 COFFS HARBOUR CITY CENTRE  
COMPONENT E4 HEARNES LAKE / SANDY BEACH  
COMPONENT E5 KORORA LARGE LOT RESIDENTIAL  
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COMPONENT E14 HALLS ROAD BUSINESS PRECINCT  
COMPONENT E15 TOURIST DEVELOPMENT REQUIREMENTS

### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1

### D3.1.1 Objectives

1. To reduce the impact of flooding and flood liability on individual owners and occupiers of flood-prone property.
2. To reduce private and public losses resulting from floods, utilising ecologically positive methods wherever possible.
3. To minimise the effects of development on flooding in natural water courses.

To achieve these objectives, Council encourages a broad risk management hierarchy of:

- avoidance of flood risk;
- minimisation of flood risk using appropriate planning controls; and
- flood risk mitigation.

Avoidance and minimisation of flood risk are the options encouraged in all instances. This is managed primarily through land use planning and development control for implementation. Flood risk mitigation is the least preferred option, being reactive, costly and most likely to adversely affect the natural environment.

The flooding controls listed in this component of the DCP do not apply if it can be demonstrated that the subject site is not potentially flood prone.

### D3.1.2 Controls

Development of flood prone lands is to be undertaken in accordance with Coffs Harbour City Council's [Floodplain Development and Management Policy](#), as well as flood controls in Floodplain Risk Management Studies and Plans developed for individual catchments such as the [Coffs Creek Floodplain Risk Management Study](#) (where appropriate).

## D3.2 COASTAL HAZARD ZONE

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The [Coastal Processes and Hazards Definition Study](#) undertaken in 2010 has been prepared in accordance with the procedures in the NSW Government's [Coastline Management Manual \(1990\)](#), and the [Guidelines for Preparing Coastal Zone Management Plans](#). The study also accords with both the [NSW Coastal Policy 1997](#) and provisions of Part 4A of the [Coastal Protection Act 1979](#).

The [Coastal Processes and Hazards Definition Study](#) is the formal starting point of the coastal management plan, and involves a comprehensive technical assessment of the processes that could affect the coastal area.

### D3.2.1 Objectives

1. To reduce the impact of coastal hazards on individual owners and occupiers within the Coffs Harbour LGA.
2. To ensure that knowledge of coastal hazards guides the location and design of future development along the Coffs Harbour LGA coastline.
3. To provide development controls that seek to minimise the damage potential to existing and proposed developments posed by specific coastline threats.

### D3.2.2 Controls

Areas identified as being at risk within the [Coastal Processes and Hazards Definition Study](#) 2010 are to comply with the provisions of Council's Coastal Hazard Zone policy.

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT E2 BOAMBEE CREEK

### Applies to

Lands in the Boambee Creek Area under Coffs Harbour Local Environmental Plan 2013 as shown in Map 1

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

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*This Component provides detailed controls for development for any permissible use within the zones applying to the Boambee Creek Urban Release Area.*



MAP 1 - LOCALITY MAP

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

- COMPONENT A1 ADMINISTRATION
- COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

- COMPONENT B1 SUBDIVISION REQUIREMENTS
- COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS
- COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS
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- COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

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- COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS
- COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

- COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS
- COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS
- COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

- COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT
- COMPONENT E2 BOAMBEE CREEK
- COMPONENT E3 COFFS HARBOUR CITY CENTRE
- COMPONENT E4 HEARNES LAKE / SANDY BEACH
- COMPONENT E5 KORORA LARGE LOT RESIDENTIAL MOONEE
- COMPONENT E6 NORTH BOAMBEE VALLEY (EAST)
- COMPONENT E7 NORTH BONVILLE
- COMPONENT E8 SAWTELL VILLAGE PRECINCT
- COMPONENT E9 SOUTH COFFS
- COMPONENT E10 WEST COFFS
- COMPONENT E11 WEST WOOLGOOLGA
- COMPONENT E12 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA
- COMPONENT E13 HALLS ROAD BUSINESS PRECINCT
- COMPONENT E14 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

- COMPONENT F1 GLOSSARY
- COMPONENT F2 APPENDIX 1

## **E2.1 PLANNING STRATEGY**

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### **E2.1.1 Objective**

1. To provide a framework for a community that is sustainable, safe and vibrant.

### **E2.1.2 Masterplan**

- Guide residential development in accordance with Map 2.
- Require development to conform to the planning controls listed in this and other components of this Development Control Plan (DCP).

### **E2.1.3 Housing Strategy**

- Site and design buildings to enhance solar access/climate considerations.
- Ensure densities comply with those specified on Map 3 – Target Densities.

### **E2.1.4 Urban Design Strategy**

- Ensure that neighbourhoods are pedestrian focussed with an emphasis on social opportunities and public open space areas.
- Ensure that urban form provides a site-responsive approach that supports and enhances the context in which it is located, particularly the topography and environmental constraints of the land.
- Provide for development that strengthens local character and identifies and promotes a sense of community through a range of design techniques.
- Provide for development that connects well to existing or proposed development on adjacent sites.

### **E2.1.5 Servicing Strategy**

- Ensure that servicing meets 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 is in accordance with “best practice” standards.
- Ensure that the existing carrier system is upgraded in a number of sections leading to the Sawtell Treatment Works.

### **E2.1.6 Traffic and Transport Strategy**

- Ensure that a collector road link is constructed from Bruce King Drive to the Boambee Creek Precinct. Map 4 shows the identified road hierarchy.
- Provide for threshold and pavement treatments throughout the subdivision to create an attractive streetscape.
- Bus routes and bus stops are shown in Map 5 and are to achieve a walking distance from all future dwellings of not more than 400 metres.
- Road widths and bus bays are to be provided in the design of subdivision to meet the above requirements.

### **E2.1.7 Community Facilities Strategy**

- Provide pedestrian/cycle links to main community facilities and recreation facilities.

### **E2.1.8 Natural Environment Strategy**

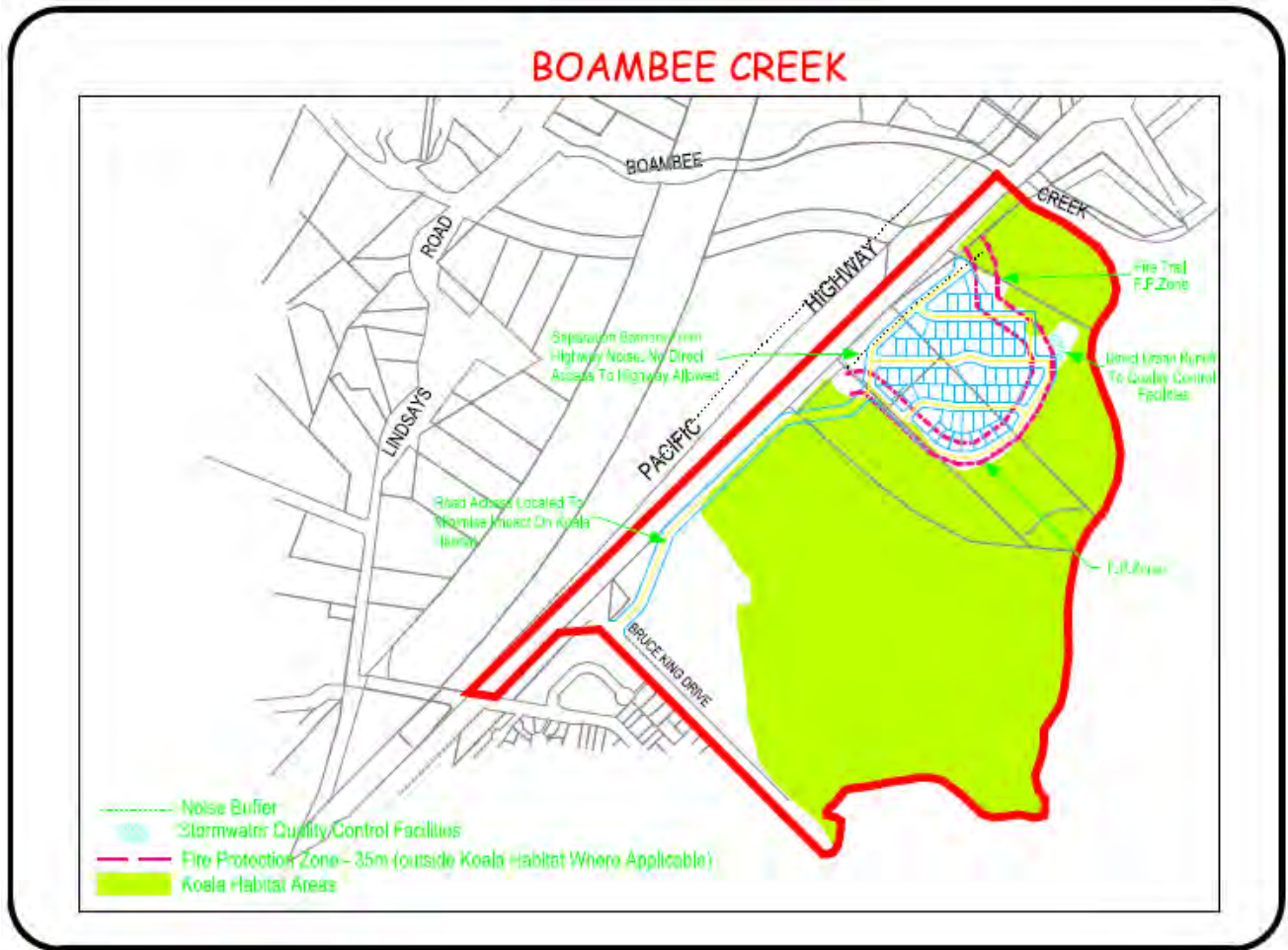
- Establish vegetated buffers to the creek.
- Maintain significant regional vegetation and minimise the risks associated with bushfires.
- Utilise best management practices to minimise on-site soil erosion and water pollution.

### **E2.1.9 Landscape and Recreation Strategy**

- Protect and maintain significant and/or important native vegetation.

- Provide access to sports ground.

**MAP 2 - MASTERPLAN**



## E2.2 MATTERS FOR CONSIDERATION

### E2.3.1 Objectives

1. To protect and maintain natural bushland, native habitats and koala populations.
2. To provide for development that will lead to improvement in water quality in creeks and achieve water quality standards that ensure healthy estuaries, for natural systems, residents and tourists.
3. To provide for development that is free from environmental risk hazard associated with flooding, acid sulphate soils, urban capability, noise and bushfire hazard.
4. To provide adequate community, educational, leisure and recreational facilities to serve future residents of the area.
5. To provide adequate footpath, cycleway, public transport and road links to adjoining neighbourhoods and natural areas to assist in lessening reliance on cars.
6. To create a sense of place for residents, respecting the natural setting and aboriginal archaeological values of the landscape.
7. To provide for water and sewerage facilities within a reasonable time frame and within adopted water and sewerage strategies for the Coffs Harbour local government area.
8. To provide for development that contributes to the economic growth of the City.

### E2.2.2 Controls

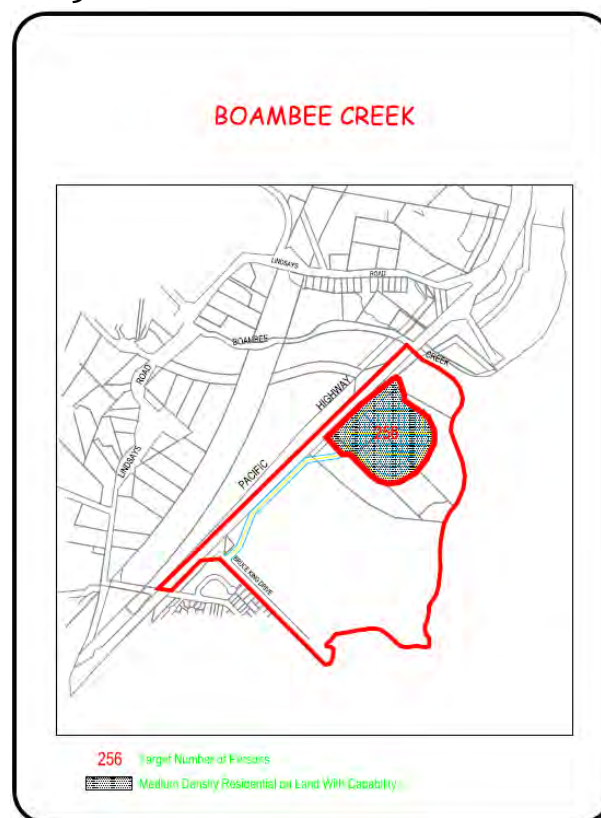
#### a) General

- i) Development is to comply with the planning strategies outlined in E2.1 above, and the controls contained in this DCP.

#### b) Target Densities

- i) The minimum target densities shown in Map 3 are to be achieved for the release area.
- ii) The maximum dwelling yield shall not exceed the target density by more than 15%.

MAP 3 - TARGET DENSITIES





**c) Timing of Development**

- i) No subdivision or development for residential purposes is to occur until reticulated water and sewerage services are available to the land.
- ii) No subdivision or development is to occur in the release area until the access road from Bruce King Drive is constructed, or is to be constructed as part of a development.

**d) Noise**

- i) Applications for subdivision within 300 metres of the Pacific Highway will be required to be accompanied by an acoustic report, identifying measures (mounding, acoustic barriers, building design, building materials, etc) to ensure future residents are not subject to unacceptable traffic noise levels.
- ii) Applications must also comply with Clause 102 of the [State Environmental Planning Policy \(SEPP\) \(Infrastructure\) 2007](#): Impact of Road Noise or Vibration on Non-Road Development and Clause 102(3) Development for Residential Use.
- iii) Assessment is to be undertaken by an appropriately qualified person, having regard to the Office of Environment and Heritage’s [NSW Road Noise Policy](#). Development is to be conditional upon provision of these measures.

**e) Open Space, Pedestrian and Cycleway Links**

- i) Pedestrian paths and cycleways are to be constructed by the developer carrying out subdivision in accordance with Map 4.

**f) Road Hierarchy and Access Control**

- i) Collector road from Bruce King Drive linking to the release area is to be constructed by developer.
- ii) Map 4 shows the identified road hierarchy.
- iii) Threshold and pavement treatments are to be provided throughout the subdivision to create an attractive streetscape.

**MAP 4 - OPEN SPACE, ROAD HIERARCHY AND MOVEMENT CORRIDORS**



**g) Road Design for Bus Access**

- i) Bus routes and bus stops are shown in Map 5 and are to be provided by the developers of the urban release area.
- ii) Road widths and bus bays are to meet Council’s requirements (refer Component C1).

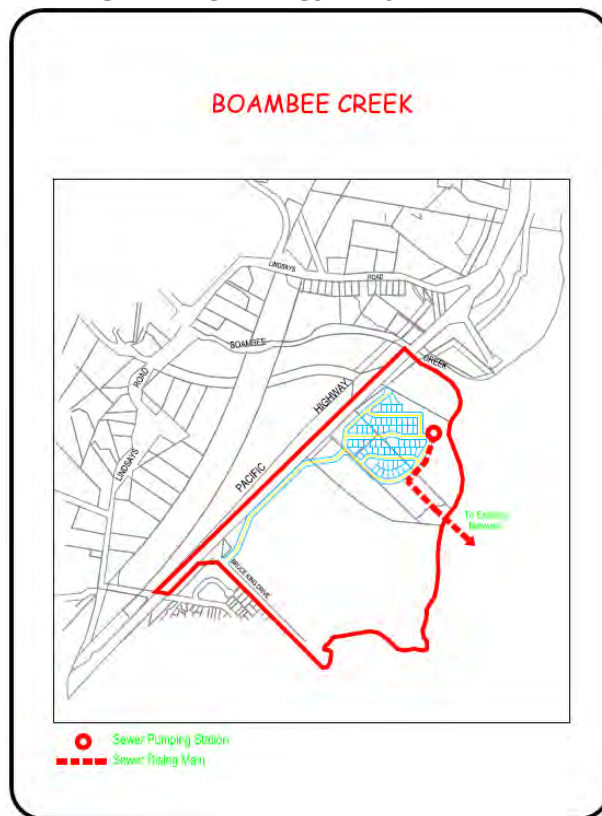
**h) Sewerage Reticulation**

- i) The existing carrier system requires upgrading in a number of sections leading to the Sawtell Treatment Works. A contribution charge will apply.
- ii) Headworks charges will apply at the rate identified for the Sawtell Treatment Works.

**MAP 5 - SCHOOL BUS SERVICES**



**MAP 6 - SEWERAGE RETICULATION**



# 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

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

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*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

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

- COMPONENT A1 ADMINISTRATION
- COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

- COMPONENT B1 SUBDIVISION REQUIREMENTS
- COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS
- COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS
- COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS
- COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

- COMPONENT C1 DESIGN REQUIREMENTS
- COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS
- COMPONENT C3 LANDSCAPING REQUIREMENTS
- COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS
- COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS
- COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS
- COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS
- COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

- COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS
- COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS
- COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

- COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT
- COMPONENT E2 BOAMBEE CREEK
- COMPONENT E3 COFFS HARBOUR CITY CENTRE
- COMPONENT E4 HEARNES LAKE / SANDY BEACH
- COMPONENT E5 KORORA LARGE LOT RESIDENTIAL MOONEE
- COMPONENT E6 NORTH BOAMBEE VALLEY (EAST)
- COMPONENT E7 NORTH BONVILLE
- COMPONENT E8 SAWTELL VILLAGE PRECINCT
- COMPONENT E9 SOUTH COFFS
- COMPONENT E10 WEST COFFS
- COMPONENT E11 WEST WOOLGOOLGA
- COMPONENT E12 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA
- COMPONENT E13 HALLS ROAD BUSINESS PRECINCT
- COMPONENT E14 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

- COMPONENT F1 GLOSSARY
- COMPONENT F2 APPENDIX 1

## **E3.1 PLANNING STRATEGY**

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### **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**

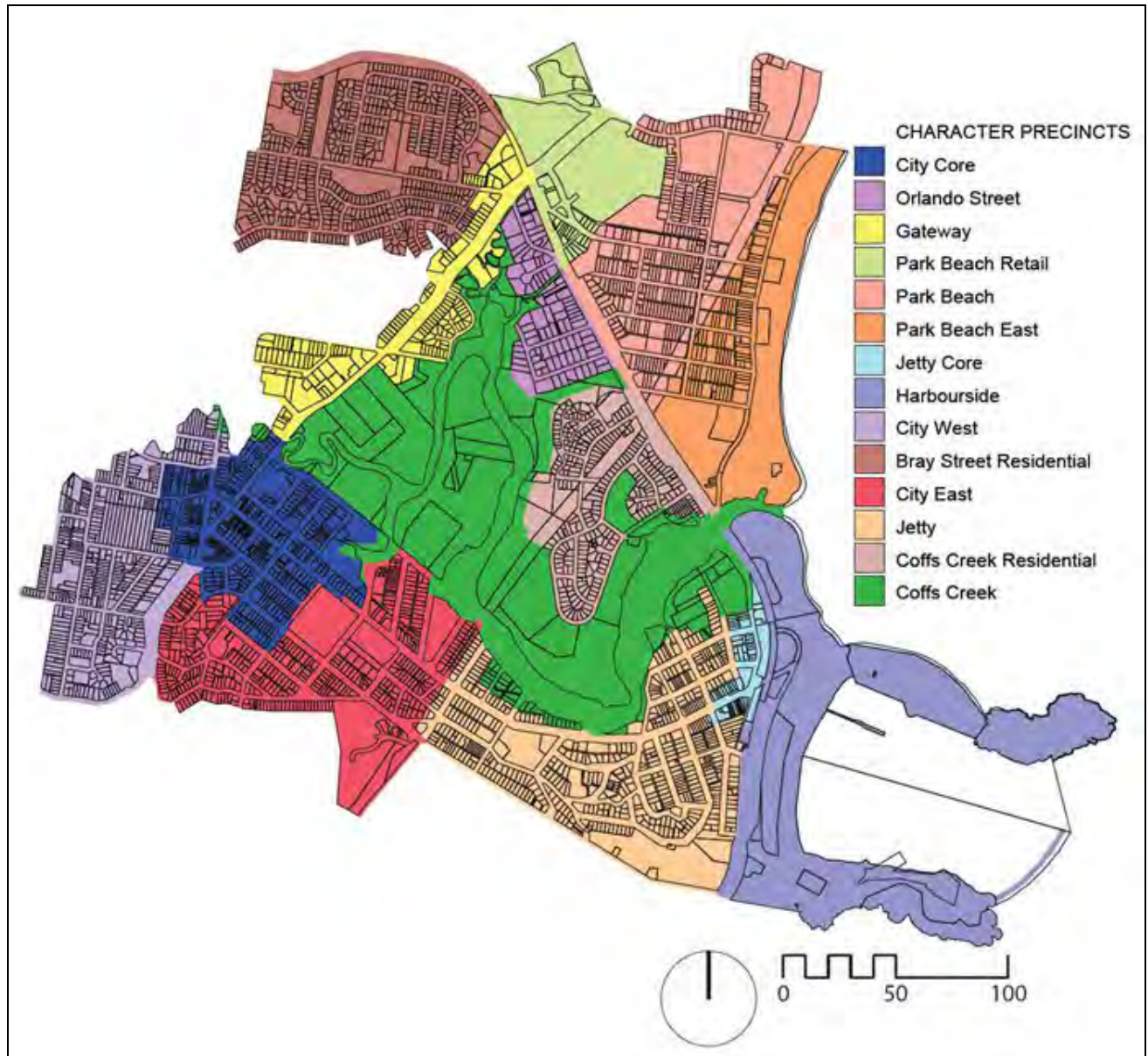
- i) This precinct has been developed with low density permanent residential accommodation.
- ii) The area benefits from the natural amenity of Coffs Creek, as well as from proximity to the city's beaches, shopping, employment and recreational facilities.
- iii) Since development in the area is relatively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

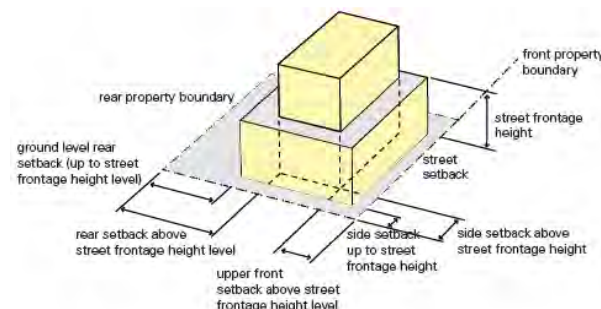
#### b) Side and Rear Building Setbacks and Building Separation

- 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)	<b>Non-residential uses:</b> -Up to maximum SFH* -Above maximum SFH*	0m 5m	0m**, 4m 5m
	<b>Residential uses up to 8.5m in height:</b>	3m	3m
	<b>Residential uses over 8.5m in height:</b>	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) ***	<b>Up to 12m height:</b>	3m	3m
	<b>Over 12m and up to 24m in height:</b>	6m	6m
	<b>Over 24m in height:</b>	9m	9m
Industrial (IN1)		3m	3m
All other zones	<b>Non-residential uses:</b> -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.

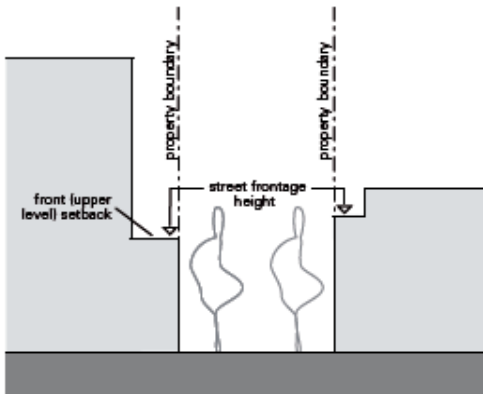
Council may consider reducing setback requirements where it can be demonstrated that it is necessary because of topography, bushfire requirements and or other features including existing development on the site. Any reduced setback must not create amenity impacts for adjoining properties or future amenity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

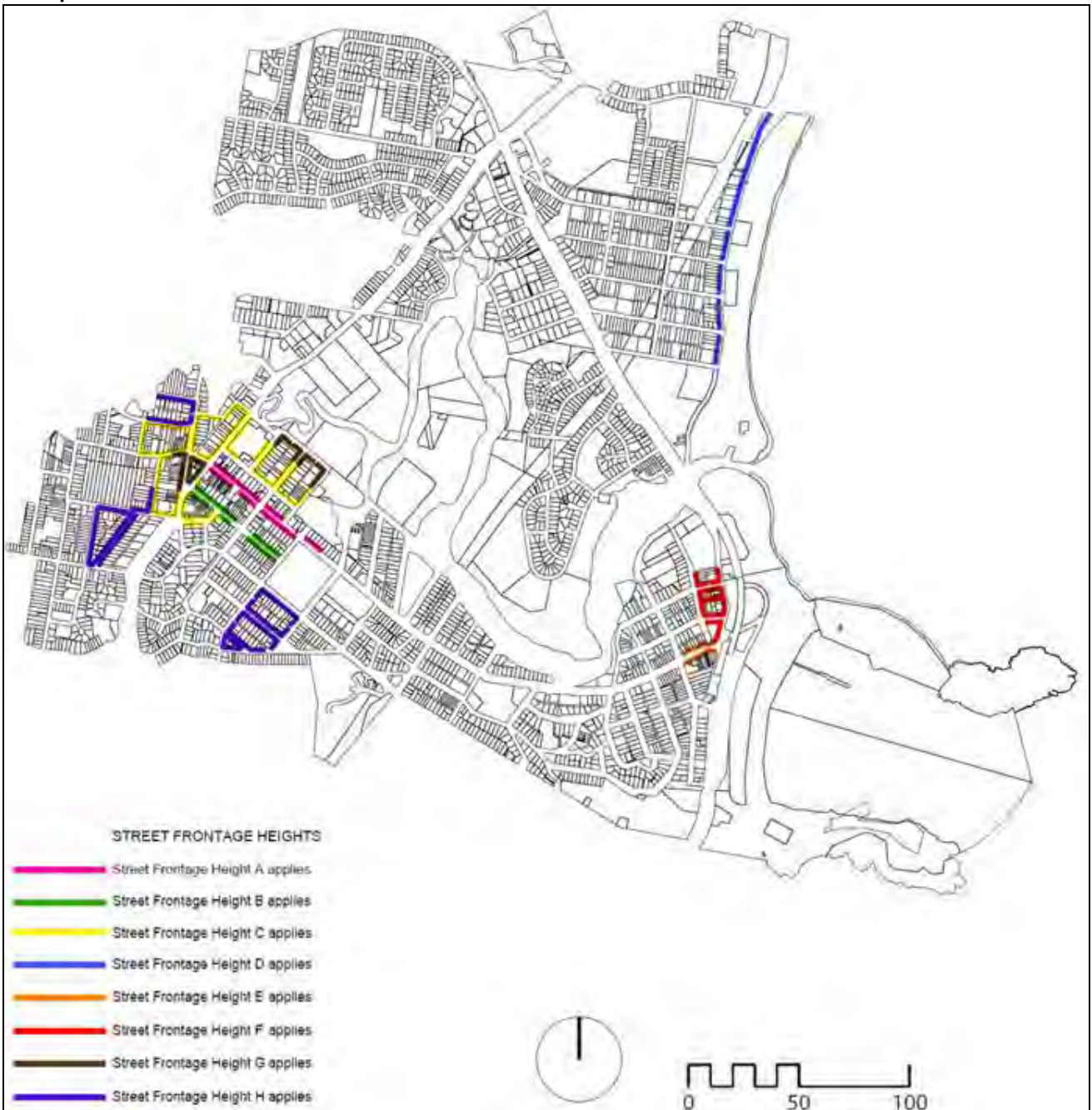


FIGURE 3 - STREET FRONTAGE HEIGHT A

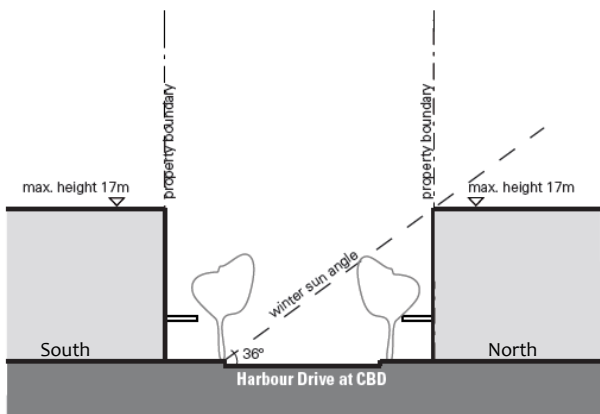


FIGURE 4 - STREET FRONTAGE HEIGHT B

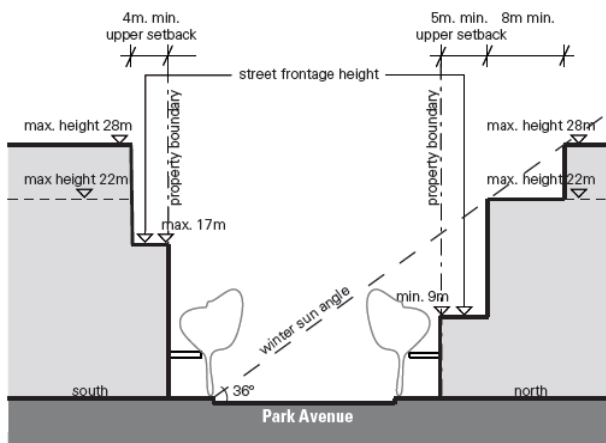


FIGURE 5 - STREET FRONTAGE HEIGHT C

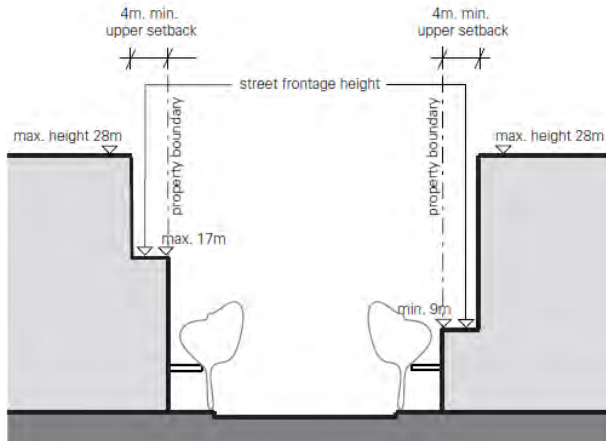


FIGURE 6 - STREET FRONTAGE HEIGHT D

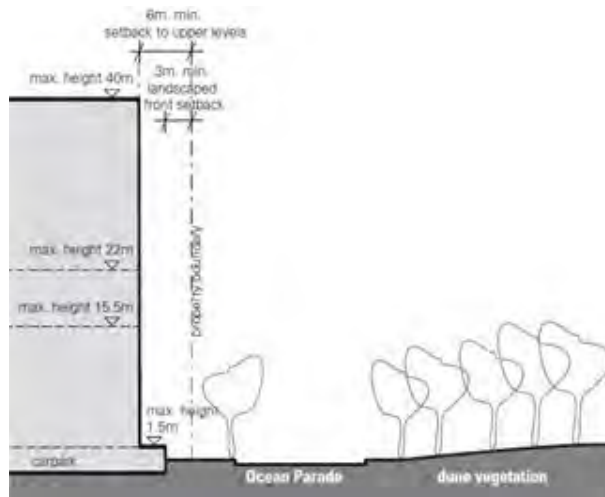


FIGURE 7 - STREET FRONTAGE HEIGHT E

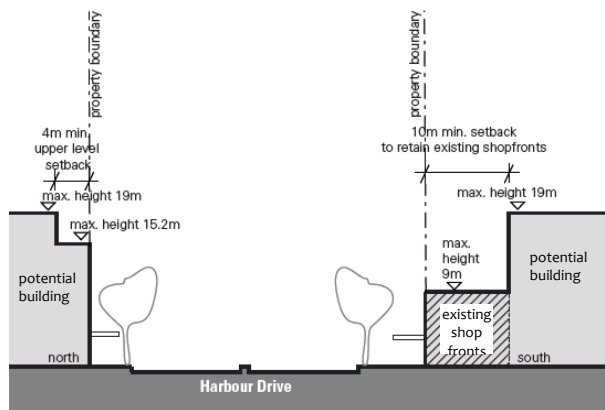
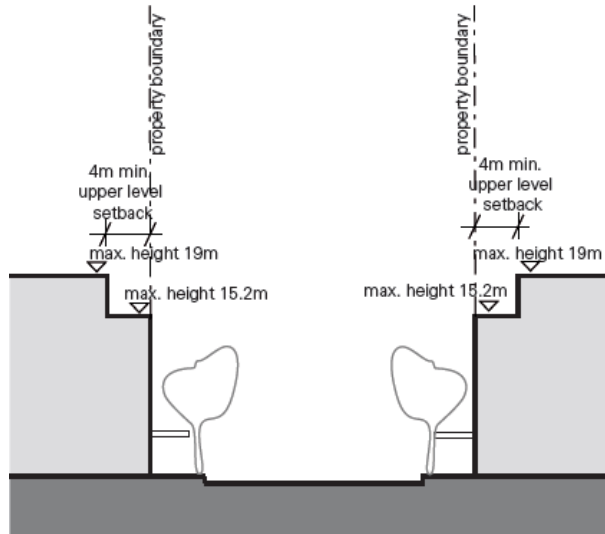
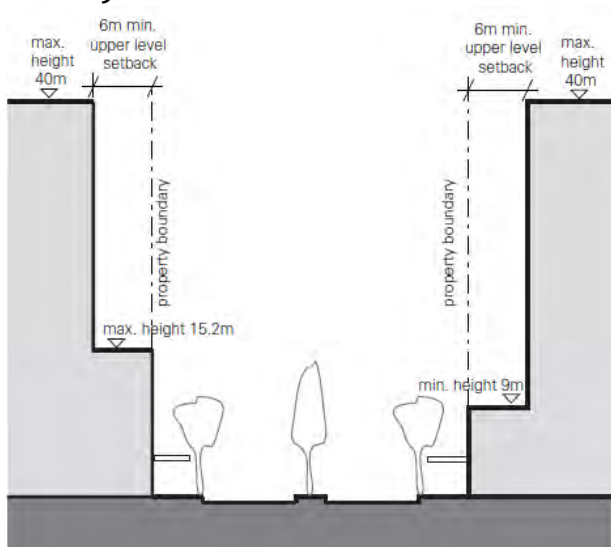


FIGURE 8 - STREET FRONTAGE HEIGHT F

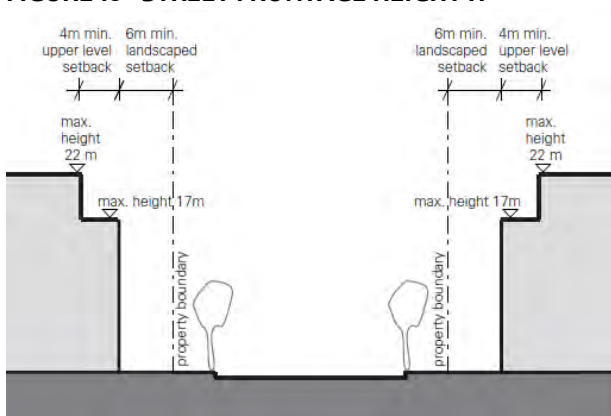




**FIGURE 9 - STREET FRONTAGE HEIGHT G**



**FIGURE 10 - STREET FRONTAGE HEIGHT H**



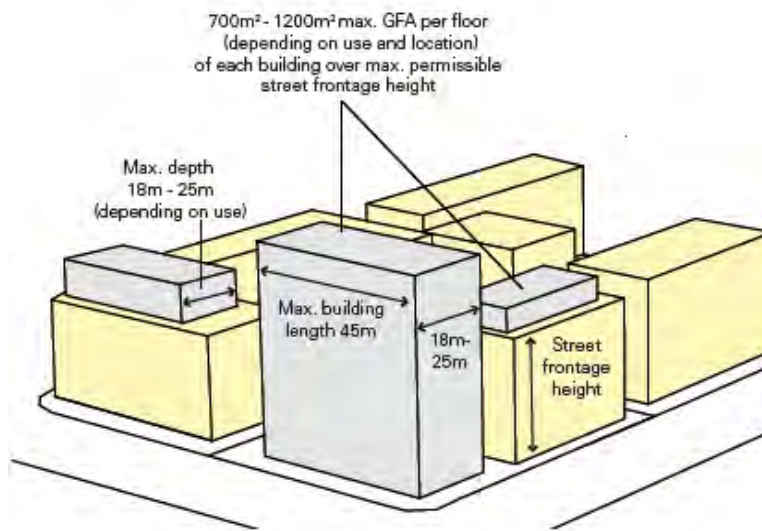
**d) Building Depth and Bulk**

- 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 <sup>2</sup>	25m
	Residential and serviced apartments	Above SFH	900m <sup>2</sup>	18m
Mixed use	Non-residential	Above SFH	900m <sup>2</sup>	25m
	Residential and serviced apartments	Above SFH	700m <sup>2</sup>	18m
Residential and other zones	All uses	Above SFH	700m <sup>2</sup>	18m

**FIGURE 11 - BUILDING DEPTH AND BULK CONTROLS**



### **E3.3 PEDESTRIAN AMENITY**

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#### **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).

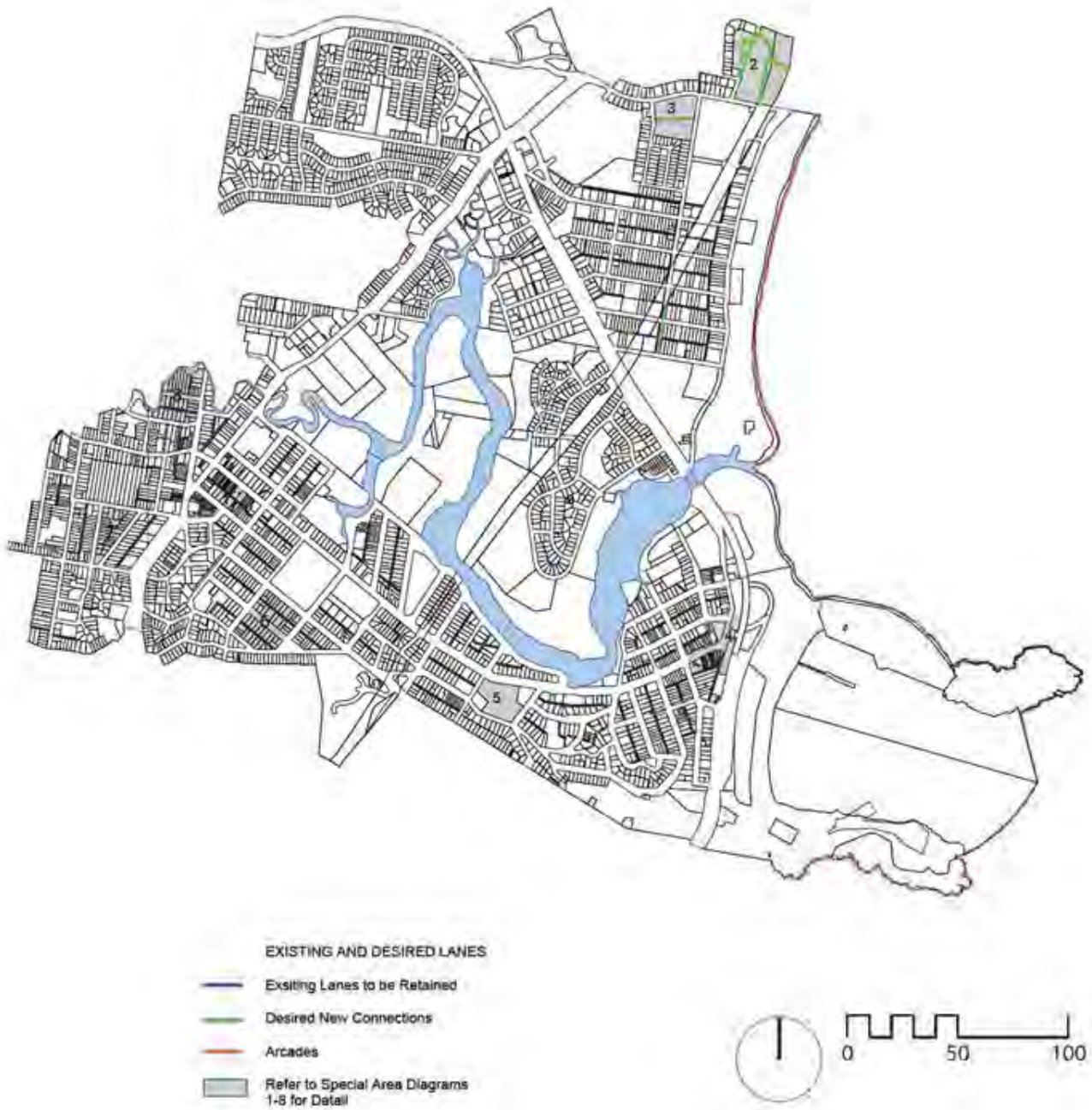
#### viii) Provide consistent design and use high quality materials where possible.



As reported to Council 9 May 2013

Attachment 1

**MAP 5 - PERMEABILITY**



**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.

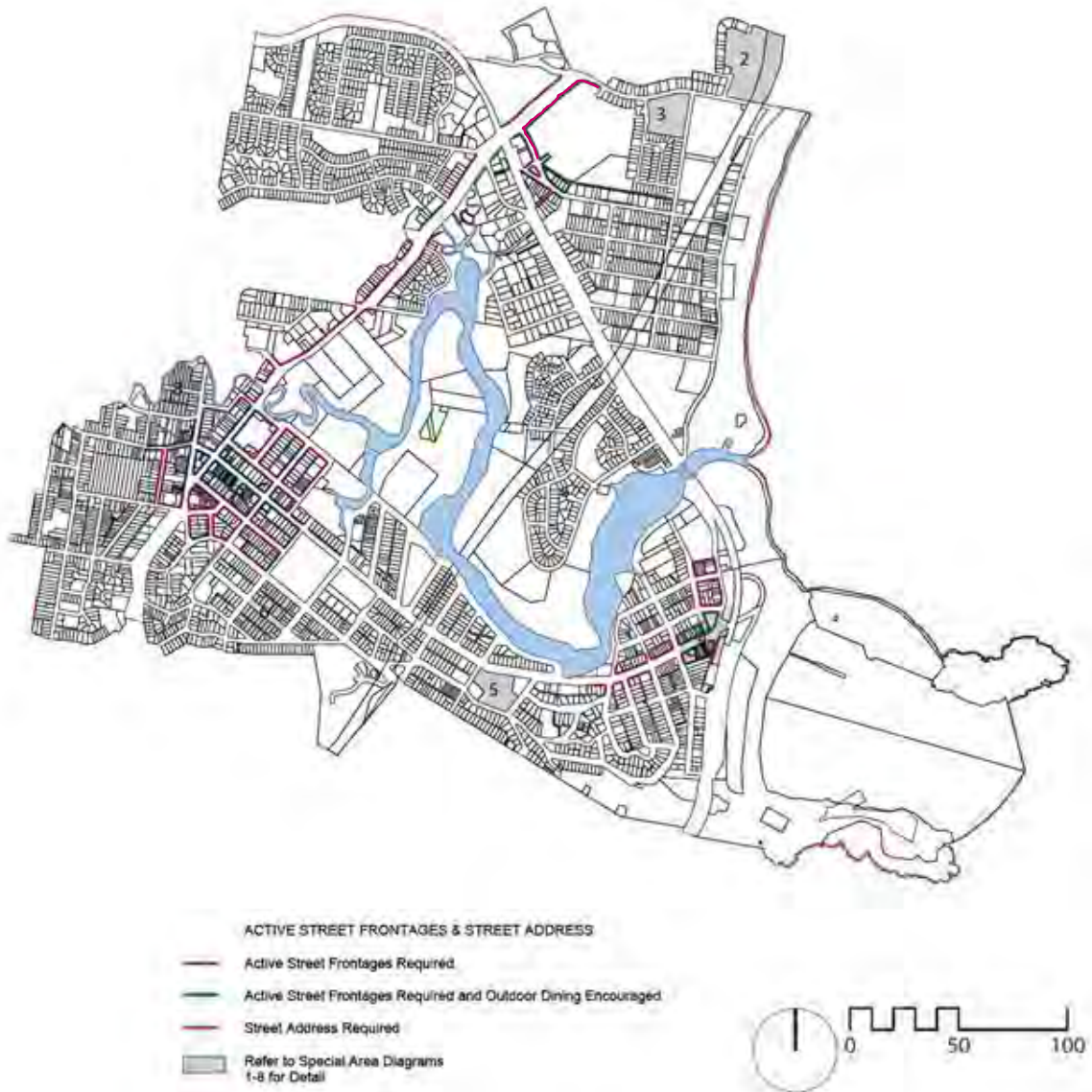
**ii) Street Address**

- 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.

As reported to Council 9 May 2013

Attachment 1

**MAP 6 - ACTIVE STREET FRONTAGES AND STREET ADDRESS**



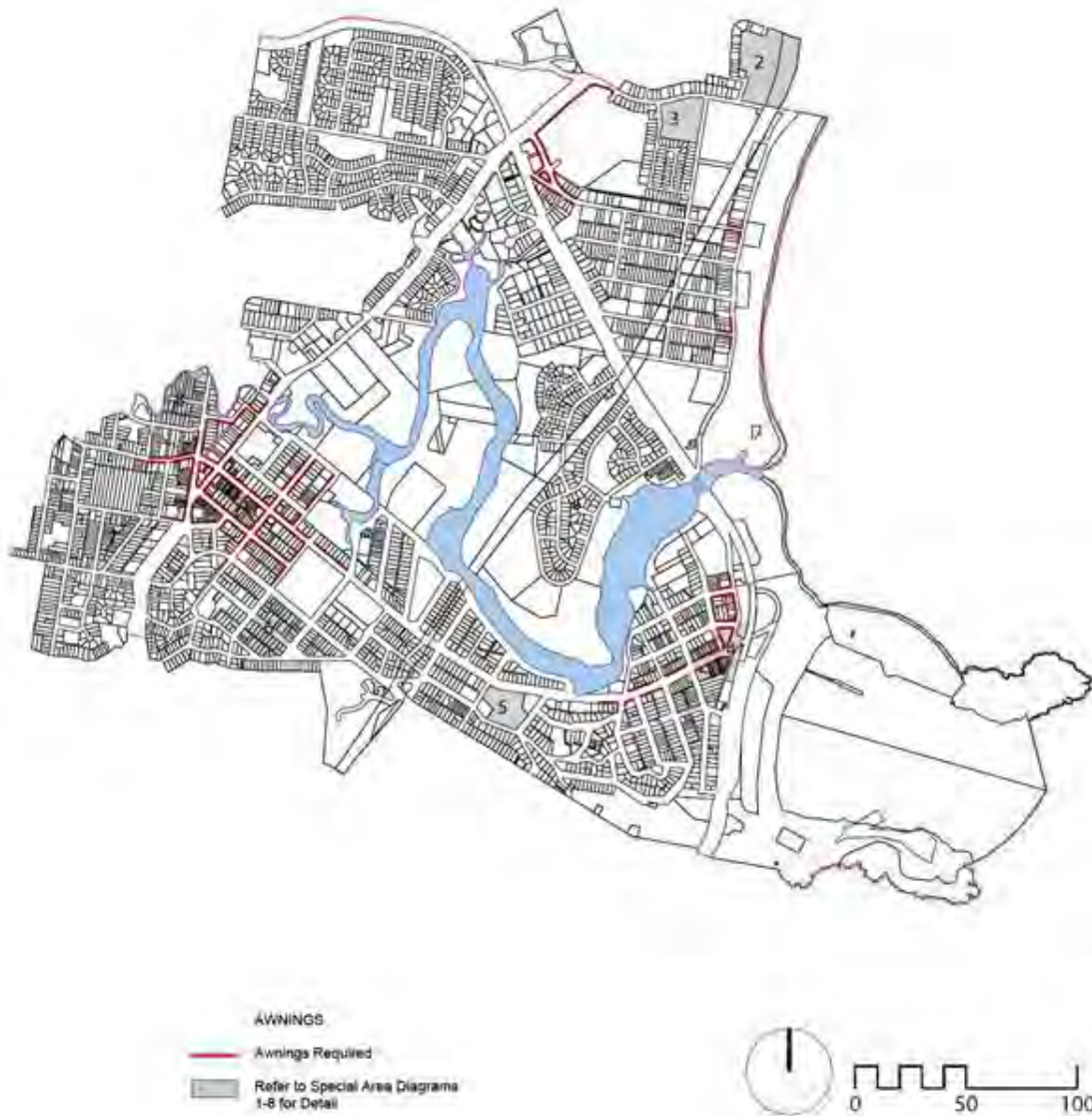
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Attachment 1

**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**

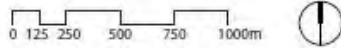
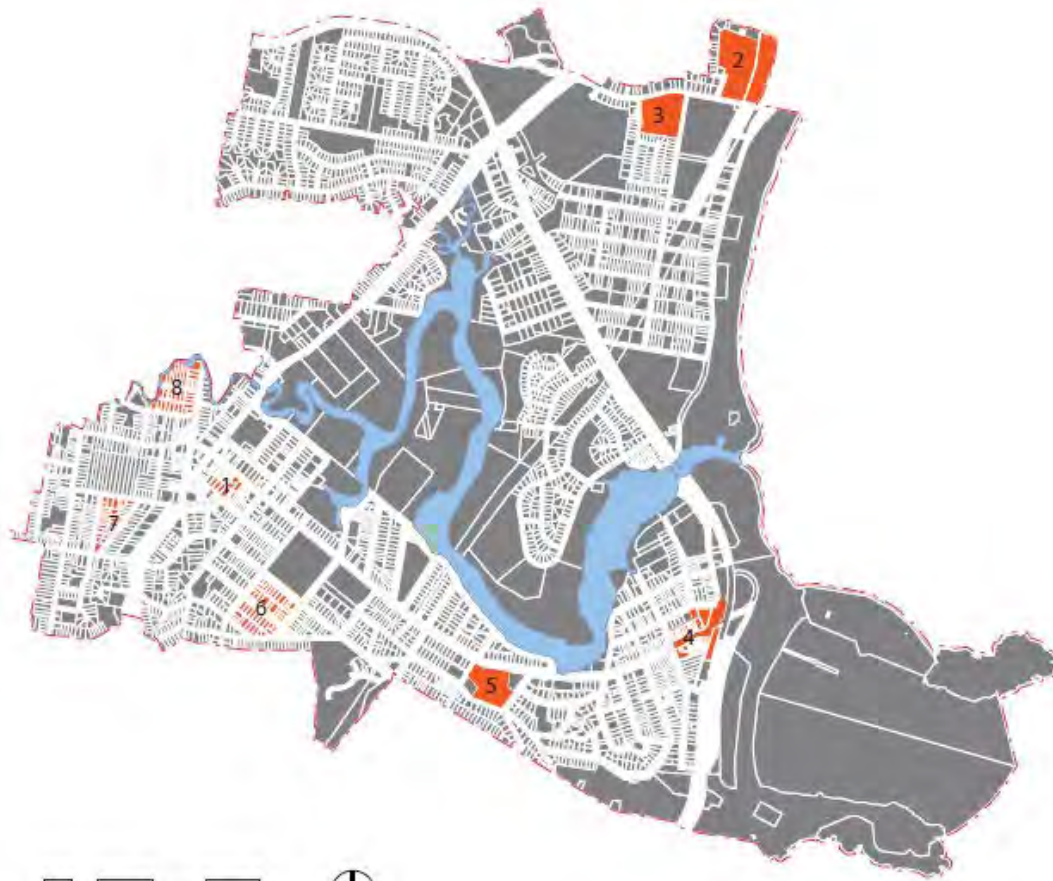
- The pedestrian link connecting the Square to Park Avenue is to be lined on both sides with active frontages.
- Vehicle access from Park Avenue Lane is to be restricted adjacent to the Square in order to improve pedestrian amenity and allow for active frontages on the southern side of the Square. This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





As reported to Council 9 May 2013

Attachment 1

**MAP 8 - SPECIAL AREA CONTROLS**



**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

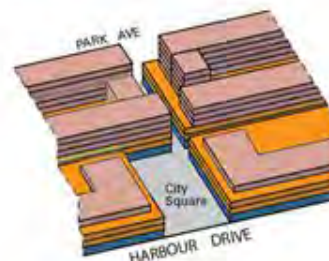
ii) Built form

- 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.

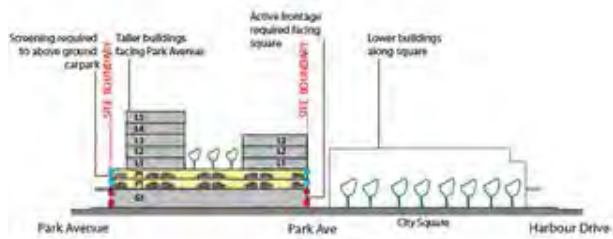
FIGURE 15 - CITY SQUARE DEVELOPMENT CONTROLS



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**

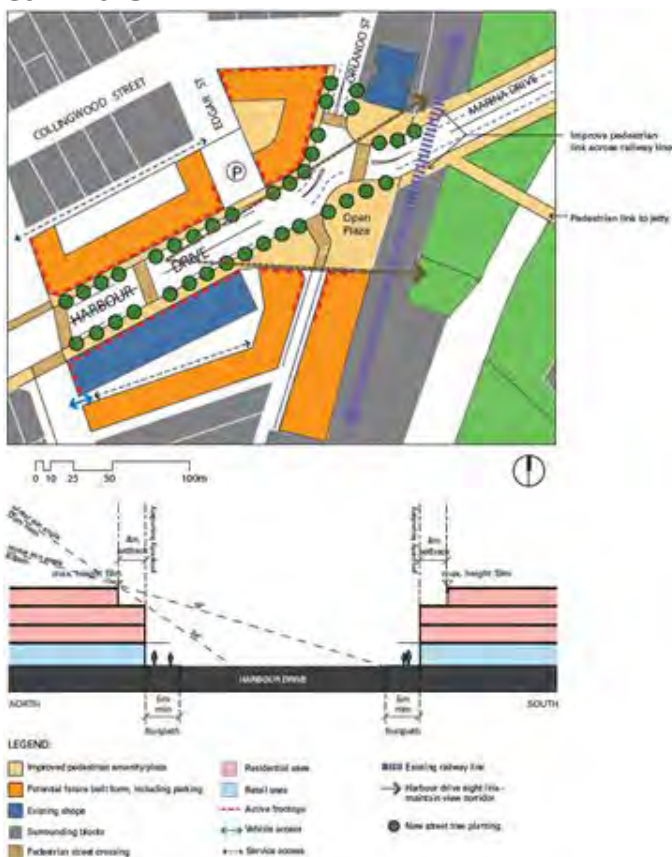
- A landscape plan prepared by a qualified landscape architect or designer is to be submitted showing existing trees and proposed landscaping (see Component C3).



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.

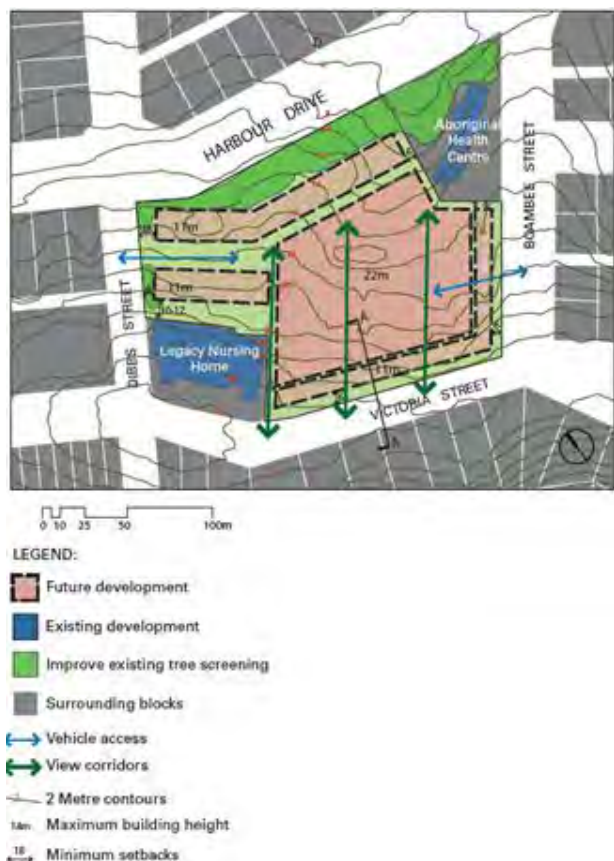
ii) Public domain interface

- 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.

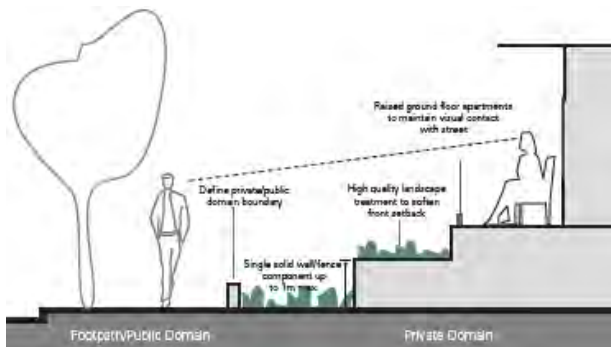
**FIGURE 20 - ALBANY STREET HIGH DENSITY RESIDENTIAL DEVELOPMENT CONTROLS**



**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.**

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT E5

## KORORA LARGE LOT RESIDENTIAL

### Applies to

Lands in the Korora Release Area zoned for large lot residential under Coffs Harbour Local Environmental Plan 2013 as shown in Map 1

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

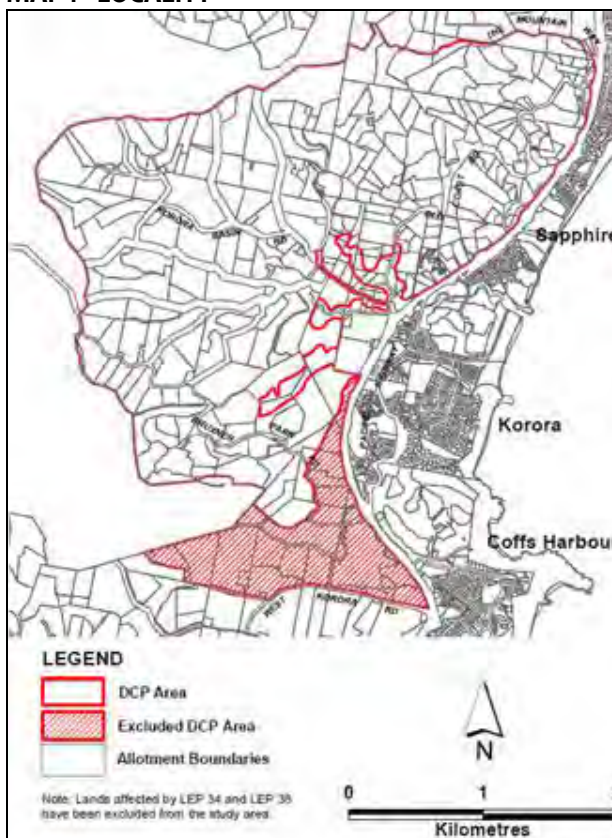
### Disclaimer

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 guidelines and planning controls for large lot residential development in the Korora Release Area.*

MAP 1 - LOCALITY



## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

- COMPONENT A1 ADMINISTRATION
- COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

- COMPONENT B1 SUBDIVISION REQUIREMENTS
- COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS
- COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS
- COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS
- COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

- COMPONENT C1 DESIGN REQUIREMENTS
- COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS
- COMPONENT C3 LANDSCAPING REQUIREMENTS
- COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS
- COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS
- COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS
- COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS
- COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

- COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS
- COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS
- COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

- COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT
- COMPONENT E2 BOAMBEE CREEK
- COMPONENT E3 COFFS HARBOUR CITY CENTRE
- COMPONENT E4 HEARNES LAKE / SANDY BEACH
- COMPONENT E5 KORORA LARGE LOT RESIDENTIAL
- COMPONENT E6 MOONEE
- COMPONENT E7 NORTH BOAMBEE VALLEY (EAST)
- COMPONENT E8 NORTH BONVILLE
- COMPONENT E9 SAWTELL VILLAGE PRECINCT
- COMPONENT E10 SOUTH COFFS
- COMPONENT E11 WEST COFFS
- COMPONENT E12 WEST WOOLGOOLGA
- COMPONENT E13 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA
- COMPONENT E14 HALLS ROAD BUSINESS PRECINCT
- COMPONENT E15 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

- COMPONENT F1 GLOSSARY
- COMPONENT F2 APPENDIX 1

## **E5.1 PLANNING STRATEGY**

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### **E5.1.1 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.

### **E5.1.2 Masterplan**

- Develop rural residential development with an ultimate population of approximately 1,500 people.
- Maintain a distinctive neighbourhood (rural) character for the area as shown on the masterplan in Map 2.
- Require development to conform to the planning controls listed in this and other relevant components of this DCP.

### **E5.1.3 Housing Strategy**

- Allow for subdivision, dwelling houses, attached dual occupancies and tourist facilities.
- Encourage development of a neighbourhood centre incorporating cultural, recreational and low key commercial facilities.

### **E5.1.4 Servicing Strategy**

- Ensure that water is supplied from rainwater collection tanks servicing the individual sites or by other means to Council's satisfaction.
- Ensure that sewage is collected, treated and disposed of by approved on site systems

### **E5.1.5 Traffic and Transport Strategy**

- Establish a road hierarchy that avoids the Highway being used for local trips within the Korora area.
- Design a roadway environment to reflect the road hierarchy.
- Implement road-widening strategy eg widening of the Old Coast Road, part of Rowsells Road and Finlays Road. This is shown on Map 3.
- Widen and upgrade Bruxner Park Road and install safety barriers where required.
- Provide Intersection Treatment - several intersections require upgrading and are indicated on Map 3.
- Properties in the DCP that area are constrained by access issues are shown on Map 2.

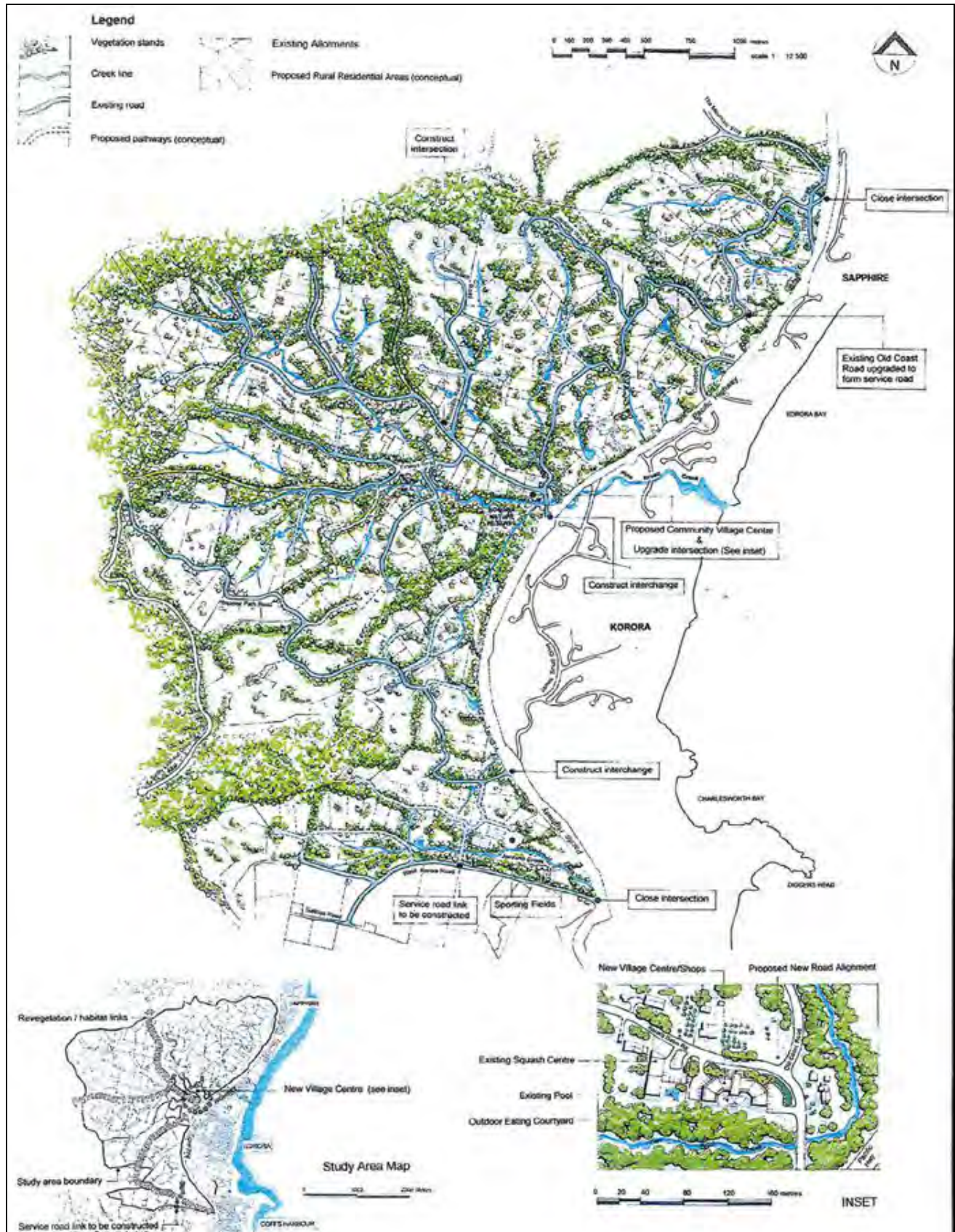
### **E5.1.6 Community Facilities**

- Ensure that social infrastructure needs are based on an anticipated population of 1,500 persons, which includes the existing population.
- Ensure that development caters for the recreational needs of the population (existing and expected), including the provision of a sports ground.
- Provide pedestrian/cycle links to main community facilities and recreation facilities.

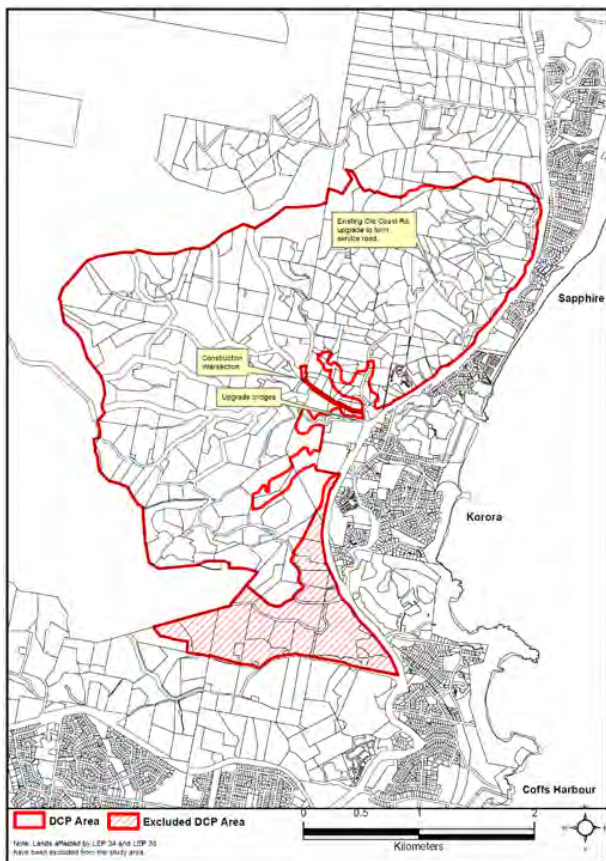
### **E5.1.7 Business Strategy**

- Provide for low key commercial development including a mix of retail, commercial and tourist development.
- Ensure that buildings are limited to two storeys to maintain a low scale character in keeping with the existing rural character.

**MAP 2 - MASTERPLAN**



**MAP 3 - ROAD WIDENING AND UPGRADING STRATEGY**



**E5.2 MATTERS FOR CONSIDERATION**

**E5.2.1 Objectives**

1. To encourage tourist development which is innovative, responsive to the site’s visual, environmental and cultural characteristics and be in keeping with the desired future character of the area.
2. To have a neutral impact upon the water quality in Pine Brush Creek and to minimise impacts upon the flora and fauna resources and natural setting of the area.
3. To provide safe, convenient and efficient movement of people.
4. To protect and maintain natural bushland, native habitats and koala populations, including revegetation of linkages.
5. To provide for the collection, treatment and on-site disposal of sewage using methods which satisfy the environmental, health and operational expectations of the community.

**E5.1.8 Natural Environment Strategy**

- Establish vegetated buffers to the creeks.
- Maintain significant regional vegetation and minimise the risks associated with bushfires.
- Utilise best management practices to minimise on-site soil erosion and water pollution.
- Develop wildlife corridors by revegetating or planting those vegetation species which will promote biodiversity.

**E5.1.9 Landscape and Recreation Strategy**

- Protect and maintain significant and/or important native vegetation.
- Provide for a sports ground.

As reported to Council 9 May 2013

Attachment 1

6. To provide a secure, potable water supply.
7. To ensure stormwater is effectively disposed of utilising best management practices.
8. To reduce the impact of agricultural related activities on adjoining lands.
9. To ensure satisfactory waste management services are available for the release area.
10. To minimise environmental risk hazard associated with building on steep land in the release area.

**E5.2.2 Controls**

**a) General**

- i) Development is to comply with the planning strategies outlined in E5.1 above, and the controls contained in this and other relevant components of this DCP.

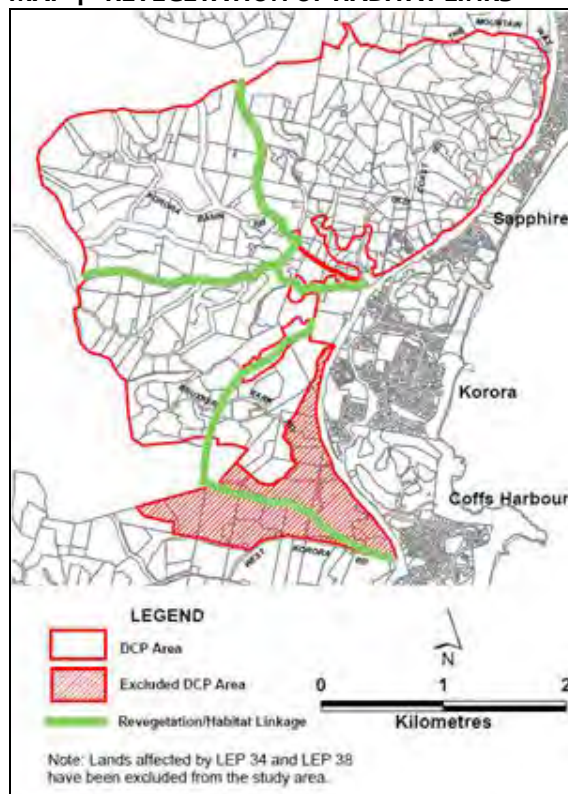
**b) Road and Access Design**

- i) Relevant Development Applications are to implement the road widening and upgrading strategy as shown in Map 3.
- ii) Prior to preparing a development application, owners shall check with the Council or their consultants to find out the extent of road/access upgrading that will be required prior to subdivision approval.
- iii) No new access points will be permitted directly to/from the Pacific Highway.
- iv) Access arrangements to the proposed lots from a public road, all required road works and internal private driveways are to be designed to Councils standards (refer Component C2.3.2(d)(ii)).

**c) Vegetation and Habitat**

- i) Each lot created by a large lot residential subdivision shall include a building envelope of 1,500m<sup>2</sup> situated outside any E2 zone.
- ii) Any road construction shall avoid land in the E2 zone that is koala habitat. If there is no feasible alternative, compensatory planting of trees must be provided.

**MAP 4 - REVEGETATION OF HABITAT LINKS**



**d) Compensatory Works**

- i) Much of the land to which this Component applies has become degraded as a consequence of past practices including clearing and lack of weed control. Accordingly an outline for a Vegetation Management Plan (VMP) must be prepared for each proposed large lot residential subdivision and must be lodged for preliminary approval when the development application (DA) for that subdivision proposal is lodged (refer to Component B7)
- ii) Before a Subdivision Certificate regarding an approved large lot residential subdivision is issued, a detailed VMP must be lodged with Council for approval. All works (other than ongoing maintenance) prescribed by the VMP must be properly effected on each large lot residential lot (refer to Component B7).

- iii) Any consent issued for a large lot subdivision in Korora will be conditioned to require that the developer enter into a positive covenant, created in Council's favour pursuant to [Section 88b Instrument](#) of the [Conveyancing Act 1919](#), ensuring continued compliance with the VMP. The positive covenants must be created and registered on the title to each large lot residential lot in conjunction with registration of the plan creating such lot. The form of the covenants must be in or to the effect of the form approved by Council from time to time.

**e) Effluent Disposal**

- i) Effluent disposal must meet Council's [On-site Sewer Management Strategy](#).
- ii) Areas unsuitable for on-site effluent disposal are zoned E2 and shown on Map 5.
- iii) Map 5 also shows areas suited for particular types of on-site effluent disposal.

**f) Water Supply**

- i) Water tanks with sufficient capacity to serve domestic needs shall be provided. This supply is to be separate to water storage provided for fire fighting purposes.
- ii) No bores, wells or spear points are to be located within 250 metres of the nearest effluent disposal system and must be licensed by the Department of Water and Energy.

**g) Bananalands Buffers**

- i) A 10 metre revegetated buffer is to be provided between existing banana plantations and land to be subdivided or land identified as building envelopes for dwellings.
- ii) Requirements for rural land use conflict as outlined in the Rural Land Use Conflict Information Sheet shall be referred to when preparing relevant DAs.

**h) Garbage Service**

- i) Council's contractors provide a service to the areas shown on Map 6. Any development proposed outside these areas will require consultation with Council to determine waste management arrangements.

**i) Erosion Control**

- i) Subdivision and building proposals on land steeper than 20% are to be accompanied by an Erosion and Sediment Control Plan for approval by Council prior to the release of a Construction Certificate (refer to Component D1).

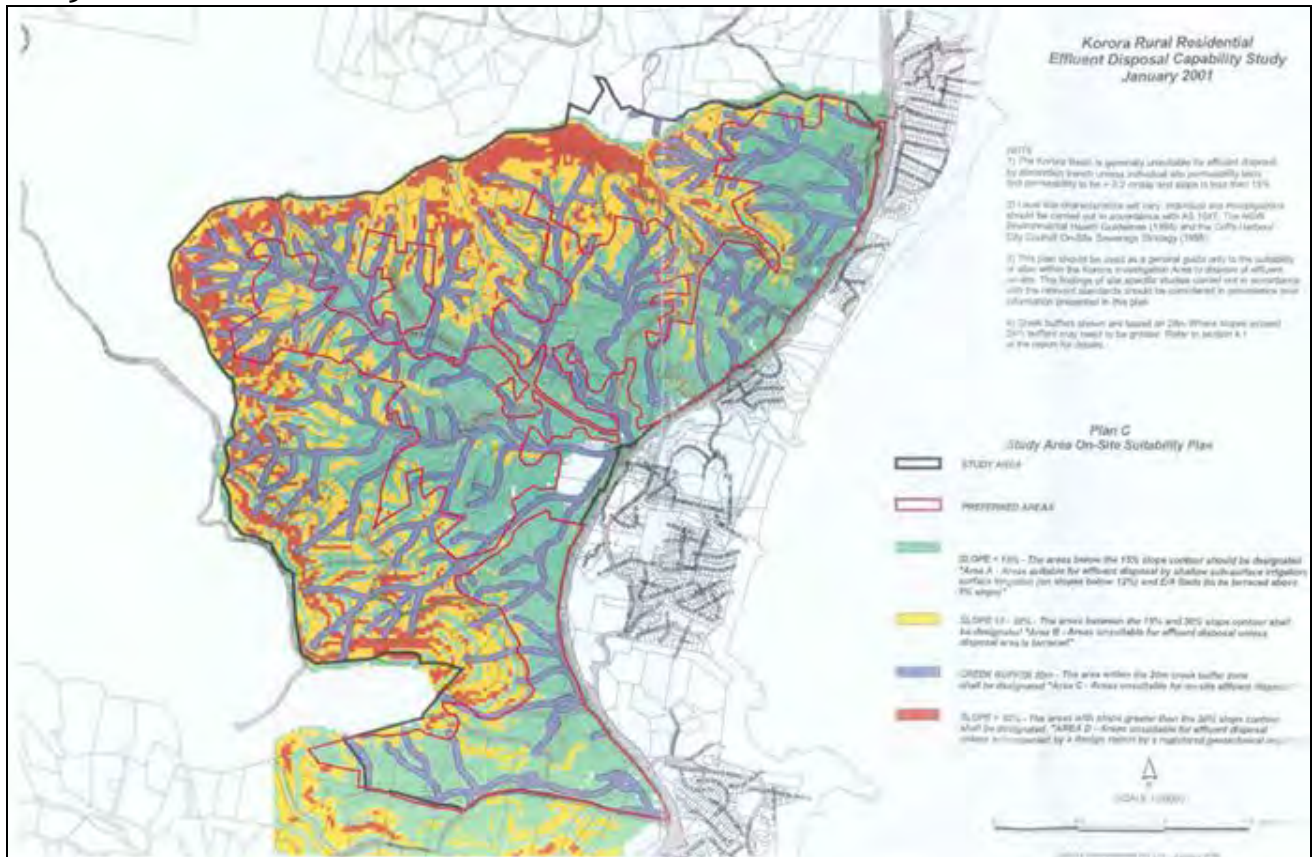
**j) Tourist Potential**

- i) Intensive tourist facilities require merit consideration. Particular attention shall be paid to the following:
  - access;
  - potable water;
  - effluent disposal;
  - impacts on habitat; and
  - bush fire.





**MAP 5 - EFFLUENT DISPOSAL CAPABILITY STUDY**



**MAP 6 - GARBAGE SERVICE AREAS**



# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT E7 NORTH BOAMBEE VALLEY (EAST)

### Applies to

Lands in the North Boambee Valley, east of the Coffs Harbour Pacific Highway Bypass route area, under Coffs Harbour Local Environmental Plan 2013 as shown in Map 1

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### 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 planning controls for land in the North Boambee Valley Urban Release Area, east of the preferred Coffs Harbour Pacific Highway Bypass route.*

MAP1 - LOCALITY



## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

- COMPONENT A1 ADMINISTRATION
- COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

- COMPONENT B1 SUBDIVISION REQUIREMENTS
- COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS
- COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS
- COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS
- COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

- COMPONENT C1 DESIGN REQUIREMENTS
- COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS
- COMPONENT C3 LANDSCAPING REQUIREMENTS
- COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS
- COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS
- COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS
- COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS
- COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

- COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS
- COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS
- COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

- COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT
- COMPONENT E2 BOAMBEE CREEK
- COMPONENT E3 COFFS HARBOUR CITY CENTRE
- COMPONENT E4 HEARNES LAKE / SANDY BEACH
- COMPONENT E5 KORORA LARGE LOT RESIDENTIAL
- COMPONENT E6 MOONEE
- COMPONENT E7 NORTH BOAMBEE VALLEY (EAST)
- COMPONENT E8 NORTH BONVILLE
- COMPONENT E9 SAWTELL VILLAGE PRECINCT
- COMPONENT E10 SOUTH COFFS
- COMPONENT E11 WEST COFFS
- COMPONENT E12 WEST WOOLGOOLGA
- COMPONENT E13 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA
- COMPONENT E14 HALLS ROAD BUSINESS PRECINCT
- COMPONENT E15 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

- COMPONENT F1 GLOSSARY
- COMPONENT F2 APPENDIX 1

## E7.1 PLANNING STRATEGY

---

### E7.1.1 Objective

1. To provide a framework for a community that is sustainable, safe and vibrant.
2. To achieve a balanced development control system that has sustainable environmental outcomes.
3. Ensure future development has regard to landform, environmental conditions, the surrounding local road network, and the relationship with existing and approved adjoining residential areas (refer to Map 2).

### E7.1.2 Masterplan

- Provide for an additional population of approximately 736 persons.
- Ensure that development has regard to existing development consents, land form, environmental conditions of the site, surrounding local road network, and the relationship with adjoining residential areas (refer to Figure 2).
- Require development to conform with the planning controls listed in this and other relevant components of this DCP.

*Note: The Roads and Marine Services (RMS) have nominated the preferred Pacific Highway Bypass Route for Coffs Harbour (refer to Figure 1). This alignment impacts upon development in North Boambee Valley (East). An indicative subdivision layout is provided based on the proposed alignment. As the Pacific Highway assessment process progresses, the indicative road boundary may change, requiring the masterplan to be reviewed.*

### E7.1.3 Housing Strategy

- Ensure that future allotments encourage the provision of accessible, diverse and affordable housing options, while considering existing constraints.
- Ensure that land use incorporates appropriate development, provides safe, convenient and effective neighbourhoods.

### E7.1.4 Infrastructure Strategy

- Ensure that the existing community is not burdened by the provision and/or maintenance of public utilities and facilities required as a result of future development.
- Provide a secure, potable water supply, as well as the collection, treatment and disposal of sewage generated by development in a way that meets environmental, health and operational needs of the community.

### E7.1.5 Business Strategy

- Maintain and enhance connection between residential, community uses and the Halls Road Business Centre, to serve the daily shopping and service needs of the community.

### E7.1.6 Traffic, Transport and Access Strategy

- Provide a street network that is robust (allowing for flexibility for adaptation), links the site to the surrounding residential and employment areas, with a high degree of amenity, connectivity and permeability for pedestrians and cyclists.
- Ensure that transport, access and services are appropriate to the density of development.

**E7.1.7 Natural Environment Strategy**

- Ensure that new dwellings support environmentally sensitive design principles.
- Ensure development is consistent with Council’s Koala Plan of Management and Vegetation Management Plans.
- Ensure development is consistent with the principles of ecologically sustainable development by conserving and enhancing the ecological integrity, biodiversity, wildlife corridors, aquatic habitats, water quality, and environmental significance of North Boambee Valley (East).
- Maintain the natural beauty of the area by retaining natural landforms, minimising land excavation and fill, and by minimising erosion and pollution that may impact on the landscape.

**E7.1.8 Open Space and Recreation Strategy**

- Ensure an open space network is based on clear and accessible connections and promotes equality of access and opportunity.

**E7.1.9 Community Centre Strategy**

- Provide a community centre for social interaction and recreation, which meets the needs of a diverse and changing community.

**E7.2 MATTERS FOR CONSIDERATION**

---

**E7.2.1 Objectives**

1. To ensure the release area is developed to it’s full potential within its environmental capacity.
2. To ensure development occurs in a timely manner when appropriate services are available.
3. To ensure water quality is maintained at acceptable levels to best practice policies.
4. To ensure adequate protection of all forms of cultural heritage in the release area.
5. To protect and enhance environmental protection areas from the potential impacts of future development.
6. To ensure that the impacts of Pacific Highway noise are adequately addressed and appropriate ameliorative measures put in place.
7. To ensure that road design caters for bus access and meets the needs of the community.
8. To provide for the active recreational needs of the community as development occurs.

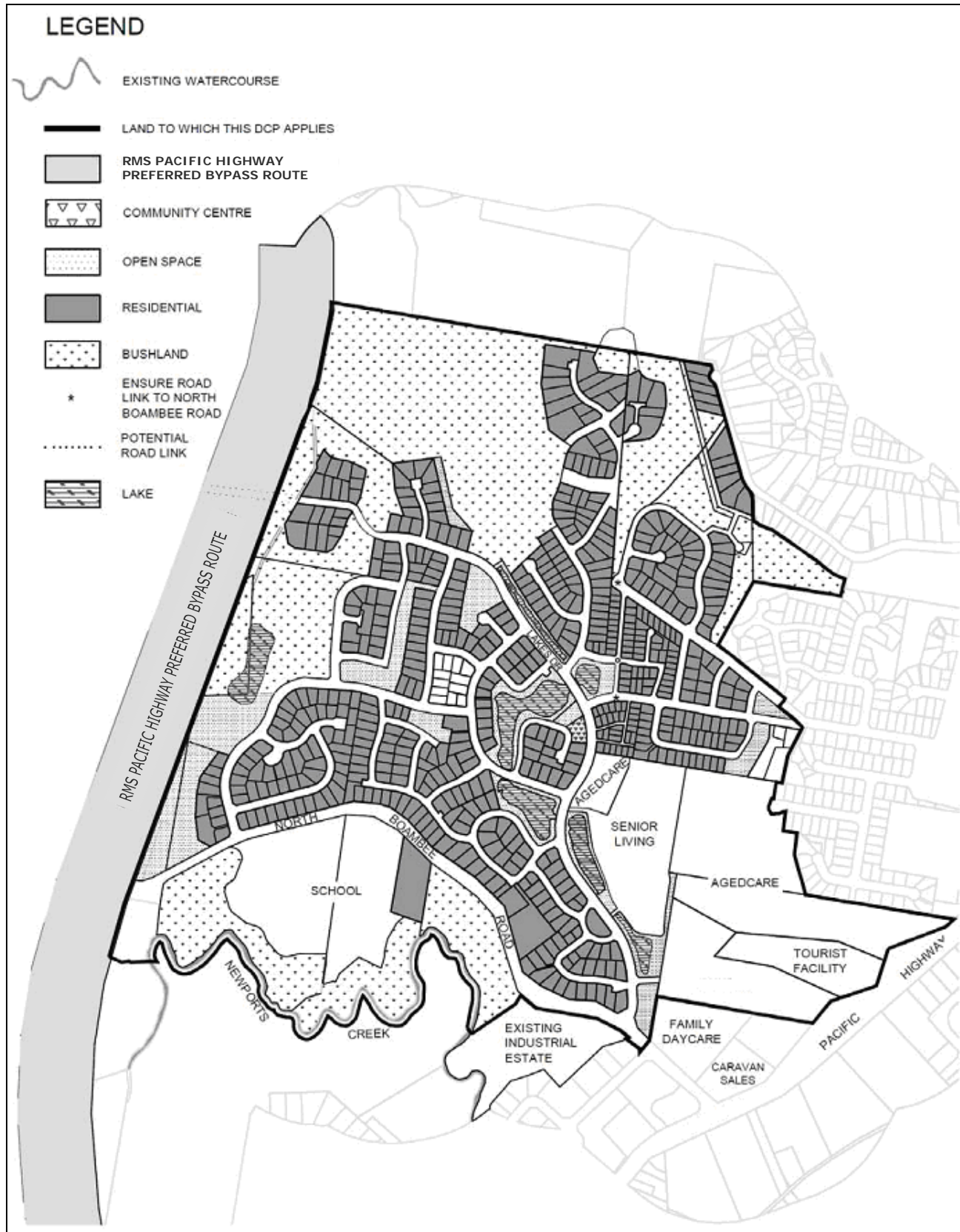
**E7.2.2 Controls**

**a) General**

- i) Development is to comply with the planning strategy outlined in E7.1 above, and the controls of this and other relevant Components of this DCP.



MAP 2 - MASTERPLAN



**b) Target Densities**

- i) The minimum target densities shown in Map 3 are to be achieved for the release area.
- ii) The maximum dwelling yield shall not exceed the target shown in Map 3 by more than 15%.

**MAP 3 – MINIMUM TARGET DENSITIES**



PRECINCT	TARGET No. OF LOTS
1	97
2	47
3	25
4	113
TOTAL	282

**c) Timing of Development**

- i) No development is to occur until adequate road access and reticulated water and sewerage services are available.

**d) Slope**

- i) Council may require the provision of a geotechnical report to verify the suitability of areas within the North Boambee Valley (East) urban release area prior to the commencement of any development. Any areas identified as medium likelihood of instability will require additional detailed geotechnical investigations having regard to development proposals submitted for development consent.
- ii) No structures shall be permitted in areas identified as having a high likelihood of slope instability.

**e) Open Space**

- i) Open space areas, shown in proposed plans of subdivision, are to accord with Map 4.
- ii) Local parks are to be generally located within a reasonable walking ( $\leq 500$  metres) distance of all residential properties and be 0.5 hectares or larger in area.
- iii) Development of adjacent open space is encouraged to be orientated towards the park to offer casual surveillance.



**MAP 4 - OPEN SPACE NETWORK**



**MAP 5 - KOALA HABITAT**



**f) Natural and Habitat Areas**

- i) Development proposals are to maximise the restoration, retention and preservation of indigenous trees, shrubs and groundcovers, as well as natural features, including rock features and watercourses.
- ii) All development is to incorporate soil conservation measures to minimise soil erosion.
- iii) Development should preserve existing wildlife corridors and provide habitat links between isolated areas through native species selection in new public domain planting.
- iv) Development should incorporate habitat protection measures to protect primary koala habitat trees and, where possible, other trees utilised by koalas in high activity areas (see Map 5).

**g) Water Quality**

- i) Stormwater detention basins and water quality detention basins are to be integrated as part of the landscape network (refer to Map 2).

**h) Road Hierarchy and Access Control**

- i) Streets are to be designed in accordance with the street hierarchy identified in Map 6 and shall have regard to function.
- ii) Additional traffic calming measures are to be included on Lophostemon Drive and Halls Road to encourage a low speed traffic environment.
- iii) Roads that cross natural drainage channels are to be constructed using bridges with piered approaches in preference to culverts in order to maintain stream corridor function and be fish friendly.
- iv) A local feeder bus route is to be provided as per Map 7.

**MAP 6 - STREET HIERARCHY**



**i) Aboriginal Cultural Significance**

- i) When preparing an application for subdivision, an Aboriginal Cultural Heritage Assessment must be prepared in accordance with the requirements outlined at <http://www.environment.nsw.gov.au/licences/achregulation.htm>

**j) Compatibility with Adjoining Land Uses**

- i) The Rural Land Use Conflicts Information Sheet contains guidelines to minimise rural/urban land use conflicts. Any development application is to include appropriate methods to minimise land use conflicts.

**MAP 7 - BUSES, PEDESTRIAN AND CYCLEWAY NETWORK**





# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT E8 NORTH BONVILLE

### Applies to

Lands in the North Bonville Release Area under Coffs Harbour Local Environmental Plan 2013 as shown in Map 1

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

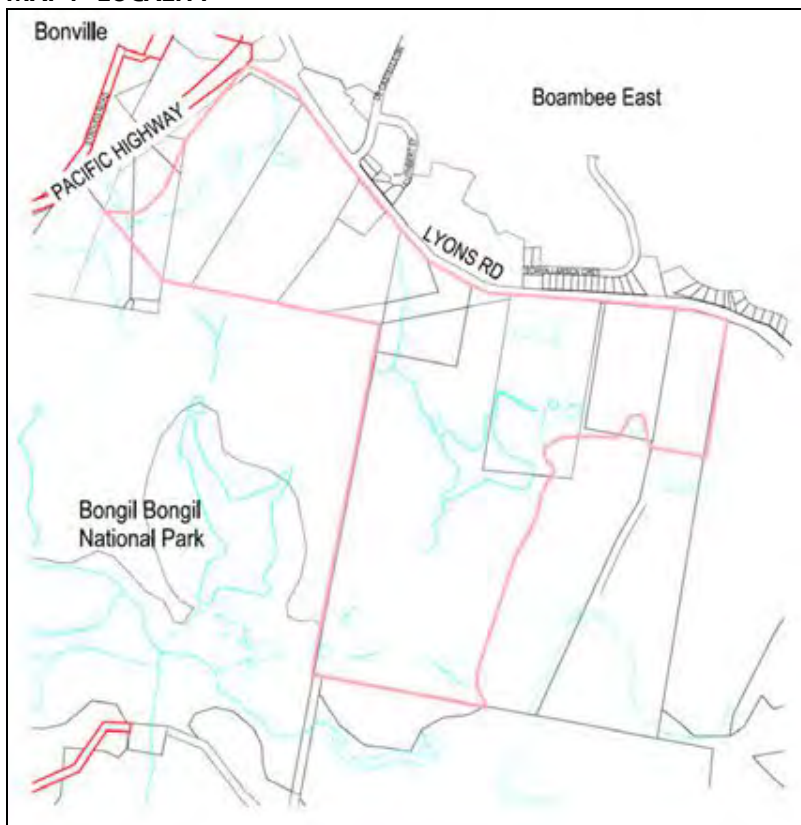
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*This Component provides detailed planning controls for the North Bonville Urban Release Area.*

MAP 1 - LOCALITY



## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

- COMPONENT A1 ADMINISTRATION
- COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

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- COMPONENT E4 HEARNES LAKE / SANDY BEACH
- COMPONENT E5 KORORA LARGE LOT RESIDENTIAL MOONEE
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- COMPONENT E14 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

- COMPONENT F1 GLOSSARY
- COMPONENT F2 APPENDIX 1

## **E8.1 PLANNING STRATEGY**

---

### **E8.1.1 Objectives**

1. To provide an overall plan for the area that enables the integration of existing and proposed development.
2. To provide for a variety of housing types and other compatible land uses, protection of residential amenity and a sense of community.
3. To provide a secure, potable water supply, and to provide for collection, treatment and disposal of sewage wastes generated by development, in a way that meets the environmental, health and operational expectations of the community.
4. To provide for safe, convenient and efficient movement of people.
5. To have a neutral impact upon the water quality in the Bongil Bongil National Park and to minimise impacts upon the flora and fauna habitat and natural setting of the area.
6. To enhance the local streetscape, provide for neighbourhood recreation requirements and to complement and enhance the adjoining Bongil Bongil National Park.

### **E8.1.2 Masterplan**

- Provide for lot yield of approximately 225 lots with a potential for a minimum of 257 dwellings.
- Coordinate development of the area in accordance with the Masterplan (refer to Map 2).
- Require development to conform to the planning controls listed in this and other relevant components of this DCP.

### **E8.1.3 Housing Strategy**

- Permit dwelling houses, dual occupancy and multi-unit housing where appropriate.
- Seek to maximise the dwelling yield in the study area.
- Allow for the provision of a "General Store" adjacent to the neighbourhood park.

### **E8.1.4 Servicing Strategy**

- Ensure that water will be supplied to North Bonville by extending the existing water main. The area is to be serviced from the Toormina Reservoir.
- Require several smaller pump stations and gravity sewers (constructed at the developer's expense) to service the remainder of the study area.
- Ensure that stormwater/urban drainage systems are designed to reduce problems associated with urban runoff such as potential erosion and sedimentation.

### **E8.1.5 Traffic and Transport Strategy**

- Establish a road hierarchy that restricts direct access to approved intersections onto Lyons Road.
- Establish a bus route and provide bus shelters in designated locations.
- Provide pedestrian/cycle links for access to schools, shops, parks and community facilities located outside of North Bonville.

### **E8.1.6 Natural Environment Strategy**

- Maintain vegetation of regional significance and minimise bushfire risks.
- Require on-site soil and water management practices to minimise soil erosion and minimise impacts on the Bongil Bongil National Park and Bonville Creek.

As reported to Council 9 May 2013

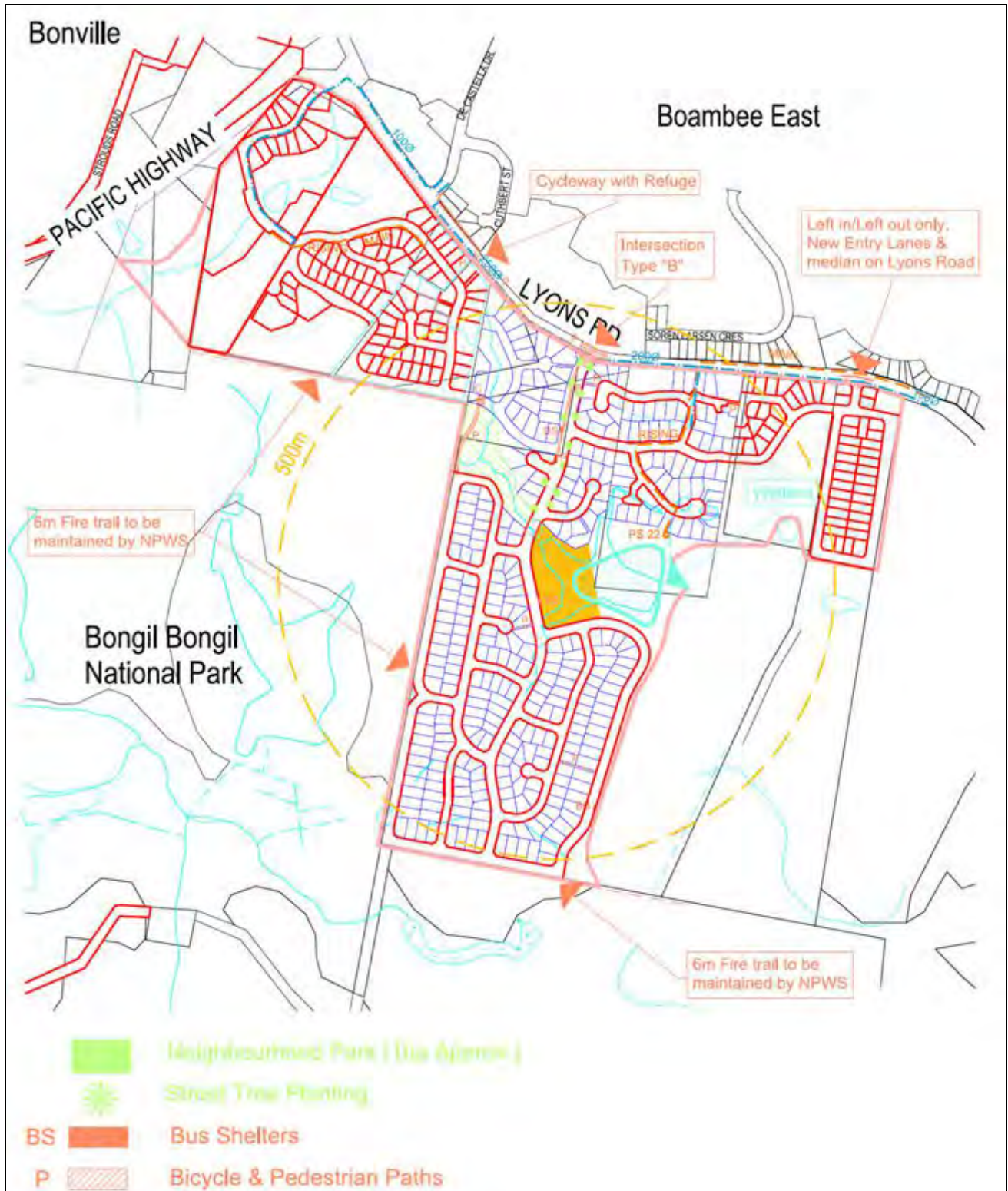
Attachment 1

- Develop wildlife corridors by revegetating or planting vegetation species which will promote biodiversity.
- Devise a Management Plan in accordance with the Companion Animals Act to help control cats and dogs to protect the koala population in the study area.
- Incorporate filter strips and coarse sediment and gross pollutant traps into subdivisions.
- Require flora and fauna investigations in sensitive bushland areas.
- Require specialised fencing and sign posting as a condition of consent in properties adjoining areas of significant or substantial bushland and Bongil Bongil National Park.
- Develop an artificial wetland.

#### **E8.1.7 Landscape, Open Space and Recreation Strategy**

- a) Protect existing significant or native vegetation particularly where a neighbourhood park is proposed.
- b) Provide and control pedestrian and bicycle access to and through open space areas.
- c) Provide a neighbourhood park and children's playground.
- d) Observe any tree preservation order in force in the area.
- e) Investigate the addition of lands zoned E2 to the east of the study area, and other residual land (identified on Map 5) to Bongil Bongil National Park.

MAP 2 - MASTERPLAN



## E8.2 MATTERS FOR CONSIDERATION

### E8.2.1 Objectives

1. To ensure the release area is developed to its potential and within its environmental capacity.
2. To ensure development occurs in a timely manner when appropriate services are available.
3. To ensure water quality is maintained at acceptable levels to best practice policies.
4. To ensure adequate protection of all forms of cultural heritage in the release area.
5. To protect and enhance environmental protection areas from future development.
6. To ensure impacts of Pacific Highway noise are adequately addressed and appropriate ameliorative measures put in place.
7. To ensure a high level of road design and good access arrangements for the release area.
8. To ensure road design meets the needs of the community, and caters for bus access.
9. To provide for the active recreational needs of the community as development occurs.

### E8.2.2 Controls

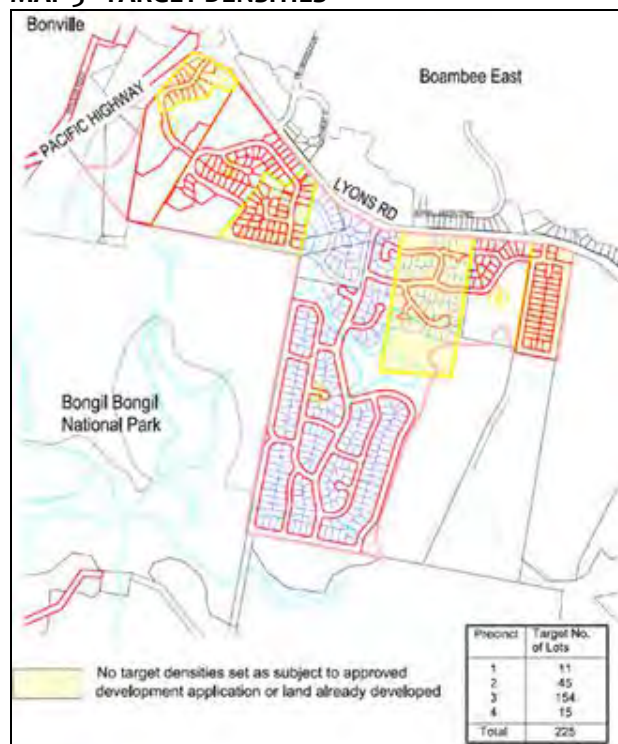
#### a) General

- i) Development is to comply with the planning strategies outlined above and the controls contained in this, and other relevant Components of this DCP.

#### b) Target Densities

- i) The density of development (number of potential dwellings) shall be in accordance with the targets shown in Map 3. These targets provide for a minimum density.
- ii) Applicants will be required to demonstrate the means to achieve at least the minimum target density shown.
- iii) The maximum dwelling yield shall not exceed the target density by more than 15%.

MAP 3 - TARGET DENSITIES



**c) Timing of Development**

- i) No development is to occur until adequate road access and reticulated water and sewerage services are available.
- ii) Proponents of development will be required to extend water and sewer from the nearest point identified in Council’s [Water](#) and [Wastewater](#) Developer Servicing Plans (see Map 4).

**MAP 4 - WATER SERVICES AND SEWER STRATEGY**



**d) Potential Land Contamination**

- i) Sites with potential to contain contaminated soils shall be tested and remediated to reduce the potential for public health risks (refer Map 5).
- ii) Remediation works will need to be undertaken in accordance with legislative requirements.

**MAP 5 - POTENTIAL LAND CONTAMINATION**



**e) Flood Prone Land**

- i) Some properties within the study area are considered to be flood prone lands (see Map 6).
- ii) Development will be required to comply with Council’s [Flood Prone Land Policy](#).

**MAP 6 – FLOOD PRONE LAND**



**f) Landscape, Open Space and Recreation**

- i) Existing significant or native vegetation shall be protected, particularly where a neighbourhood park is proposed.
- ii) Pedestrian and bicycle access shall be provided through open space areas.
- iii) A neighbourhood park and children’s playground within reasonable walking distance (i.e. 500 metres) of the community to be provided (refer Map 7).

**MAP 7 - OPEN SPACE AND RECREATION**



**g) Natural and Habitat Areas**

- i) Development shall minimise impacts on the Bongil Bongil National Park and Bonville Creek.
- ii) Wildlife corridors shall be enhanced by revegetating or planting those vegetation species which will promote biodiversity.
- iii) A management plan in accordance with the [Companion Animals Act 1998](#) shall be prepared to help control cats and dogs, in order to protect the koala population in the study area.
- iv) Specialised fencing and sign posting shall be required adjoining areas of significant or substantial bushland and Bongil Bongil National Park.
- v) The development of an artificial wetland is recommended.

**h) Road Hierarchy and Access Control**

- i) The road hierarchy shall restrict direct access to approved intersections only onto Lyons Road (see Map 8).
- ii) Pedestrian/cycle links for access to schools, shops, parks and community facilities outside of North Bonville shall be provided.

**MAP 8 - TRAFFIC AND TRANSPORT STRATEGY**



**i) Services**

- i) Water, sewer, roads, drainage, footpaths, power and communication services to be provided to all lots by the developer. This includes any upsizing of any lead in or downstream mains unless agreed by Council. All works to be in accordance with Council’s [Development Design and Construction Specification](#).
- ii) Water will be supplied to North Bonville by extending and constructing the existing water main. The area is to be serviced by the Toormina Reservoir.
- iii) Council has funded the main sewer pump station for this area. Any additional pump stations are to be fully funded by the developer.
- iv) Stormwater/urban drainage systems shall be designed so as to reduce problems associated with urban runoff such as potential erosion and sedimentation.



**j) Archaeology**

- i) Applications for subdivisions involving ‘green field’ sites and/or earthworks shall be accompanied by an archaeological report prepared by an appropriately qualified person.
- ii) All consents involving earthworks shall be subject to Council’s standard condition, which specifies action to be taken if any artefacts are unearthed.
- iii) Additional information can be obtained from [Regulation of Aboriginal Cultural Heritage](#).

**k) Water Quality**

- i) Water quality in the release area is to be protected by three main measures:
  - filter strips;
  - coarse sediment and gross pollutant traps; and
  - a wetland.
- ii) The Contributions Plan provides for the provision of the coarse sediment and gross pollutant traps and wetland.

**l) Land Dedication/Acquisition**

- i) Lands to be purchased by Council are identified on the land acquisition map (refer to Map 9).
- ii) Lands that can not be developed due to bush fire buffers, creek buffers, development buffers, significant vegetation and other constraints shall be incorporated into environmental protection areas and dedicated to Council at no cost. The majority of these types of lands are identified in the land dedication map (refer to Map 9).

**MAP 9 – LAND DEDICATION AND ACQUISITION**



# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT E9 SAWTELL VILLAGE PRECINCT

### Applies to

Lands in the Sawtell Village Precinct under Coffs Harbour Local Environmental Plan 2013 as shown in Map 1

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

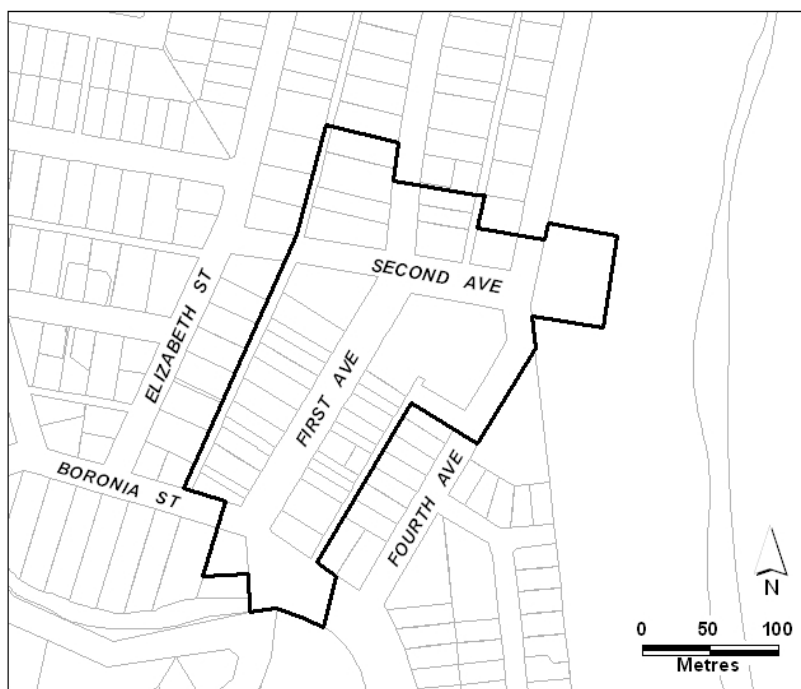
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Applicants, landowners and any person(s) using the hyperlinks should ensure that the relevant legislation or policy is the most up-to-date version. This information may be obtained from the relevant government authority administering the legislation.

*This Component provides detailed controls that will maintain and enhance the character of the existing Sawtell Village Precinct.*

MAP 1: LOCALITY



## DCP COMPONENTS

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- COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

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- COMPONENT E7 NORTH BONVILLE
- COMPONENT E8 SAWTELL VILLAGE PRECINCT
- COMPONENT E9 SOUTH COFFS
- COMPONENT E10 WEST COFFS
- COMPONENT E11 WEST WOOLGOOLGA
- COMPONENT E12 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA
- COMPONENT E13 HALLS ROAD BUSINESS PRECINCT
- COMPONENT E14 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

- COMPONENT F1 GLOSSARY
- COMPONENT F2 APPENDIX 1

## **Eg.1 PLANNING STRATEGY**

---

### **Eg.1.1 Objective**

1. To maintain and enhance the character of the existing Sawtell Village Precinct, while also creating an attractive and lively focus for the Sawtell area, reflecting its heritage significance.

### **Eg.1.2 Masterplan**

- Provide for the needs of visitors, tourists and local residents.
- Provide an attractive, healthy and safe place for all people.
- Create employment opportunities for local residents.
- Ensure all development reflects the heritage appeal of the village.
- Require development to conform to the planning controls listed in this and other relevant components of this DCP.

### **Eg.1.3 Housing Strategy**

- Allow for shop top housing where appropriate.

### **Eg.1.4 Urban Design Strategy**

- Ensure that development strengthens local character and identity and promotes a sense of community through a range of design techniques that respect the heritage significance of the area.
- Ensure that development connects well to existing or proposed development on adjacent sites.
- Ensure that building siting and design enhances solar access.
- Ensure that building design incorporates climatic considerations.
- Retain and enhance the atmosphere and character of the area as a tourist heritage village.

### **Eg.1.5 Business Strategy**

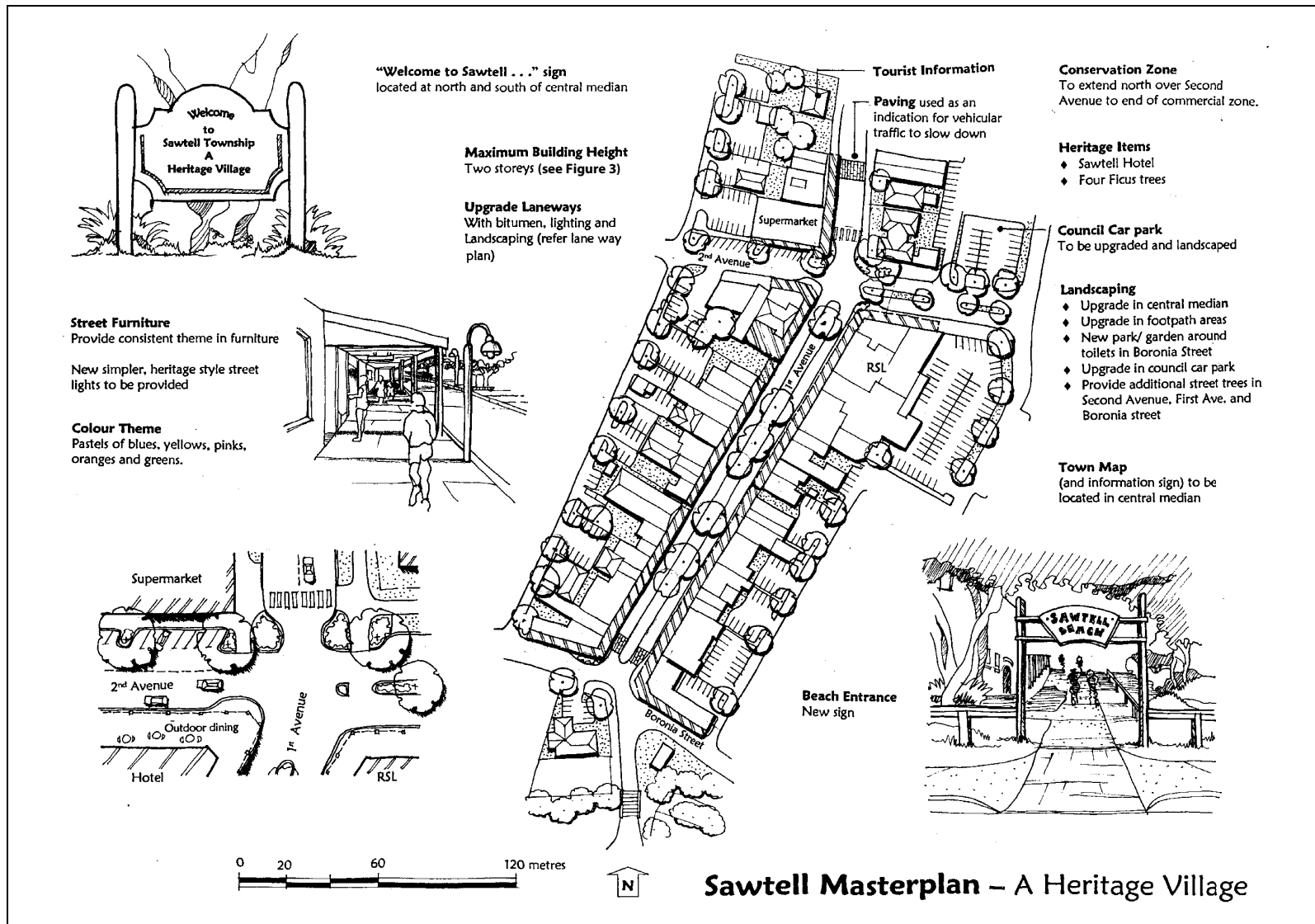
- Create opportunities to ensure the long term economic viability of the village.
- Provide planning controls to ensure appropriately scaled development of the village is recognised and continues.

### **Eg.1.6 Natural Environment Strategy**

- Recognise the proximity of the village to the beach and creeks, and ensure that development uses do not impact on these attributes;
- Ensure new building work is energy efficient and does not compromise the energy efficiency of adjacent buildings; and
- Provide opportunities for the enhancement of the streetscape character by protecting, maintaining and improving the existing landscaping and signs within the village.

### **Eg.1.7 Character Statement**

- Sawtell Village is unique, with a heritage seaside village atmosphere created by the significant ficus trees, attractive landscaped median strip and older style shops of the small-scale town centre.
- The relaxed holiday feel of the village is complemented by a mix of local restaurants and entertainment facilities.
- Sawtell's heritage ambience has been acknowledged, embraced and built on by all who own and use the village.



## E9.2 MATTERS FOR CONSIDERATION

### E9.2.1 Objectives

1. To enhance the character of village areas.
2. To provide design criteria that encourages good urban design practice.
3. To preserve the heritage significance of heritage items and the heritage conservation area.

### E9.2.2 Controls

#### a) Site Analysis

- i) A site analysis is required to identify opportunities and constraints for building design. The complete requirements for an adequate site analysis are outlined in the Context and Site Analysis Information Sheet relating to the preparation and lodgement of a development application (DA).

*Note: Applicants should engage the services of a qualified Building Design Professional to design new buildings and extensions to existing buildings that will be in the public view.*

#### b) Design Principles

- i) For developments of a height greater than one storey, building design is to provide for a distinguishable top, middle, base and entry.
- ii) The design of buildings on corner sites will include features acknowledging the corner (see Figures 1 and 2).
- iii) All buildings shall include awnings for shelter from rain and the sun; these must align with adjoining buildings where possible to form a continuous link of protection from the elements, and will include a variety of materials.

- iv) Colours, textures and materials of buildings and landscape elements shall reflect the character of the seaside holiday theme of the 1930s to the 1960s eras. Suggested colours are pastels of blue, green, yellow, red and orange.

**FIGURE 1 – SCHEMATIC SUGGESTIONS FOR NORTH WEST CORNER OF FIRST AVENUE AND BORONIA STREET**

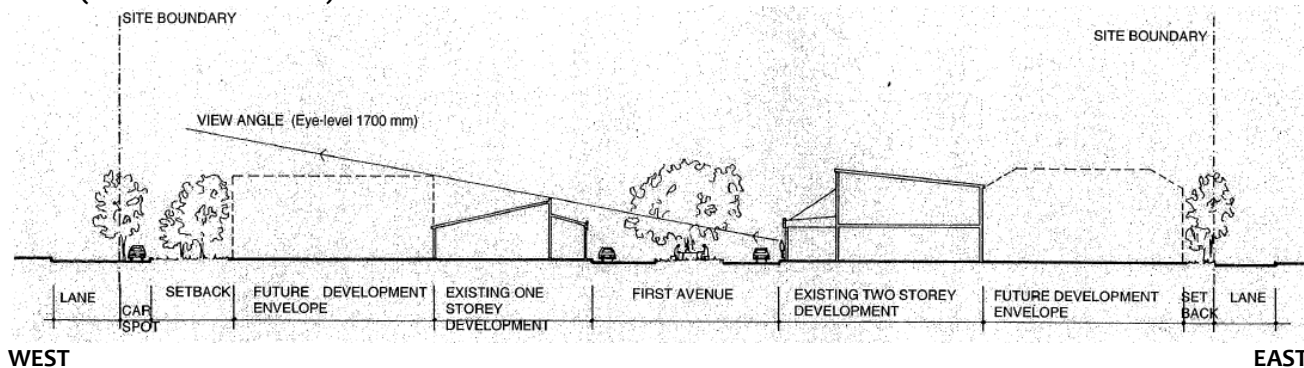


**FIGURE 2 – SCHEMATIC SUGGESTIONS FOR NORTH-WEST CORNER OF FIRST AVENUE AND SECOND AVENUE**



- v) Building design shall be of a scale which is compatible with the streetscape and character of surrounding development.
- vi) A maximum height of two stories is permitted, in accordance with Figure 3 below.

**FIGURE 3 – BUILDING ENVELOPES FOR NEW DEVELOPMENT IN THE SAWTELL CONSERVATION AREA (VIEWED WEST-EAST)**



**FIGURE 4 - EXAMPLE OF A NEW BUILDING WITH GOOD PEDESTRIAN ACCESS AND APPEALING ENTRANCE**



vii) Building entryways are to be provided at the same level as the footpath and shall not be obstructed by low walls, steps or the like.

viii) The design of first floor residential or office buildings shall be diverse and livable by incorporating some or all of these elements:

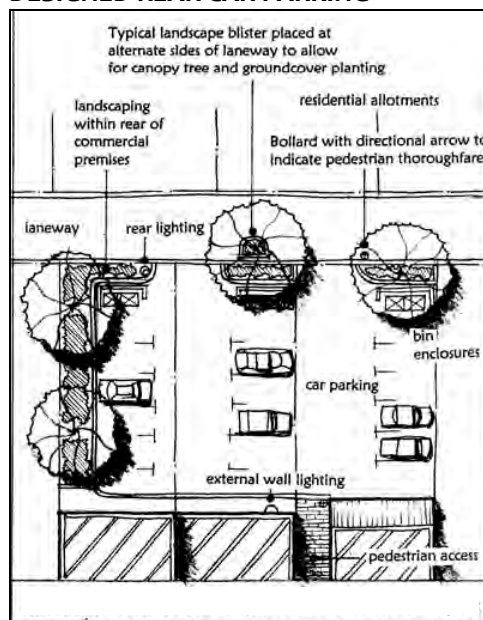
- decks;
- verandahs/awnings;
- window hoods;
- wide eaves;
- lattice; and
- climate control windows (i.e. louvres or small windows).

ix) The design of development within the Sawtell Conservation Area is to be undertaken in accordance with the recommendations of the [Sawtell Heritage and Building Design Guidelines](#).

**c) Car Parking**

- i) Where rear lane access is available this shall be used for direct vehicular access and service instead of First Avenue.
- ii) Opportunities for on-site car parking at the rear of commercial premises are to be maximised, while also giving priority to landscaping in the car parking areas.

**FIGURE 5 - EXAMPLE OF WELL LANDSCAPED AND DESIGNED REAR CAR PARKING**



**d) Pedestrian Links**

- i) Pedestrian links from First Avenue to rear car parking areas are to be provided in development sites to encourage and facilitate the use of rear on-site parking.
- ii) Pedestrian links are to be attractive and well-lit.

**e) Landscaping**

- i) A landscape plan prepared by a qualified landscape architect or designer is to be submitted showing existing trees and proposed landscaping at the rear of the premises where relevant.
- ii) Landscaping is to be provided in the parking areas and in rear setbacks visible from streets, service roads or residential development.
- iii) Incorporate signs into landscaping, where appropriate (e.g. "Customer Parking").

**f) Loading/Unloading Bays**

- i) Bays shall be located so that vehicles do not utilise any public road, footway, laneway, or service road when loading/unloading.
- ii) Bays and turning areas shall have dimensions designed in accordance with the size of vehicles that will service the site.

**g) Infrastructure Requirements**

- i) Development is to provide the following minimum standards where relevant:
  - sealed road pavement;
  - concrete kerb and gutter;
  - concrete footpath to the nearest cross street;
  - piped stormwater drainage; and
  - if access is to be via a lane, the lane is to be constructed full width from at least one street.

**FIGURE 5 - SAWTELL HOTEL - C 1932  
ONE OF SAWTELL'S MOST SIGNIFICANT HERITAGE BUILDINGS**



**FIGURE 6 - REAR LANEWAY TO BE UPGRADED**



## h) Services

### i) Waste

- Trade waste facilities are to be designed to comply with Council's Trade Waste Policy, with suitable access for service vehicles.
- Waste and recyclable storage areas are to be screened from public areas and public view.

### ii) Stormwater

- All stormwater is to be directed to the street drainage system or inter-allotment drainage easement where available.
- Surface water is not to be directed to neighbouring properties. Stormwater to kerb connections is to be via kerb adaptor units and is to incorporate Water Sensitive Urban Design (WSUD) in accordance with Council's [WSUD](#).

### iii) Water and Sewerage Services

- Water and sewer connections, where not available to the lot, will require the extension of Council's mains to service that lot.
- Plans for water and sewer main extensions are to be prepared by professional consultants in accordance with Council's Technical Guidelines.
- The service must be installed as per the Technical Guidelines and be inspected by Council during installation.

### iv) Erosion and Sediment Control

Development proposals are to be accompanied by an Erosion and Sediment Control Plan for approval by Council prior to the release of a construction certificate (refer to Erosion and Sediment Control requirements in Component D1 of this Development Control Plan (DCP)).



As reported to Council 9 May 2013

Attachment 1

**FIGURE 7 - THE CENTRAL MEDIAN WITH ITS  
FOUR HERITAGE LISTED FICUS TREES,  
ENHANCES SAWTELL'S VILLAGE ATMOSPHERE**





# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT E10 SOUTH COFFS

### Applies to

Lands in the South Coffs Release Area under Coffs Harbour Local Environmental Plan 2013 as shown on Map 1

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

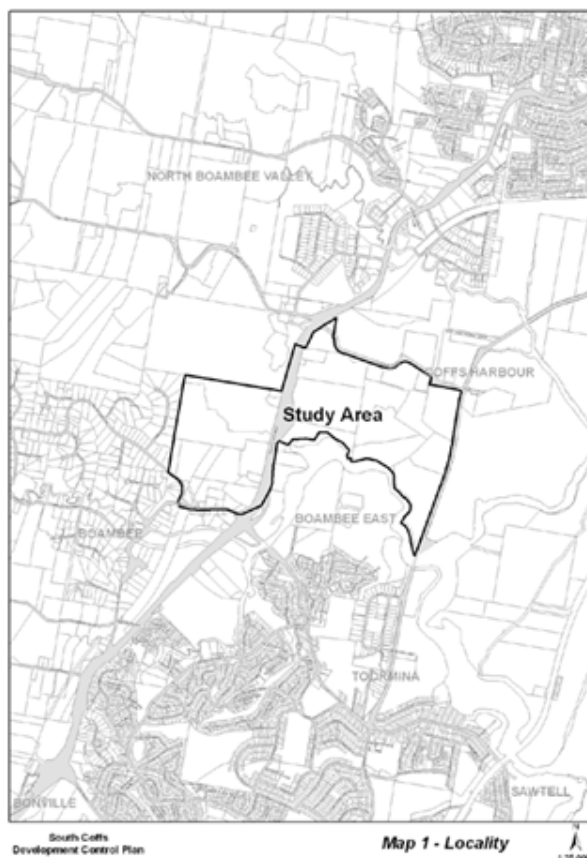
### Disclaimer

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 for any permissible use within the zones applying to land in the South Coffs Harbour Release Area.*

MAP 1 – LOCALITY



## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

- COMPONENT A1 ADMINISTRATION
- COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

- COMPONENT B1 SUBDIVISION REQUIREMENTS
- COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS
- COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS
- COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS
- COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS
- COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C – ISSUE SPECIFIC INFORMATION

- COMPONENT C1 DESIGN REQUIREMENTS
- COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS
- COMPONENT C3 LANDSCAPING REQUIREMENTS
- COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS
- COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS
- COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS
- COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS
- COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

- COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS
- COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS
- COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

- COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT
- COMPONENT E2 BOAMBEE CREEK
- COMPONENT E3 COFFS HARBOUR CITY CENTRE
- COMPONENT E4 HEARNES LAKE / SANDY BEACH
- COMPONENT E5 KORORA LARGE LOT RESIDENTIAL MOONEE
- COMPONENT E6 NORTH BOAMBEE VALLEY (EAST)
- COMPONENT E7 NORTH BONVILLE
- COMPONENT E8 SAWTELL VILLAGE PRECINCT
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### PART F – GLOSSARY AND APPENDIX

- COMPONENT F1 GLOSSARY
- COMPONENT F2 APPENDIX 1

## E10.1 MASTERPLAN

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### E10.1.1 Objectives

1. To provide the basis for achieving the environmental, social, cultural and economic objectives listed in E10.2 below.
2. To provide an overall plan to enable the coordination of public and private development.

### E10.1.2 Masterplan

- Provide for an additional population of approximately 796 people in accordance with the masterplan (refer to Map 2 Masterplan).
- Require development to conform to the planning controls listed in this and other relevant components of this DCP.

### E10.1.3 Urban Design Strategy

- Ensure that neighbourhoods are pedestrian focussed with an emphasis on social opportunities and public open space areas.
- Provide a variety of lot sizes to facilitate housing diversity and to meet the people's choice/housing needs.
- Ensure that urban form is site-responsive, particularly to the topography and environmental constraints of the land.
- Strengthen local character and identity and promote a sense of community through a range of design techniques.
- Ensure that development connects to existing and/or proposed development on adjacent sites.
- Ensure that development provides open space linkages to adjacent environmental protection and/or open space areas.
- Enhance solar access through appropriate building siting and design.
- Incorporate climatic considerations in appropriate building design.

### 10.1.4 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 is in accordance with "best practice" standards.
- Ensure that developers are required to extend water and sewer as identified in Council's Water and Wastewater Developer Servicing Plans.
- Ensure that development enables efficient provision of utility services to new localities.
- Ensure that development incorporates Water Sensitive Urban Design.

*Note: No water reticulation shall be provided to the rural residential area west of the Pacific Highway.*

### 10.1.5 Business Strategy

- Encourage appropriate retail and commercial development on business zoned lands to provide for the daily needs of the South Coffs neighbourhood.
- Limit office development to small scale establishments (no greater than 150m<sup>2</sup> per allotment) to ensure that the CBD maintains its regional status.
- Ensure that development on B6 zoned lands supports and does not detract from the vitality of other commercial centres.

### 10.1.6 Community Service Strategy

- Encourage community service development to support the role of the central business district.
- Ensure that links between proposed neighbourhoods and surrounding town centres such as Coffs Harbour, Toormina and Sawtell are established.
- Ensure that urban form provides good accessibility through street layouts and promotes walking and cycling.

- Ensure that adequate transport and pedestrian linkages to community facilities and open space areas are provided.
- Encourage community service provision to evaluate the needs of the community and respond to demand.

#### 10.1.7 Traffic and Transport Strategy

- Ensure that urban form integrates and consolidates surrounding commercial and community services via existing road networks.
- Ensure that traffic management infrastructure results in the efficient and safe movement of people.

*Note: Preferred road and intersection locations are shown in Map 7.*

- Ensure that bus shelters are provided to service the area, as identified in the Masterplan.

#### 10.1.8 Natural Environment Strategy

- Protect and enhance environmental protection areas as identified on the Masterplan (including bushfire buffers, creek buffers, development buffers, significant vegetation and other constrained land).
- Exclude urban development from sensitive areas to protect riparian vegetation, maintain water quality and provide habitat linkages.
- Protect and enhance high value vegetation.
- Exclude urban development from known habitat for endangered fauna species.
- Provide sufficient bushfire buffers between environmental protection areas and future development without the removal of high value vegetation.
- Seek the dedication of land that cannot be developed due to the bushfire buffer requirements and incorporate into environmental protection areas at no cost to Council.

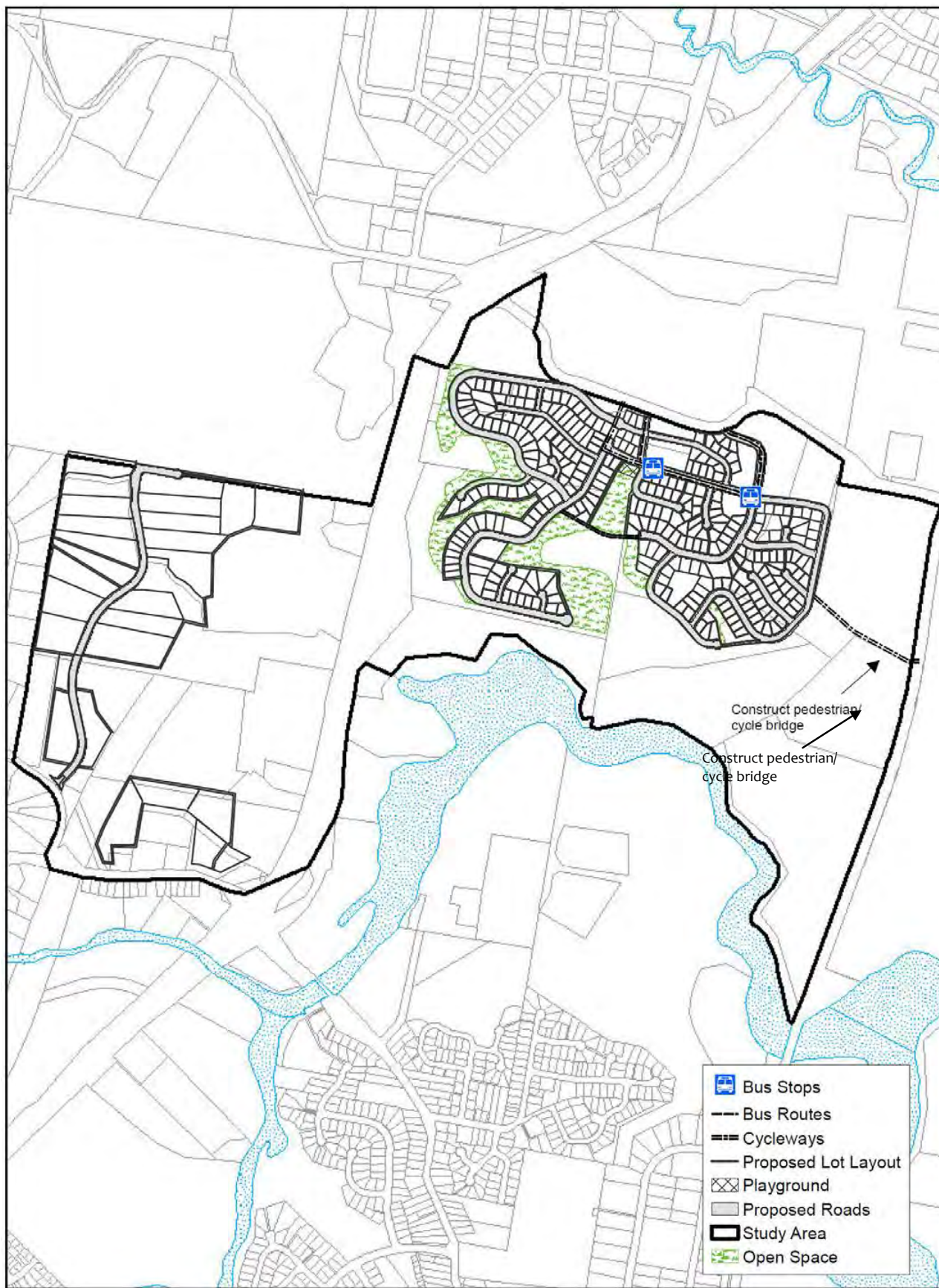
#### 10.1.9 Open Space and Recreation Strategy

- Ensure that neighbourhood open space areas are located within 500 metres of all residences.
- Incorporate environmental protection areas into a network of public open space.
- 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 the environmental values of the area.

*Note: Map 6 outlines the proposed Open Space Network for the South Coffs Harbour Release Area.*



MAP 2 - MASTERPLAN



## E10.2 MATTERS FOR CONSIDERATION

### E10.2.1 Objectives

1. To ensure that the provision of public utilities and facilities are developed as a result of future development.
2. To ensure that development contributes to the economic growth of the City and provide links to local employment opportunities.
3. To ensure that commercial development in the South Coffs release area supports the Coffs Harbour City Centre does not negatively affect its functioning.
4. To provide safe and attractive neighbourhoods that provide for the diverse needs of the community while offering a wide choice of housing and leisure opportunities, as well as associated community facilities.
5. To lessen the dependence on cars while improving the accessibility of public transport services and infrastructure while encouraging walking and cycling.
6. To ensure development protects areas of high conservation value.
7. To ensure that development takes into account environmental constraints, including soil erosion, flooding and bushfire risk, and protects areas of natural and cultural significance.
8. To incorporate best practice urban water management techniques relating to stormwater quality and quantity, water conservation and re-use and ecosystem health.
9. To ensure development protects enhances and maintains natural bushland, native habitats and koala populations, including the revegetation of linkages between habitats to the north and south.

10. To maintain or improve in water quality to ensure healthy estuaries, for natural systems, residents and tourists.

### E10.2.2 Controls

#### a) General

Development is to comply with the planning strategies outlined in E10.1 above, and other relevant components of this DCP.

#### b) Target Densities

- i) The density of development is to be in accordance with the minimum target densities specified on Map 3.
- ii) The maximum dwelling yield shall not exceed the target density by more than 15%.

MAP 3 – MINIMUM TARGET DENSITIES



**c) Lot Layout**

- i) Development is to integrate with existing or proposed development on adjacent sites.
- ii) Subdivision layouts are to establish legible street and open space networks and provide for buildings fronting streets to ensure safe, attractive and efficient circulation of pedestrians, cyclists and drivers.

**d) Urban Capability, Soil Erosion and Landslip**

- i) All development applications (DA) on land with more than 25% slope shall be accompanied by detailed geotechnical information assessing land slip risks, construction considerations and soil and erosion considerations.
- ii) Land slope categories are shown on Maps 4A and 4B.

**MAP 4A - STEEP LAND (EASTERN SIDE OF PACIFIC HIGHWAY)**



**MAP 4B - STEEP LAND (WESTERN SIDE OF PACIFIC HIGHWAY)**



**e) Water Quality**

- i) To ensure the protection of water quality, the following buffers are to be provided to creeks, measured from mean high water mark (as determined by Council):
  - Boambee Creek 50 metres; and
  - all other creeks 20 metres.

**Note: Mean High Water Mark is defined in LEP 2013.**
- ii) These buffer areas are to be rehabilitated and revegetated using endemic species, in accordance with a detailed plan approved by Council (see Component B7 Biodiversity Requirements), and dedicated at no cost to Council.



- iii) DAs for subdivision are to be accompanied by water quality modelling to assess the impact of development on water quality compared to the water quality targets identified in Council's [Water Sensitive Urban Design Policy](#).
- iv) DAs involving low lying areas are to identify impacts of development, and recommend ameliorative measures. Particular attention is to be given to the placement of fill, drainage and stormwater facilities that have regard to groundwater quality and existing conditions.

**f) On-Site Effluent Disposal (for the area zoned Rural R5)**

- i) On-site effluent disposal is to meet the objectives and criterion of Council's On-Site Sewage Management Strategy.

**g) Banana Lands Buffer**

- i) The Rural Land Use Conflict Information Sheet shall be considered and referenced when preparing applications for subdivisions and dwellings.

**h) Cultural Heritage**

- i) Any future development has the potential to unearth artefacts. It will be the responsibility of the developer to undertake appropriate Archaeological Assessment.
- ii) An Archaeological Assessment must:
  - be undertaken by person(s) deemed to be suitably qualified by Council and the Local Aboriginal Land Council (LALC);

- comply with the [National Parks and Wildlife Act 1974](#) and the [Environmental Planning and Assessment Act 1979](#); and
- consider specific 'links', which are important to the Gumbaingirr Aboriginal community.

- iii) The developer must consult with the LALC to determine if there is an appropriate Aboriginal place name. This place name is to be used if known.
- iv) The requirements of the [National Parks and Wildlife Act 1974](#) must be followed if cultural sites or places are identified on the site. This may necessitate the need for a Section 90 Heritage Impact Permit obtained from the NSW Office of Environment and Heritage ahead of any site disturbance or destruction.

*Note: Additional information on Aboriginal Cultural Heritage requirements can be obtained from <http://www.environment.nsw.gov.au/licences/achregulation.htm>.*

**i) Natural and Habitat Areas**

- i) Environmental protection areas as identified on the Masterplan (including bush fire buffers, creek buffers, development buffers, significant vegetation and other constrained land) are to be protected and enhanced.
- ii) Exclude urban development from known habitat for endangered fauna species, and provide sufficient buffers to development.
- iii) Bush fire buffers shall be provided between environmental protection areas and future development without the removal of high value vegetation.
- iv) Land shall be dedicated, free of cost, that cannot be developed due to the bush fire buffer requirements and incorporated into environmental protection areas at no further cost to Council.



- v) Where practical, perimeter roads shall be provided adjacent to all environmental protection areas to provide a separation distance between residential development and natural areas. Perimeter roads may be incorporated into bush fire trails.
- vi) Design of roads that cross key linkages shall incorporate lighting, signage and road narrowing/traffic calming to facilitate safe crossings for koalas.
- vii) Species diversity will be protected where environmental protection zones are implemented and managed to protect primary koala habitat (refer to Maps 5A and 5B).
- viii) Indigenous species should be used in street planting and landscaping.

**j) Large Lot Residential**

- i) The following provisions concern land zoned for large lot residential purposes:
  - no removal of koala habitat trees for roads within a Environmental Protection (E2) zone, unless there are no feasible alternatives, and compensatory planting provided in accordance with the Biodiversity Component (B7) of this DCP; and
  - all lots created by a large lot residential subdivision shall include a development envelope, which contains an area of 1,500m<sup>2</sup> outside of any Environmental Protection (E2) zone.

**MAP 5A - KOALA HABITAT (EASTERN SIDE OF HIGHWAY)**



**MAP 5B - KOALA HABITAT (WESTERN SIDE OF HIGHWAY)**



**k) Open Space and Recreation**

- i) Development proposals are to incorporate environmental protection areas into a network of public open space.
- ii) Management of open space areas and community land is to be undertaken in accordance with the relevant Plan of Management.
- iii) Encourage passive recreation within open space areas (including bush fire buffers) where it does not involve the removal of native vegetation and/or damage to the environmental values of the area (see Map 6).

**MAP 6 – OPEN SPACE NETWORK**



**l) Noise and Air Quality**

- i) Applications for subdivision within 300 metres of the Pacific Highway and/or land adjoining industrial areas will be required to be accompanied by an acoustic report, identifying measures (mounding, acoustic barriers, building design, building materials, etc) to ensure future residents are not subject to unacceptable noise levels.
- ii) Assessment is to be undertaken by an appropriately qualified person, having regard to the following guidelines: [NSW Industrial Noise Policy](#) and the [NSW Road Noise Policy](#).

*Note: Noise reduction may require judicious design in terms of location factors, internal layouts, building materials and construction.*

- iii) Residential development of land within 200 metres of the crematorium emission stacks shall be designed to comply with prevailing Health Department requirements. Ancillary development including parking, access and private open space may be provided within the two hundred-metre buffer.
- iv) Development within 200 metres of the major sporting facilities shall be designed and constructed to reduce likely internal noise levels experienced as a result of the use of the sporting fields.

**m) Road Design and Access Control**

- i) Urban form shall integrate and consolidate surrounding commercial and community services via existing road networks.
- ii) Preferred road and intersection locations are show in Map 7.
- iii) Bus shelters to service the area, as identified in the Masterplan must be provided by the developer at no cost to Council.
- iv) It will be the responsibility of the developer to:
  - extend local road access to the masterplan identified road system;
  - ensure pedestrian and cycleway linkage are provided to local schools, shops, playing fields and parks;
  - implement traffic calming devices at cycleway crossover points on the collector road systems; and
  - utilise minimum road and verge width to prevent impacts on roadside ecology.

**MAP 7 - PROPOSED ROAD NETWORK**



- v) Road design and construction works are to conform to Council’s [Development Design and Construction Specification](#).
- vi) Access for residents is to be provided by means of two intersections located along Stadium Drive. No direct access to Stadium Drive is permitted from any created lot.
- vii) Intersection locations on Stadium Drive are to be limited to those shown in Map 7.
- viii) Threshold and pavement treatments provided throughout the subdivision are to be designed to create an attractive streetscape.
- ix) Bus routes and bus stops are shown in Map 8 and are to be placed within 400 metres of any likely future dwelling.

**MAP 8 - BUS ROUTES AND BUS STOPS**



**o) Services**

- i) Developers will be required to extend water and sewer infrastructure as identified in Council’s Water and Wastewater [Developer Servicing Plans](#) (refer Maps 9A and 9B).
- ii) Where services identified in Council’s Water and Wastewater [Developer Servicing Plans](#) are not in place, it will be the developer’s responsibility to forward fund these services.
- iii) No water or sewer reticulation shall be provided to the rural residential area west of the Pacific Highway.

**n) Pedestrian and Cycleway Paths**

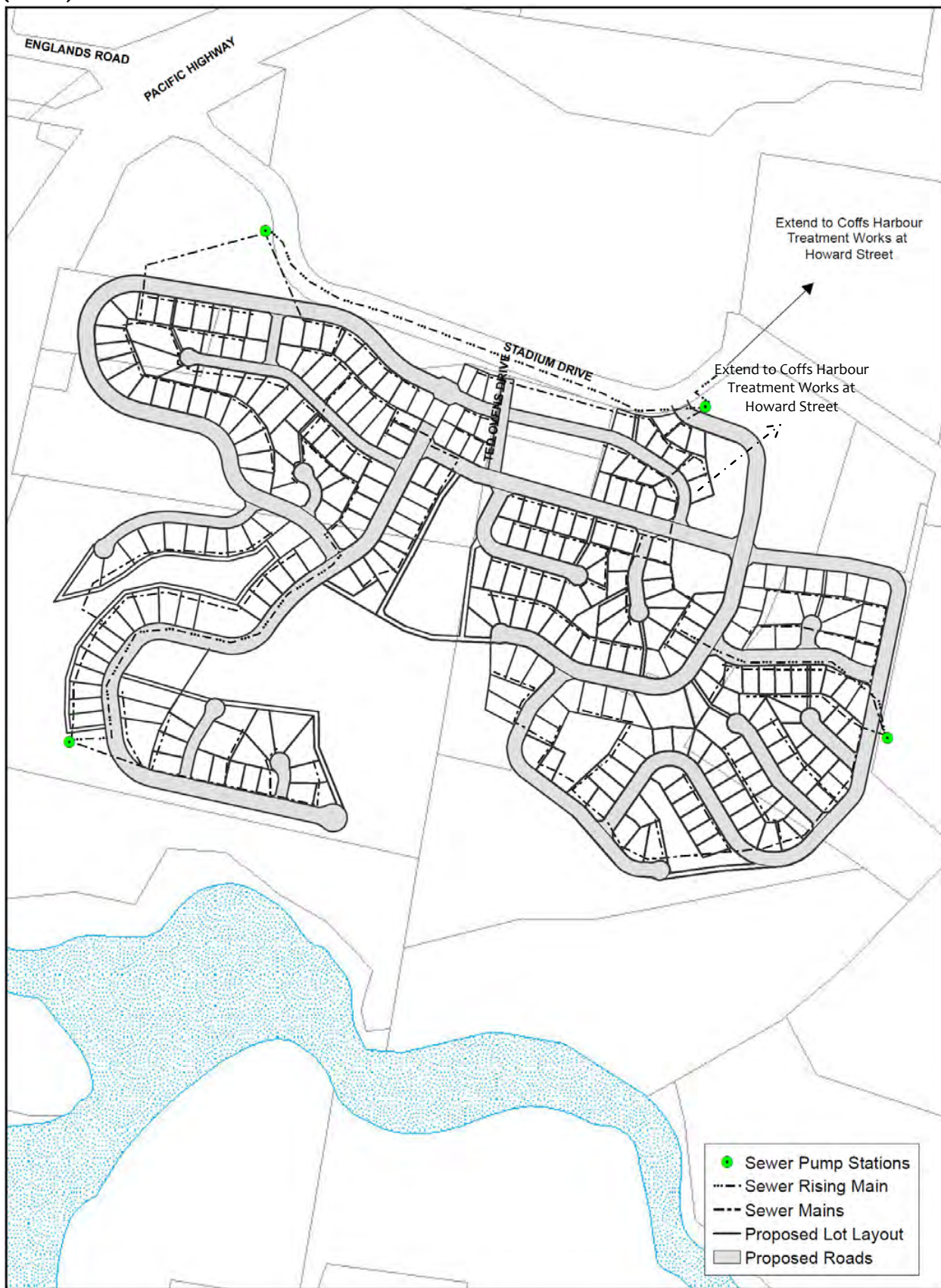
- i) Pedestrian paths and cycleways are to be constructed by the developer undertaken the subdivision (except where the paths/cycleways are within identified future open space areas, and construction will be carried out as part of the developer contribution plan).
- ii) Playground equipment, pedestrian paths and cycleways are to be provided as shown in Map 2.
- iii) The developer is to provide footpaths in accordance with Council’s requirements.
- iv) Playground equipment is to be provided by developer contributions.



**MAP 9A - SERVICING STRATEGY  
(Water)**



**MAP 9B - SERVICING STRATEGY  
(Sewer)**



# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT E11 WEST COFFS

### Applies to

Lands in the West Coffs Release Area under Coffs Harbour Local Environmental Plan 2013 as show in Map 1

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

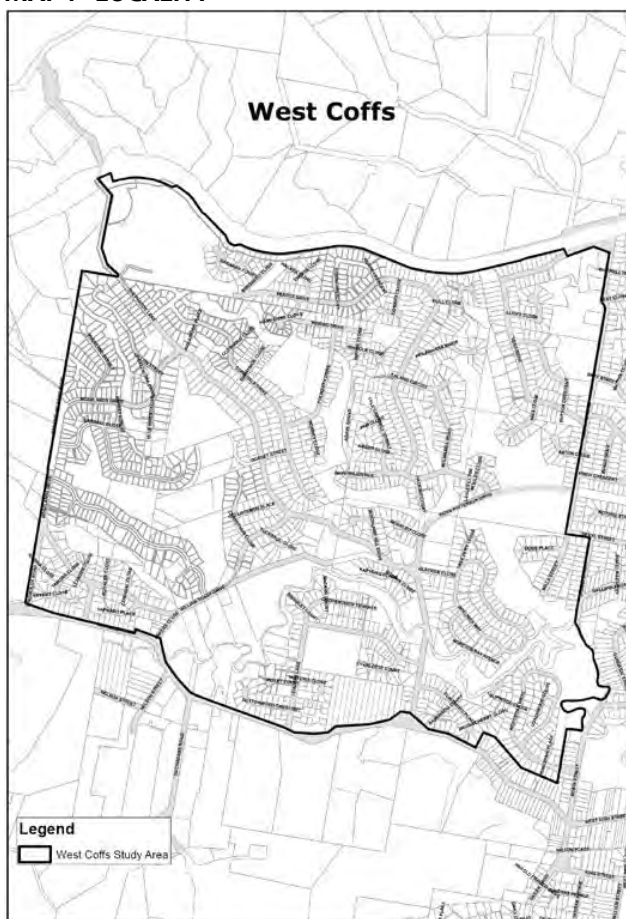
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*This Component provides detailed planning controls for existing and proposed development in the West Coffs Urban Release Area.*

MAP 1 - LOCALITY



## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION  
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS  
COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS  
COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS  
COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS  
COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

COMPONENT C1 DESIGN REQUIREMENTS  
COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS  
COMPONENT C3 LANDSCAPING REQUIREMENTS  
COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS  
COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS  
COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS  
COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS  
COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

COMPONENT D1 EROSION AND SEDIMENT CONTROL REQUIREMENTS  
COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS  
COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT  
COMPONENT E2 BOAMBEE CREEK  
COMPONENT E3 COFFS HARBOUR CITY CENTRE  
COMPONENT E4 HEARNES LAKE / SANDY BEACH  
COMPONENT E5 KORORA LARGE LOT RESIDENTIAL MOONEE  
COMPONENT E6 NORTH BOAMBEE VALLEY (EAST)  
COMPONENT E7 SOUTH COFFS  
COMPONENT E8 SAWTELL VILLAGE PRECINCT  
COMPONENT E9 WEST COFFS  
COMPONENT E10 WEST WOOLGOOLGA  
COMPONENT E11 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA  
COMPONENT E12 HALLS ROAD BUSINESS PRECINCT  
COMPONENT E13 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1



## E11.1 PLANNING STRATEGY

---

### E11.1.1 Objective

1. To provide an overall plan that enables the integration of existing and proposed development, and which coordinates public and private development.

### E11.1.2 Masterplan

- Achieve a minimum **dwelling yield** of 510; an additional 1,305 people.
- Require development to conform to the planning controls listed in this and other relevant components of this DCP.

### E11.1.3 Servicing Strategy

- Extend water and sewer from the nearest point identified in Council's Water and Wastewater Developer Servicing Plan for West Coffs.
- Ensure that development does not proceed where services are not in place, unless the developer forward funds the services.

### E11.1.4 Traffic and Transport Strategy

- Provide for the safe, convenient and efficient movement of people.
- Ensure a road network that minimises excavation and filling.
- Establish a road hierarchy with collector roads circulating the area to service local roads.
- Establish bus routes and pedestrian/cycle links.
- Implement the construction of culverts across the Pearce Drive continuation and creek realignment.

### E11.1.5 Natural Environment Strategy

- Establish and enhance 20 metre wide habitat linkages within the E2 Environmental Conservation Zone.
- Protect threatened species and priority fauna that occur within the West Coffs area.
- Restore fragmented riparian vegetation along Coffs Creek and enhance the diversity of native species in the West Coffs area.
- Prevent the decline of significant species, within the habitat linkages of West Coffs, such as the Tusked Frog and Pacific Baza.
- Strengthen Koala Corridors by protecting Very High Value and High Value Vegetation identified on Map 4.
- Purchase protected areas for public ownership through developer contributions.
- Ensure that noxious and exotic vegetation is removed from protected areas before they are acquired.
- Ensure that Water Sensitive Urban Design principles are incorporated into building and construction techniques.
- Improve the water quality of Coffs Creek by regenerating / revegetating degraded and fragmented riparian areas.

### E11.1.6 Open Space and Recreation Strategy

- Provide local level open space recreation facilities on land zoned RE1 Public Recreation adjacent to William Sharpe Drive which comprises:
  - playing fields
  - children's playgrounds
  - tennis courts
  - associated amenities
  - car parking
  - shelter sheds.
- Incorporate protected areas into a network of Public open Space.
- Provide passive recreation opportunities throughout the Open Space Network.

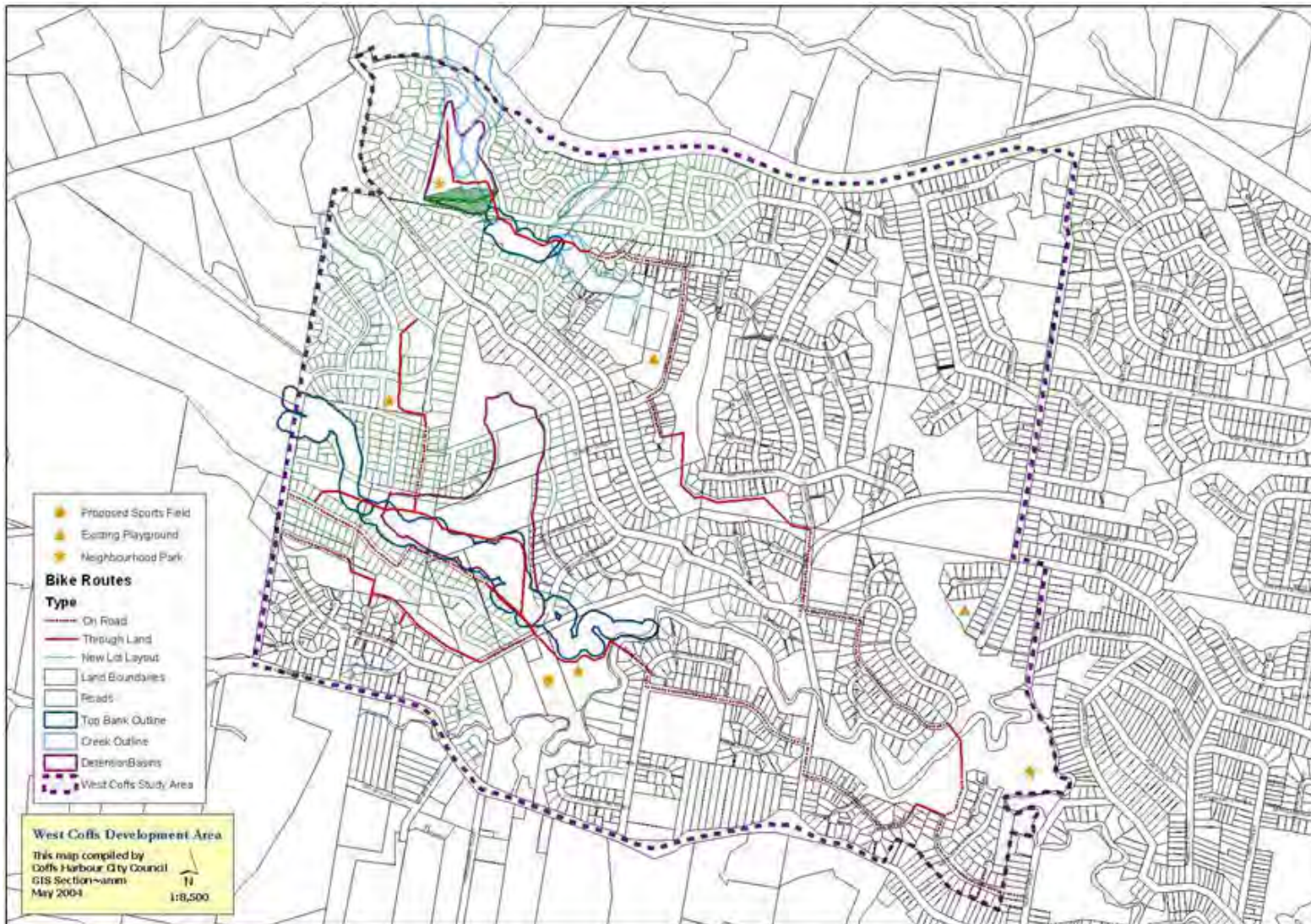
As reported to Council 9 May 2013

Attachment 1

- Provide neighbourhood parks comprising a mix of junior and senior children's play equipment, which are generally located within 500 metres walking distance from future housing.
- Provide shared pedestrian and cycle pathways linking residential areas to key community and recreation sites as well as providing opportunities for non-motorised commuting.
- Ensure that perimeter roads are provided adjacent to areas of open space to facilitate public access and maintenance, and to reduce the potential for private encroachments.
- Provide a companion animal 'off-leash' area within the William Sharpe Drive detention basin area.



MAP 2 - MASTERPLAN



## E11.2 MATTERS FOR CONSIDERATION

---

### E11.2.1 Objectives

1. To provide timely water and sewer facilities within the adopted servicing strategies for Coffs Harbour.
2. To enable development to proceed at a reasonable cost to developers and the community.
3. To ensure development contributes to the economic growth of Coffs Harbour.
4. To ensure that community, educational, leisure and recreational facilities are adequate to serve the future residents of the area.
5. To ensure that development provides adequate footpaths, cycleways, public transport and road links to adjoining neighbourhoods and natural areas and assists in reducing reliance on cars.
6. To provide adequate measures in the built environment to ensure public safety.
7. To protect and maintain natural bushland, native habitats, water quality, scenic amenity and recreational potential of the natural environment.
8. To ensure that development adequately addresses any environmental risk hazards.
9. To provide residential development that is sympathetic to the natural features of the area.

### E11.2 Controls

#### a) General

Development is to comply with the Planning Strategies outlined in E11.1 above, and the controls contained in this and other relevant Components of this DCP.

#### b) Slope

- i) Land that has been identified on Map 3 as having a slope  $\geq 20\%$  shall be developed in accordance with the following requirements:
  - a concept plan is to be submitted to Council, which provides details of any earthworks, finished ground levels on all lots, and final land slope for each lot; and
  - perimeter roads are to be provided to protect riparian areas and along both sides of detention basins.

*Note: Perimeter roads may be marginally below the 1% flood level (i.e. within the inundation area).*

- ii) Lots with a final slope  $\geq 20\%$  shall be developed in accordance with the following requirements:
  - the developer shall provide a building envelope with an area of no less than  $250\text{m}^2$  of functional proportions;
  - building envelopes are not to exceed a maximum grade of  $20\%$ ; and
  - a concrete access driveway to each lot is to be provided, by the developer, at no more than  $20\%$  grade.

#### c) Water Quality

- i) Development involving earthworks or vegetation removal shall be accompanied by an Erosion and Sediment Control Plan in accordance with Component D1 of this Development Control Plan (DCP).
- ii) Development is to incorporate perimeter roads separating riparian buffer areas from residential lots.
- iii) Development is to improve the water quality of Coffs Creek by regenerating/ revegetating degraded and fragmented riparian areas.



As reported to Council 9 May 2013

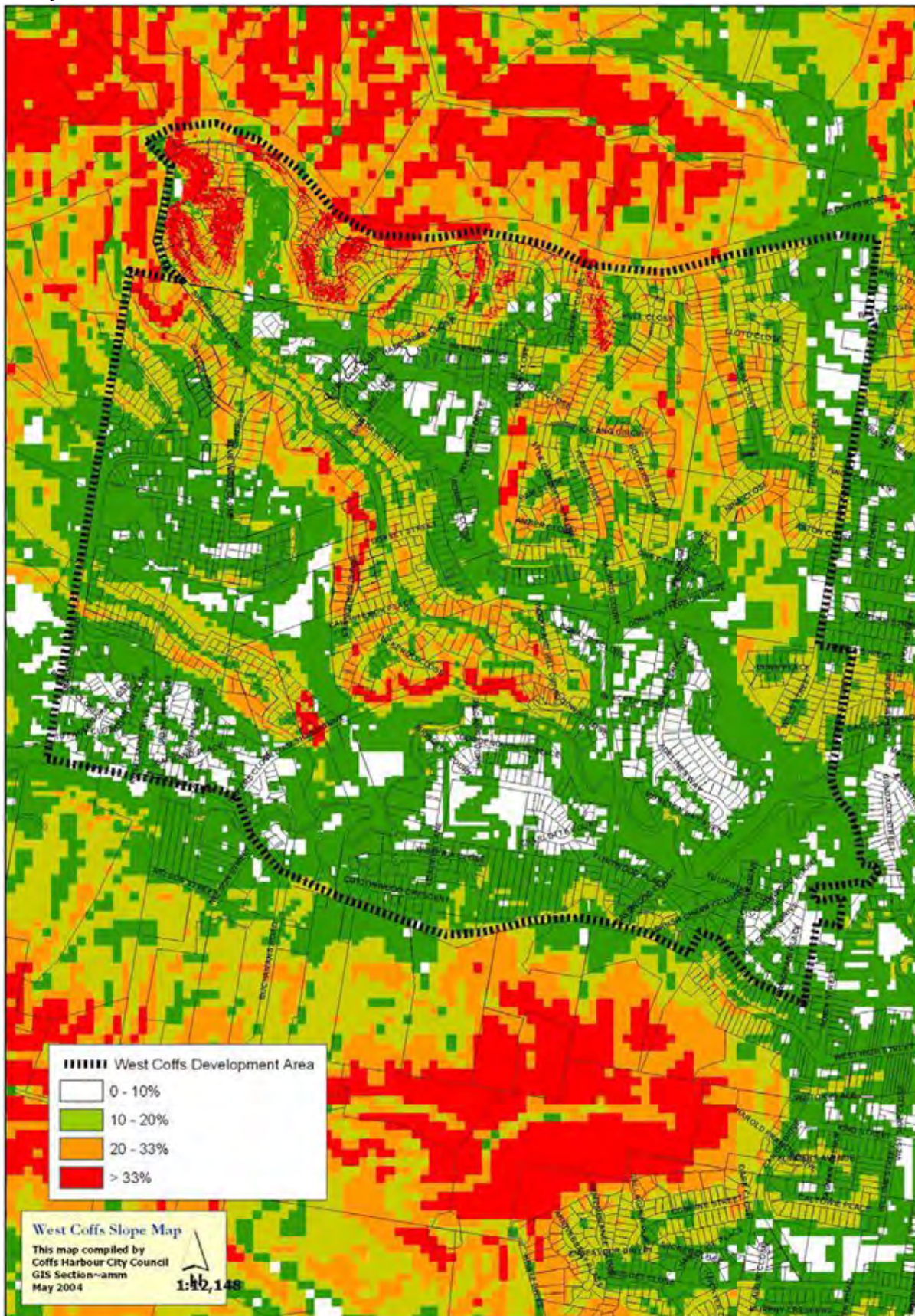
Attachment 1

- iv) Development applications (DA) for subdivision are to be accompanied by water quality modelling to demonstrate achievement of water quality targets identified in Council's [Water Sensitive Urban Design Policy 2009](#).

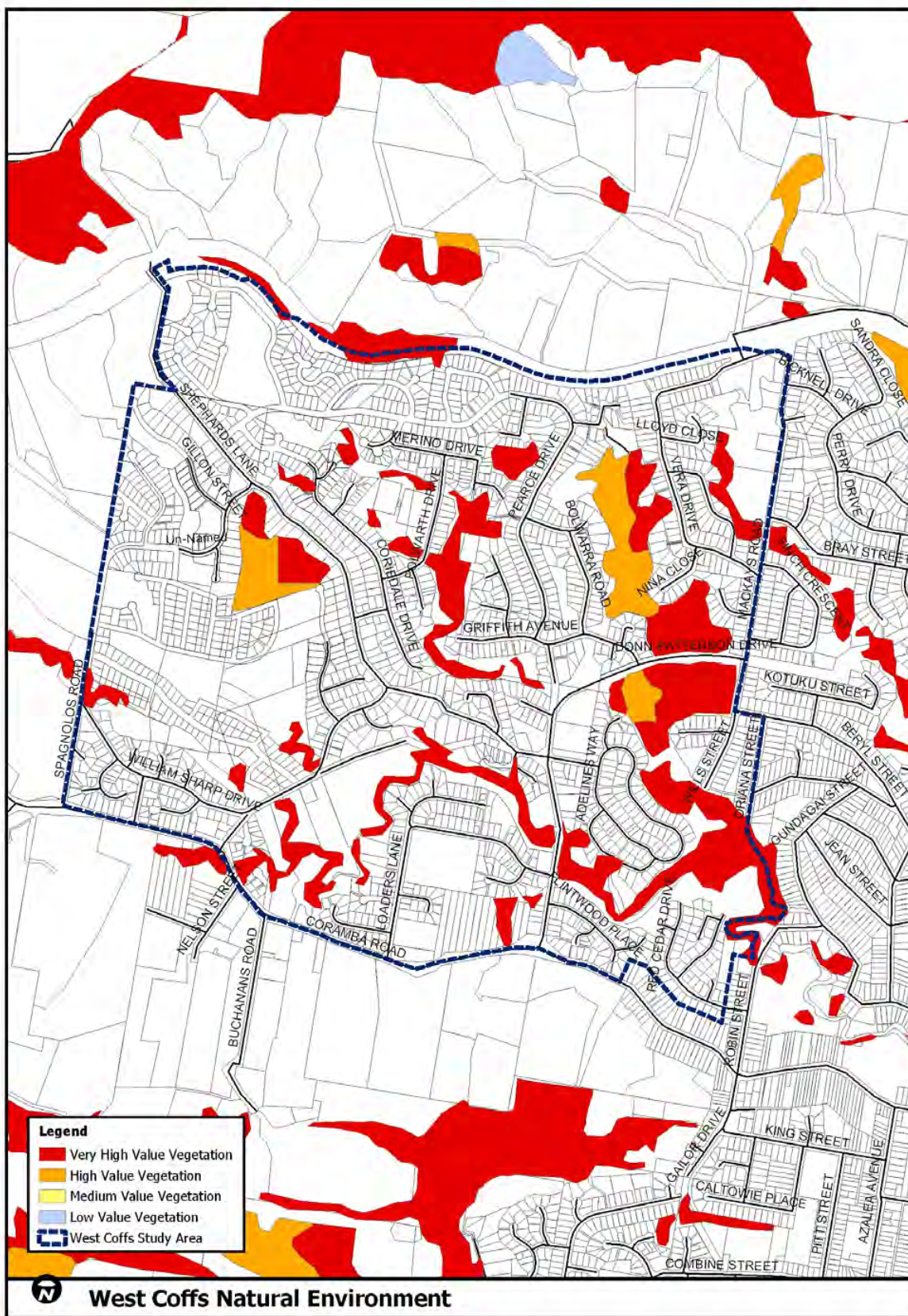
**d) Natural and Habitat Areas**

- i) Comprehensive rehabilitation plans are to be submitted for all riparian areas as part of the DA process.
- ii) Riparian areas are to be revegetated by developers in accordance with Council's standards before the release of subdivision and construction certificates.
- iii) Protected areas are to be fenced off before commencement of any earthworks.

MAP 3 - SLOPE ANALYSIS



MAP 4 - NATURAL ENVIRONMENT



Source: Coffs Harbour Vegetation Management Study (Ecograph 2002)

**e) Contaminated Land**

- i) Any land identified on Map 5 with a history of Banana Cultivation shall be tested and if necessary remediated to reduce the potential for public health risks.

**f) Archaeology**

- i) Applications for subdivisions involving ‘green field’ sites and or earthworks shall be accompanied by an archaeological report prepared by an appropriately qualified person.
- ii) All consents involving earthworks shall be subject to Council’s standard condition, which specifies action to be taken if any artefacts are unearthed.
- iii) Additional information and requirements can be obtained from [Regulation of Aboriginal Cultural Heritage](#).

**g) Road Design and Access Control**

- i) A “conforming driveway” to each lot must be provided by the developer. The design is to be submitted to Council with the DA for dwellings.
- ii) Traffic control facilities, which include the construction of culverts across the Pearce Drive continuation and creek realignment shall be implemented.

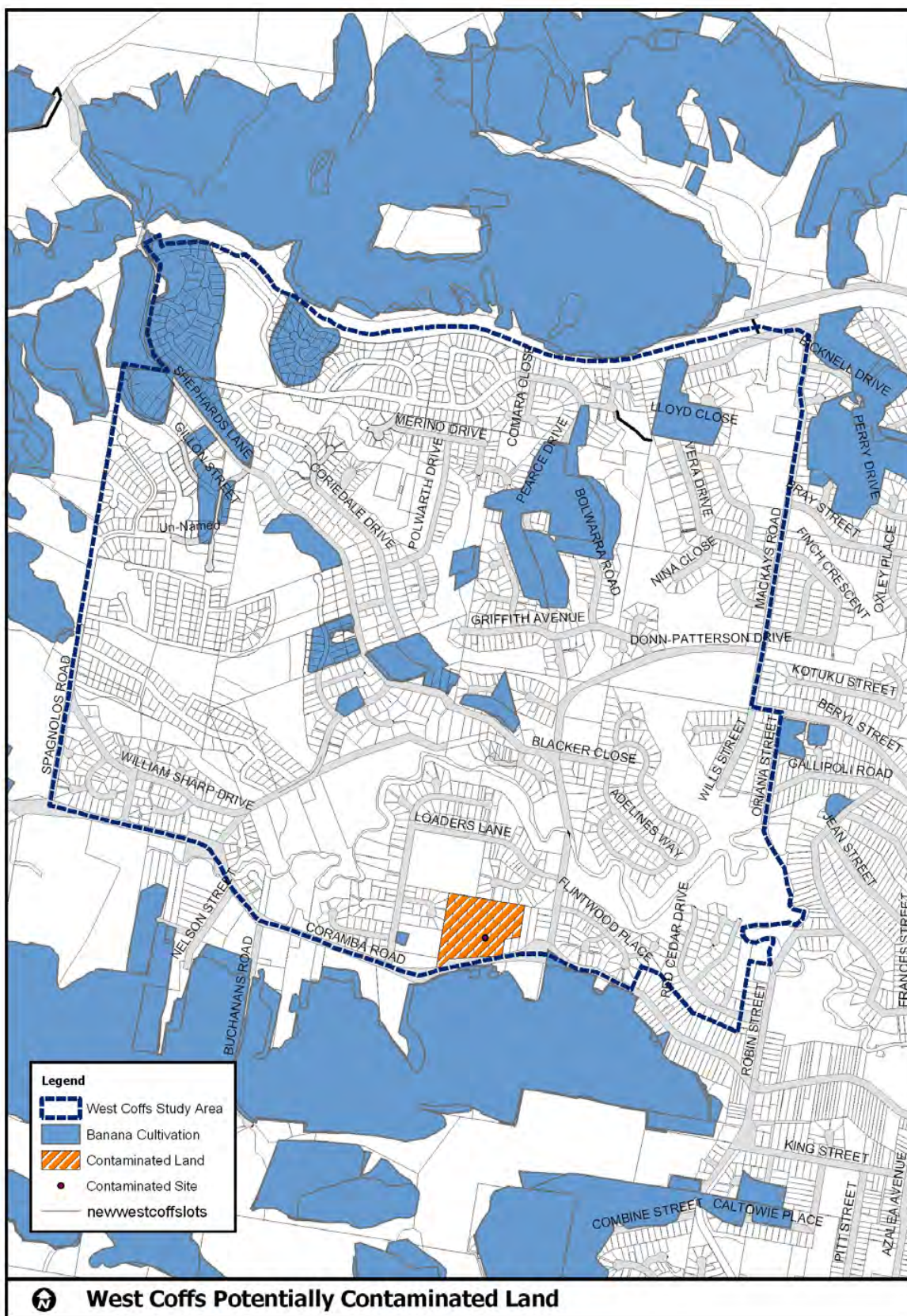
**h) Lands to be Acquired**

- i) Lands to be purchased by Council are identified on the land acquisition map (refer to Map 6).
- ii) Lands that can not be developed due to significant constraints shall be incorporated into environmental protection areas and dedicated to Council at no cost. The majority of this land is identified in Map 6.





MAP 5 - CONTAMINATED LAND



MAP 6 – LANDS TO BE ACQUIRED/DEDICATED



# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT E12 WEST WOOLGOOLGA

### Applies to

Lands in the West Woolgoolga Release Area under Coffs Harbour Local Environmental Plan 2013 as show in Map 1

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### 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 planning controls for existing and proposed development in the West Woolgoolga Urban Release Area.*

### E12.1 INTRODUCTION

The West Woolgoolga Urban Release Area is predominantly a low density residential housing area surrounded by land uses such as large lot residential development and rural activities.

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION  
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS  
COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS  
COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS  
COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS  
COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

COMPONENT C1 DESIGN REQUIREMENTS  
COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS  
COMPONENT C3 LANDSCAPING REQUIREMENTS  
COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS  
COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS  
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COMPONENT D2 CONTAMINATED LAND MANAGEMENT REQUIREMENTS  
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COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT  
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COMPONENT E12 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA  
COMPONENT E13 HALLS ROAD BUSINESS PRECINCT  
COMPONENT E14 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1

MAP 1 - LOCALITY



## **E12.1 PLANNING STRATEGY**

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### **E12.1.1 Objective**

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

### **E12.1.2 Masterplan**

- Achieve a minimum lot yield of 330 lots; an additional 944 people (refer to Map 2).
- Ensure that development is able to proceed at a reasonable cost to both developers and the community.
- Ensure that development of the area will contribute to the economic growth of Woolgoolga.
- Require development to conform to the planning controls listed in this and other relevant components of this DCP.

### **E12.1.3 Servicing Strategy**

- Ensure that water is supplied by extending the existing water main network.
- Require the sewer rising main from Pump Station 14 to be upgraded and then diverted along the Pacific Highway to Pullen Street.
- Require proponents of development to construct several small pump stations and a gravity sewer line, as needed.

### **E12.1.4 Community Facilities Strategy**

- Ensure that a neighbourhood park and children's playground are provided within 500m of the community to be served.
- Require pedestrian paths and cycleways to be constructed by the developer, except where they are within identified open space areas and along the collector road.
- Ensure that the construction of a cycle/pedestrian bridge occurs upon release of 165 lots.

### **E12.1.5 Traffic and Transport Strategy**

- Enable the collector road to be progressively constructed concurrent with subdivision/ development.
- Construct the realignment of Newmans Road will occur when 165 lots are released.

### **E12.1.6 Natural Environment Strategy**

- Ensure that the identified areas for conservation shown on the Masterplan are dedicated as development occurs, and funded through developer contributions.
- Require a minimum 20 metre wide perimeter road to be provided adjacent to conservation areas.
- Ensure that the provision for bushfire Asset Protection Zones does not involve the clearing of native vegetation and conservation areas.
- Require that buffers are to be provided between proposed residential development and sensitive/ significant vegetation and riparian areas. These buffers will also facilitate Asset Protection Zones for bushfire protection purposes. The buffers become passive open space for community enjoyment.

### **E12.1.7 Desired Future Locality Character**

- The future character of the West Woolgoolga Urban Release Area is the creation of affordable, environmentally friendly residential housing on allotments of varying sizes, with an average size of 700m<sup>2</sup>.
- The majority of lots are to be oriented to facilitate solar access.
- Reducing reliance on private motor vehicles will be assisted with the provision of a suitable pedestrian/cycle network within the area, linking to district and regional facilities.



MAP 2 - MASTERPLAN



## E12.2 MATTERS FOR CONSIDERATION

---

### E12.2.1 Objectives

1. To ensure the release area is developed to its full potential but within its environmental capacity.
2. To ensure development only occurs when appropriate services are available to the release area.
3. To ensure water quality is maintained at acceptable levels in the release area by adopting best practice policies.
4. To ensure adequate protection of all forms of cultural heritage in the release area.
5. To protect and enhance environmental protection areas from future development and to ensure the environmental values of the Solitary Islands Marine Park are maintained.
6. To ensure that a high level of road design caters for good access (including for buses) and is of an acceptable standard to meet the needs of the community.
7. To provide for the active recreational needs of the community as development occurs.

### E12.3.2 Controls

#### a) General

Development is to comply with the Planning Strategies outlined in E12.1 above, and the controls contained in this and other relevant Components of this DCP.

#### b) Target Densities

- i) The density of development (number of potential lots) shall be in accordance with the targets shown in Map 3. These targets provide for a minimum density.

- ii) Applicants will be required to demonstrate the means to achieve at least the minimum target density shown.
- iii) The maximum dwelling yield shall not exceed the target density by more than 15%.

#### c) Water Quality

- i) Development involving earthworks or vegetation removal shall be accompanied by a Sediment and Erosion Control Management Plan in accordance with Component D1 of this Development Control Plan (DCP).
- ii) Development shall incorporate best practice Water Sensitive Urban Design (WSUD) principles in accordance with Council's [WSUD Policy](#).
- iii) Water quality in the creeks is to be protected through WSUD measures incorporating the "treatment train", rather than reliance on "end of pipe" solutions.

#### d) Archaeology

- i) Applications for subdivisions involving 'green field' sites and or earthworks shall be accompanied by an archaeological report prepared by an appropriately qualified person.
- ii) Additional information and requirements can be obtained from [Regulation of Aboriginal Cultural Heritage](#).



MAP 3 - TARGET DENSITIES



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

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



**e) Heritage Conservation**

- i) Developers of land will be required to commission appropriate heritage impact assessment studies (Aboriginal and European) for development applications (DA) that may result in places, sites or objects with heritage significance being disturbed.
- ii) The assessment study is to identify the appropriate actions to be carried out in areas of cultural heritage sensitivity.

**f) Pedestrian and Cycleway Paths**

- i) The developer is to provide pedestrian and cycleway paths within the development in accordance with the Masterplan (refer to Map 2).

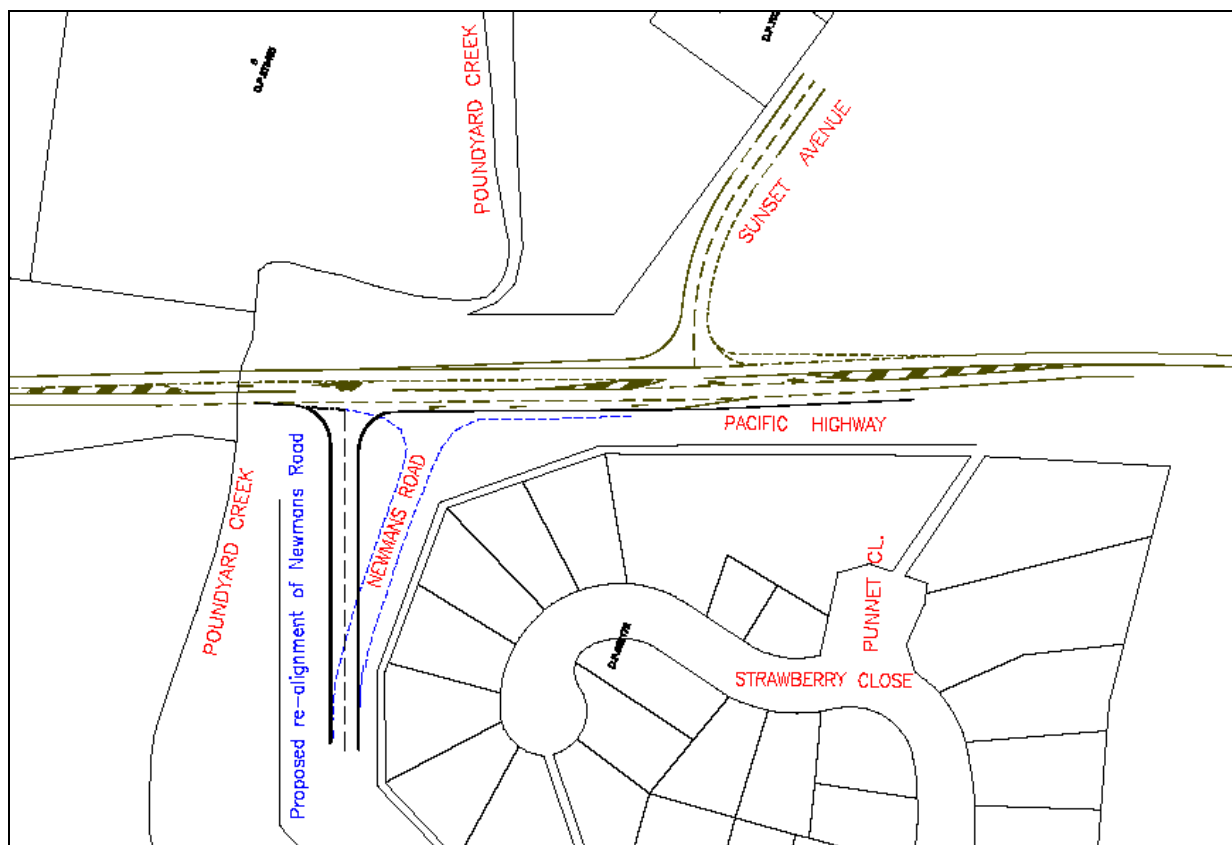
**g) Road Design and Access Control**

- i) The collector road is to be progressively constructed concurrent with subdivision/development.
- ii) Pedestrian paths and cycleways are to be constructed by the developer, except where they are within identified open space areas and along the collector road.
- iii) The cycle/pedestrian bridge will be commenced once sufficient funds have been collected in Section 94 Contributions.

**h) Newmans Road Interchange**

- i) The proposed realignment of the Newmans Road Interchange is shown in Map 4 below.

**MAP 4 - NEWMANS ROAD INTERCHANGE**



**i) Noise**

- i) Applications for subdivision within 300 metres of the Pacific Highway will be required to be accompanied by an acoustic report, identifying measures (mounding, acoustic barriers, building design, building materials, etc) to ensure future residents are not subject to unacceptable noise levels from the highway.
- ii) Applications must also comply with Clause 102 of the [State Environmental Planning Policy \(SEPP\) \(Infrastructure\) 2007](#): Impact of Road Noise or Vibration on Non-Road Development.
- iii) Assessment is to be undertaken by an appropriately qualified person, having regard to the Office of Environment and Heritage's [NSW Road Noise Policy](#). Development is to be conditional upon provision of these measures.

**j) Lands to be Acquired/Dedicated**

- i) Lands to be purchased by Council are identified on Map 5.
- ii) Lands that can not be developed due to significant constraints shall be incorporated into environmental protection areas and dedicated to Council at no cost. The majority of these types of lands are identified on Map 5.

MAP 5 - LANDS TO BE ACQUIRED/DEDICATED



# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT E13 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA

### Applies to

All lands in the Coffs Harbour Local Environmental Plan 2013 that are affected by the Pacific Highway development setback area as shown in Map 1

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### Disclaimer

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*This Component outlines the requirements for properties that are affected by the Pacific Highway development setback area.*

### E13.1 PLANNING STRATEGY

#### E13.1.1 Objective

1. To provide a plan for lands adjacent to the Pacific Highway that fosters the integration of development and does not adversely impact on the environmental qualities of the land.
2. To protect the scenic qualities of the Pacific Highway, while still enabling appropriate development.

#### E13.1.2 Traffic and Transport Strategy

- Ensure that the scenic qualities of specific locations of the Pacific Highway are protected (see Map 1).
- Ensure that development does not adversely affect the efficient operation of the Pacific Highway.

#### E13.1.3 Natural Environment Strategy

- Ensure that buffers are provided between the Pacific Highway and residential development.
- Ensure that sensitive/significant vegetation and riparian areas within the development setback area are protected.

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION  
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS  
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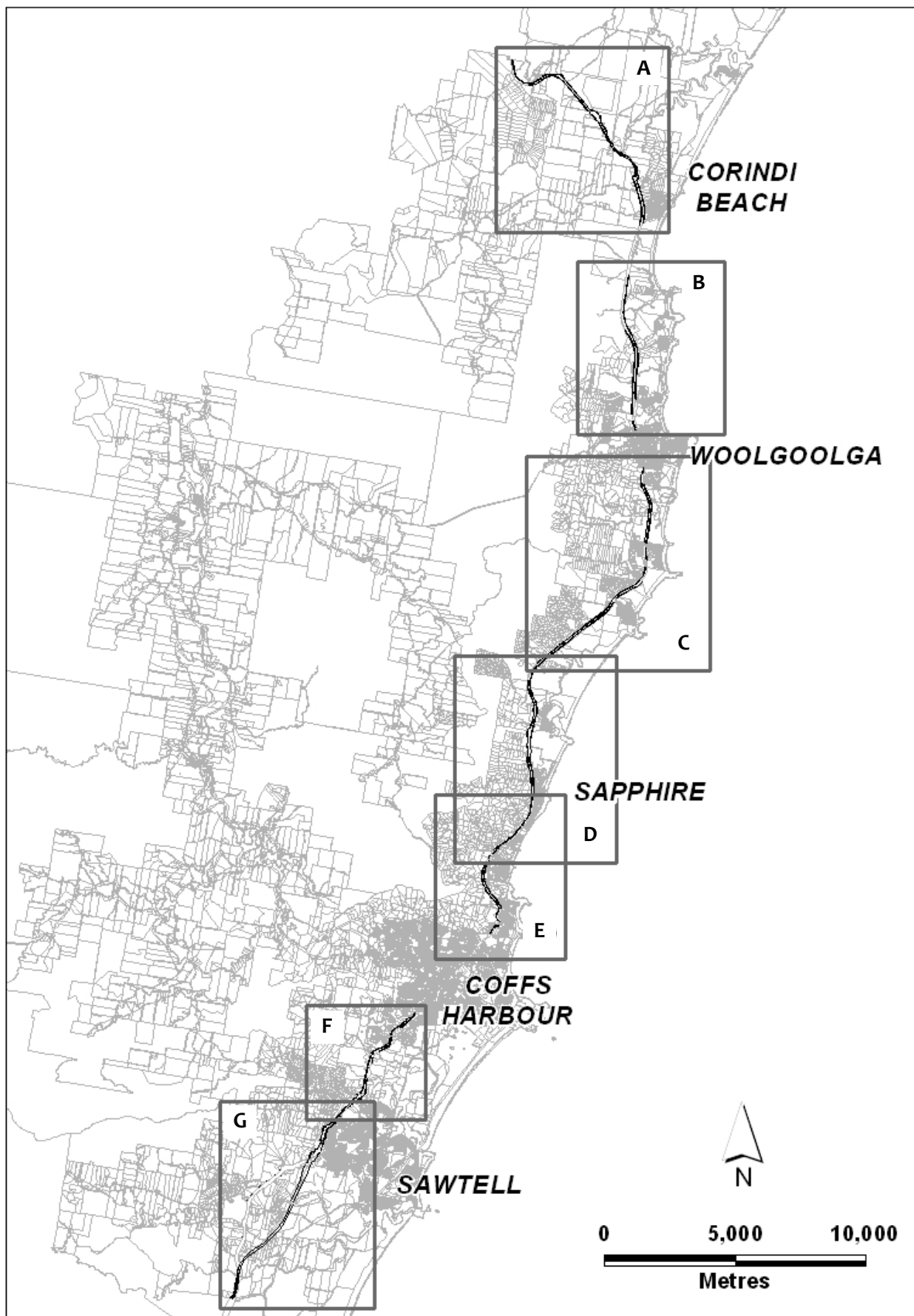
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COMPONENT E15

### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1

MAP 1 - LOCALITY



## E13.2 PLANNING CONTROLS

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### E13.2.1 Objectives

1. To enable development that does not adversely impact on the scenic qualities of land adjacent to the Pacific Highway.
2. To enable development that is within the environmental capacity of the land and can be adequately serviced.

### E13.2.2 Controls

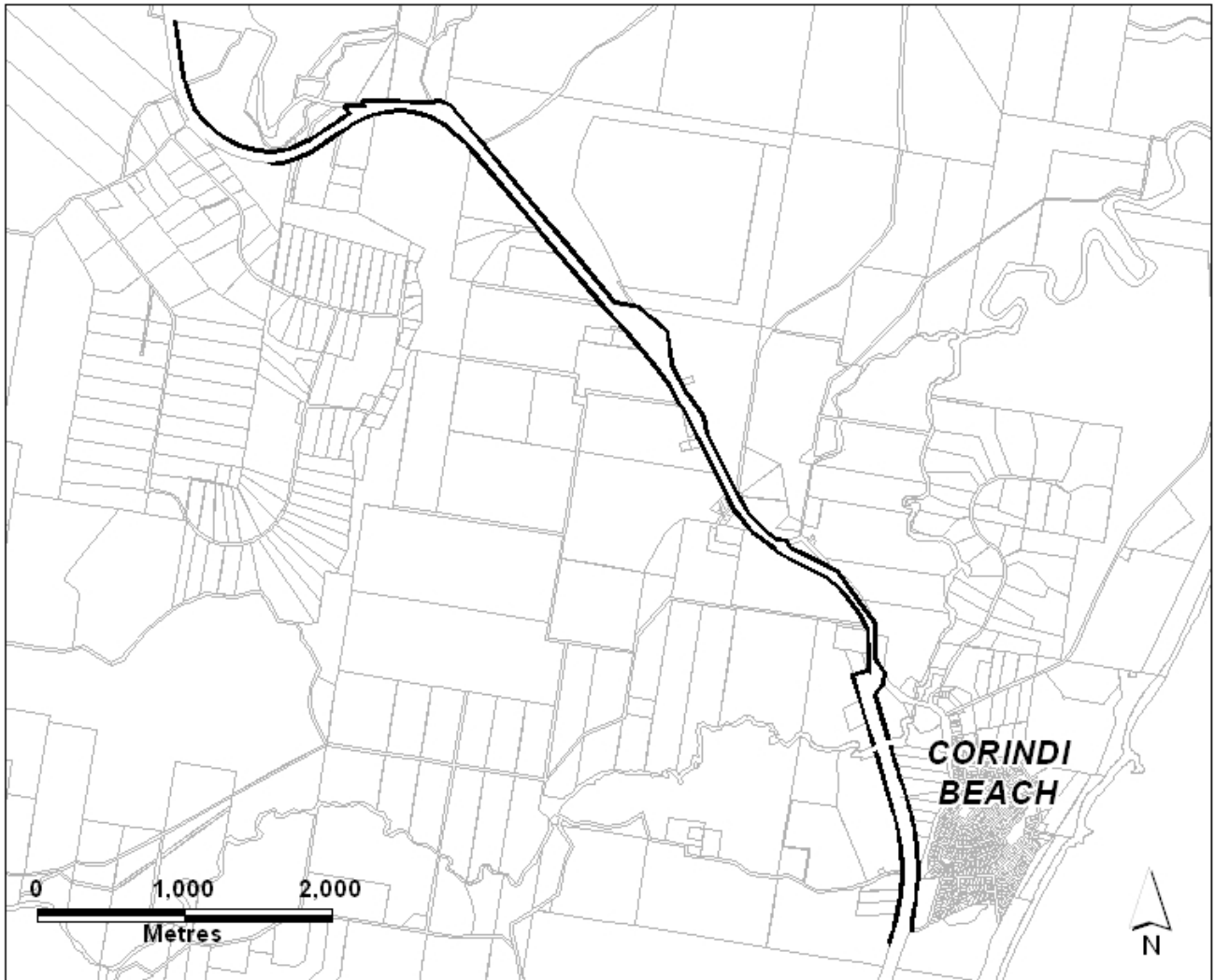
- i) Development is not permissible within the 20 metre wide Pacific Highway Development Setback Area identified in Maps 2-8, unless it can be demonstrated that:
  - the proposed development is unlikely to adversely impact on the scenic qualities of the locality; and
  - the proposed development is within the environmental capacity of the land; and
  - the proposed development can be adequately serviced.
- ii) Applications for development within the Pacific Highway Development Setback Area are to be accompanied by sufficient information to demonstrate how the planning controls and objectives are to be satisfied.

**Note: The Pacific Highway Development Setback is 20 metres wide from the boundary immediately adjoining the Pacific Highway.**

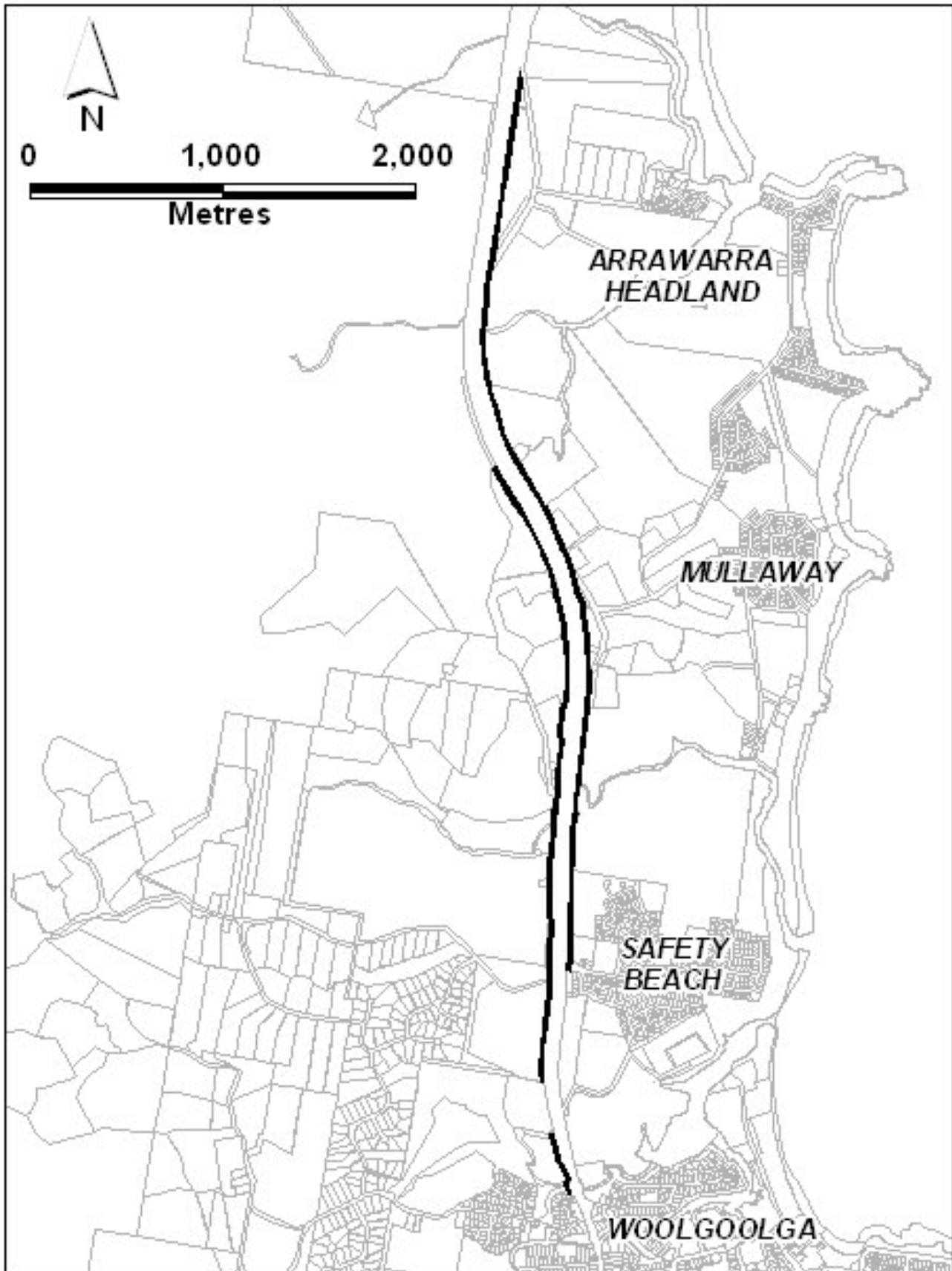
As reported to Council 9 May 2013

Attachment 1

**MAP 2 – LOCALITY A**



MAP 3 – LOCALITY B

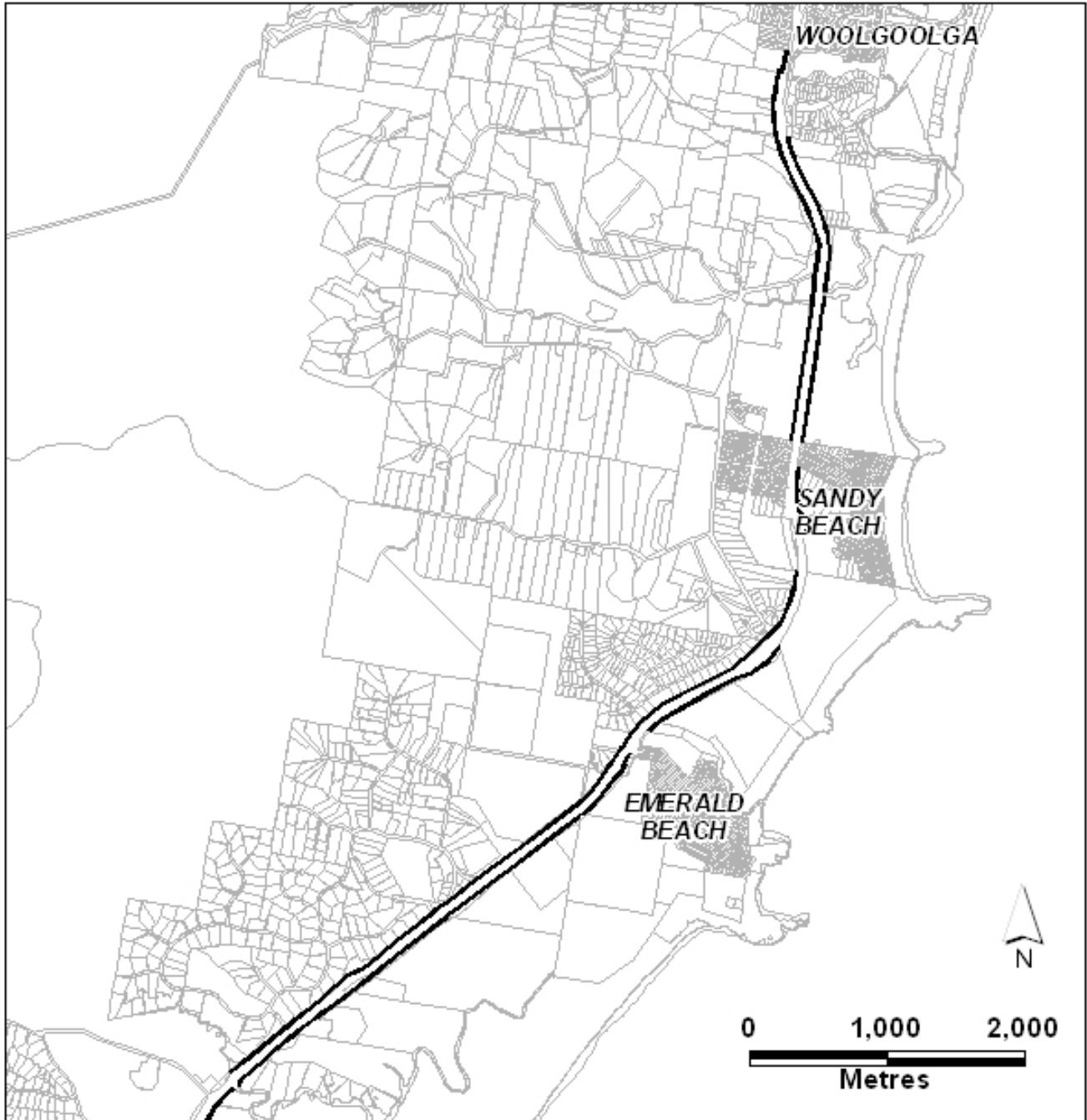




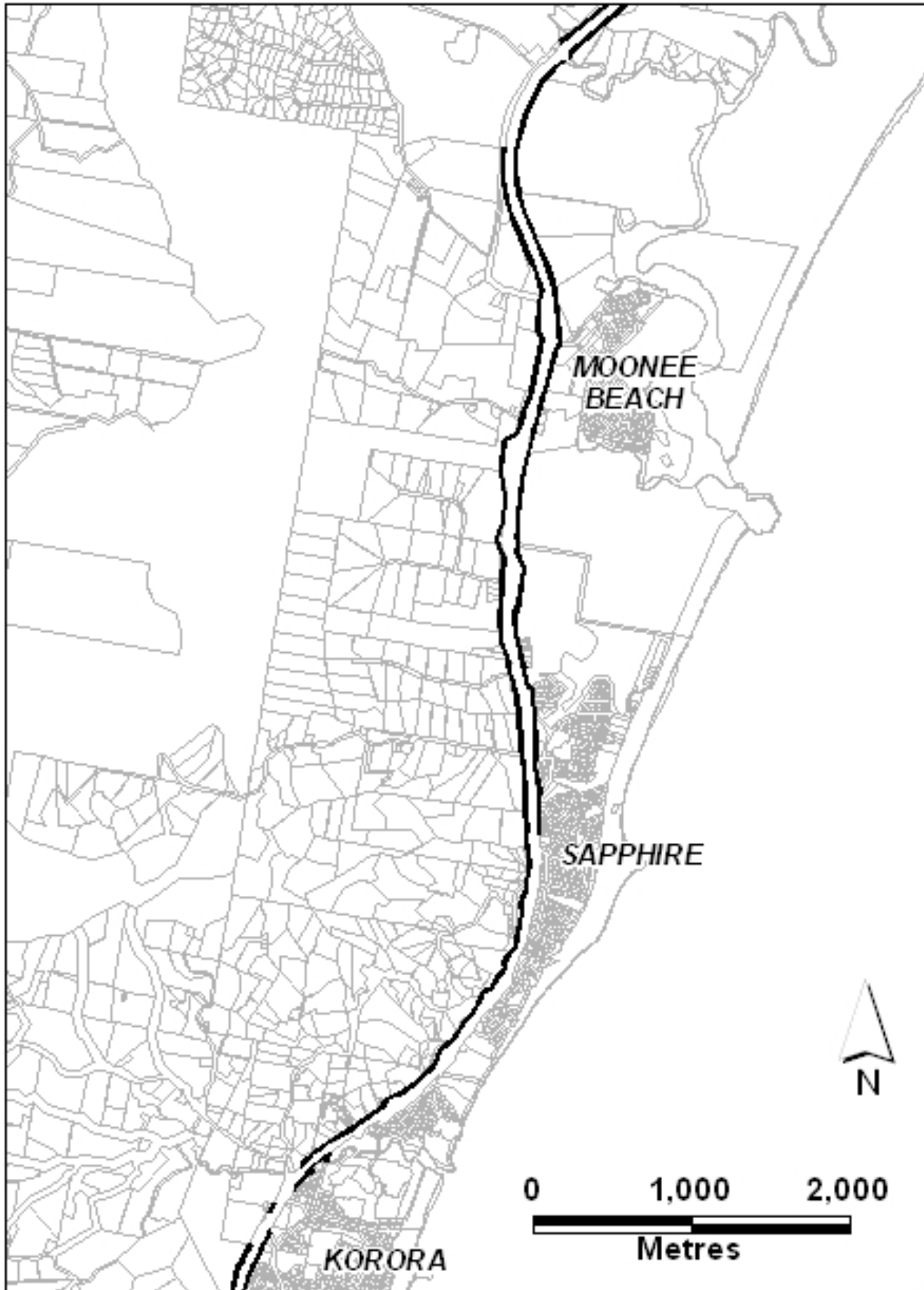
As reported to Council 9 May 2013

Attachment 1

MAP 4 - LOCALITY C



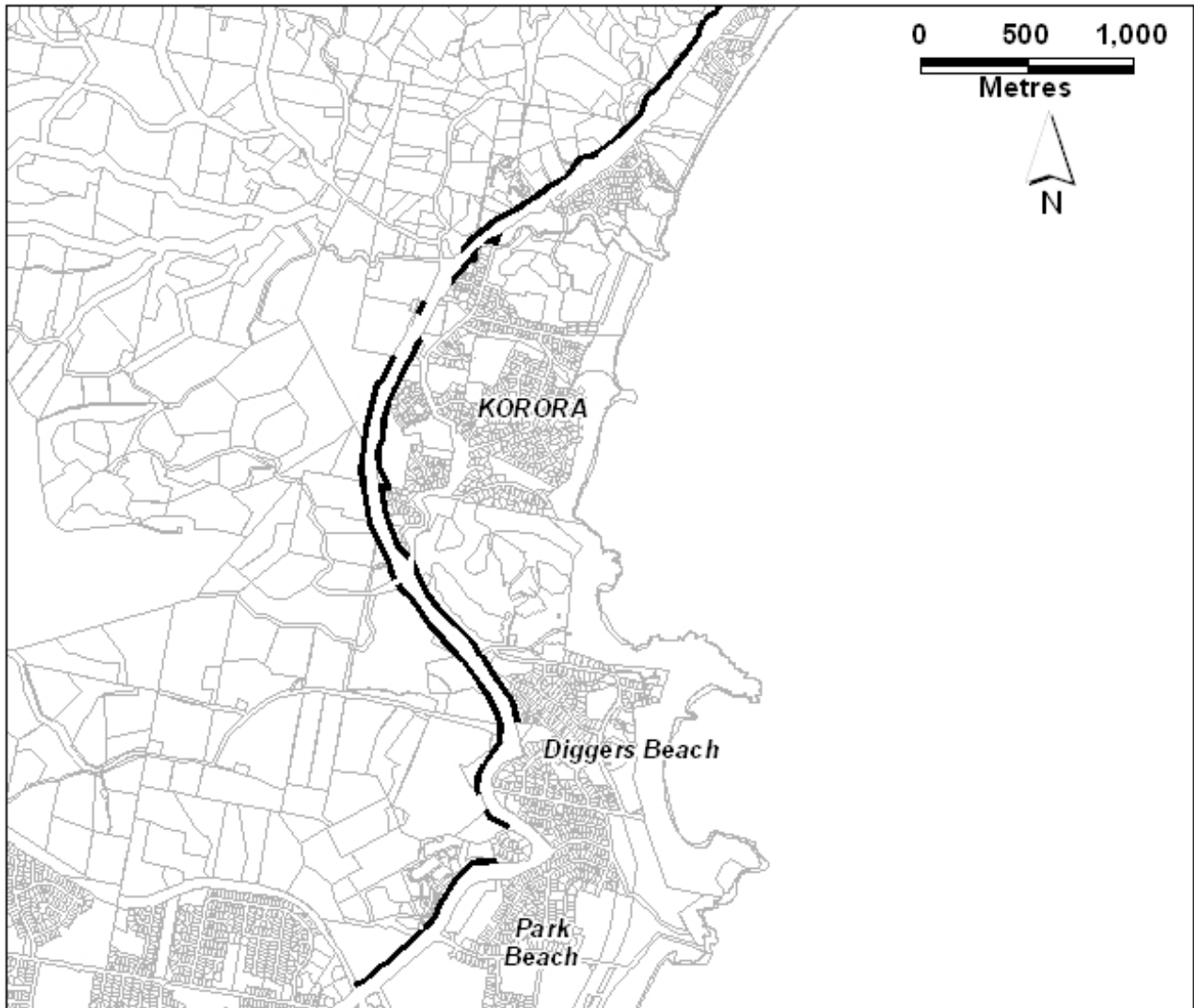
MAP 5 – LOCALITY D



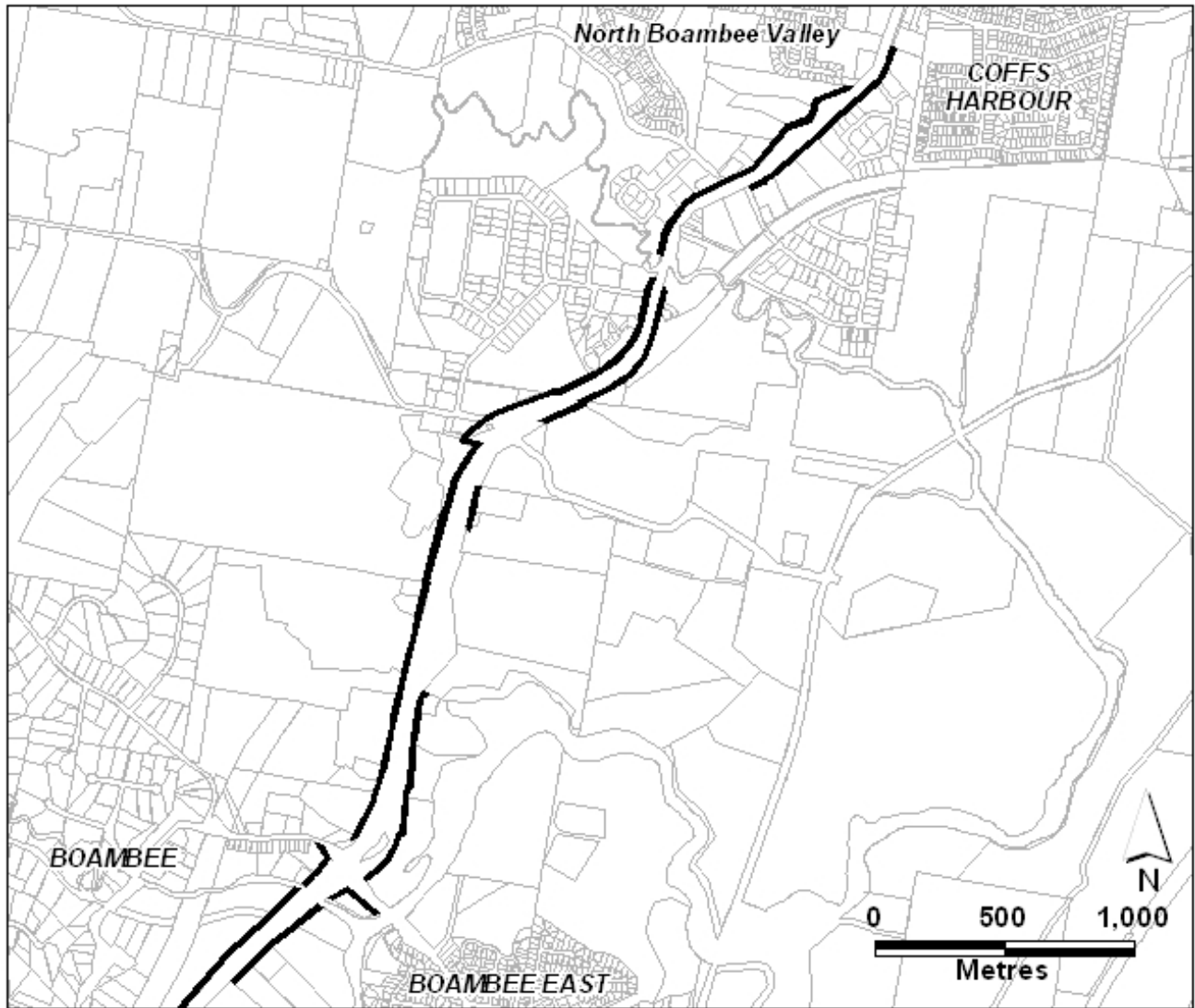
As reported to Council 9 May 2013

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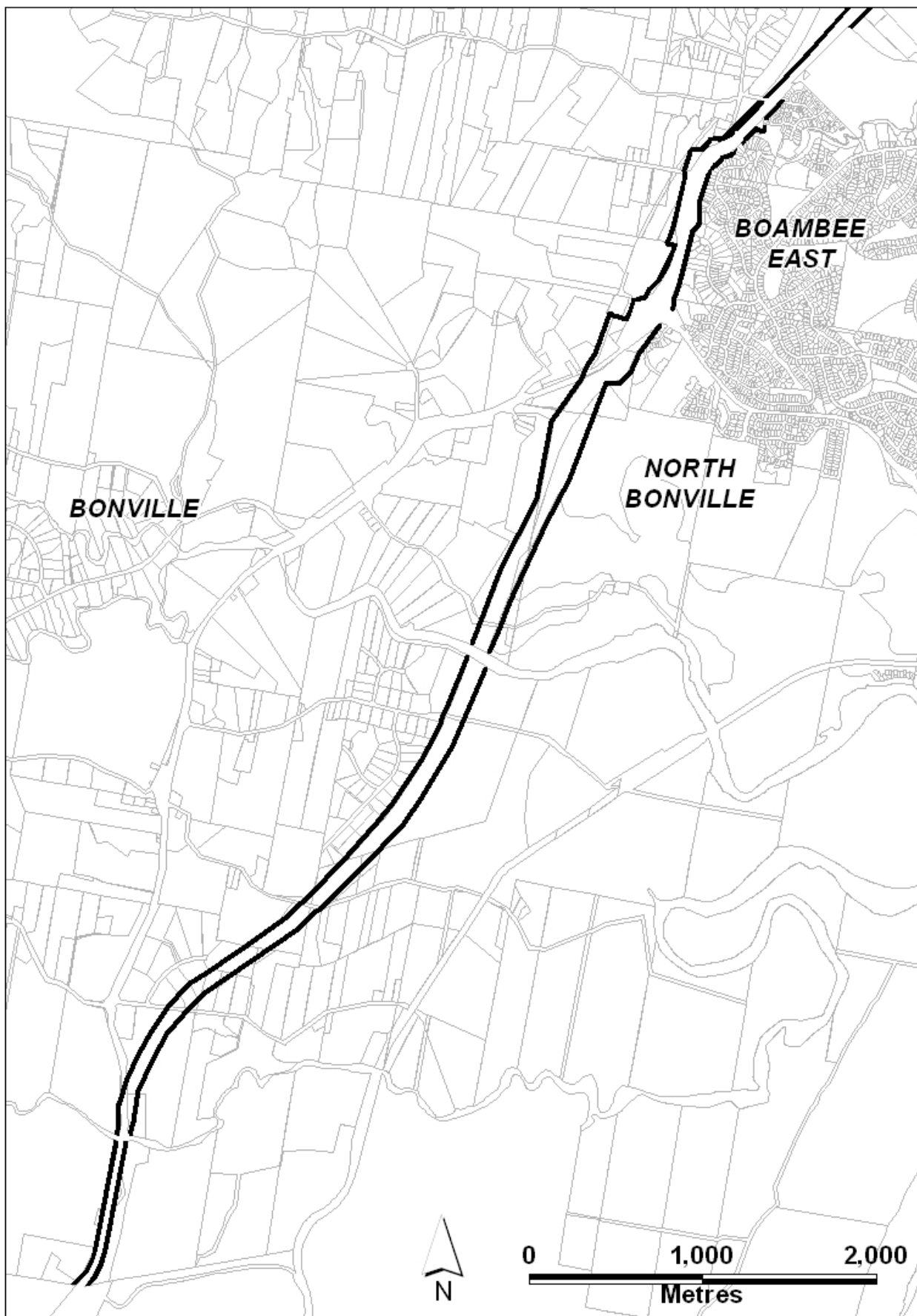
**MAP 6 – LOCALITY E**



MAP 7 – LOCALITY F



MAP 8 – LOCLAITY G



# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT E14 HALLS ROAD BUSINESS PRECINCT

### Applies to

Development undertaken on lands in the Halls Road Business Precinct area, as shown in Map 1

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon gazettal of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### Disclaimer

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*This Component provides the development principles and site controls for development within the Halls Road business precinct.*

MAP 1 – LOCALITY



## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

- COMPONENT A1 ADMINISTRATION
- COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

- COMPONENT B1 SUBDIVISION REQUIREMENTS
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- COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS
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- COMPONENT C1 DESIGN REQUIREMENTS
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- COMPONENT C3 LANDSCAPING REQUIREMENTS
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- COMPONENT C5 SEX SERVICES PREMISES REQUIREMENTS
- COMPONENT C6 MINOR EARTHWORKS REQUIREMENTS
- COMPONENT C7 WASTE MANAGEMENT REQUIREMENTS
- COMPONENT C8 INTEGRATED (NATURAL) WATER CYCLE MANAGEMENT REQUIREMENTS

### PART D - HAZARD MANAGEMENT INFORMATION

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- COMPONENT D3 FLOODING AND COASTAL HAZARD REQUIREMENTS

### PART E - LOCALITY BASED SPECIAL INFORMATION

- COMPONENT E1 COFFS HARBOUR REGIONAL AIRPORT
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- COMPONENT E9 SOUTH COFFS
- COMPONENT E10 WEST COFFS
- COMPONENT E11 WEST WOOLGOOLGA
- COMPONENT E12 PACIFIC HIGHWAY DEVELOPMENT SETBACK AREA
- COMPONENT E13 HALLS ROAD BUSINESS PRECINCT
- COMPONENT E14 TOURIST DEVELOPMENT PRECINCTS

### PART F – GLOSSARY AND APPENDIX

- COMPONENT F1 GLOSSARY
- COMPONENT F2 APPENDIX 1

## **E14.1 PLANNING STRATEGY**

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### **E14.1.1 Objectives**

1. To provide a framework for a community that is sustainable, safe and vibrant.
2. To encourage compatible quality development in the Halls Road area.

### **E14.1.2 Masterplan**

- Guide new development in the area in accordance with the Masterplan (see Figure 1).
- Require development to conform to the planning controls listed in this and other relevant components of this DCP.

### **E14.1.3 Urban Design Strategy**

- Ensure that new development makes a positive contribution to the local streetscape.
- Ensure that new development successfully integrates with existing development.

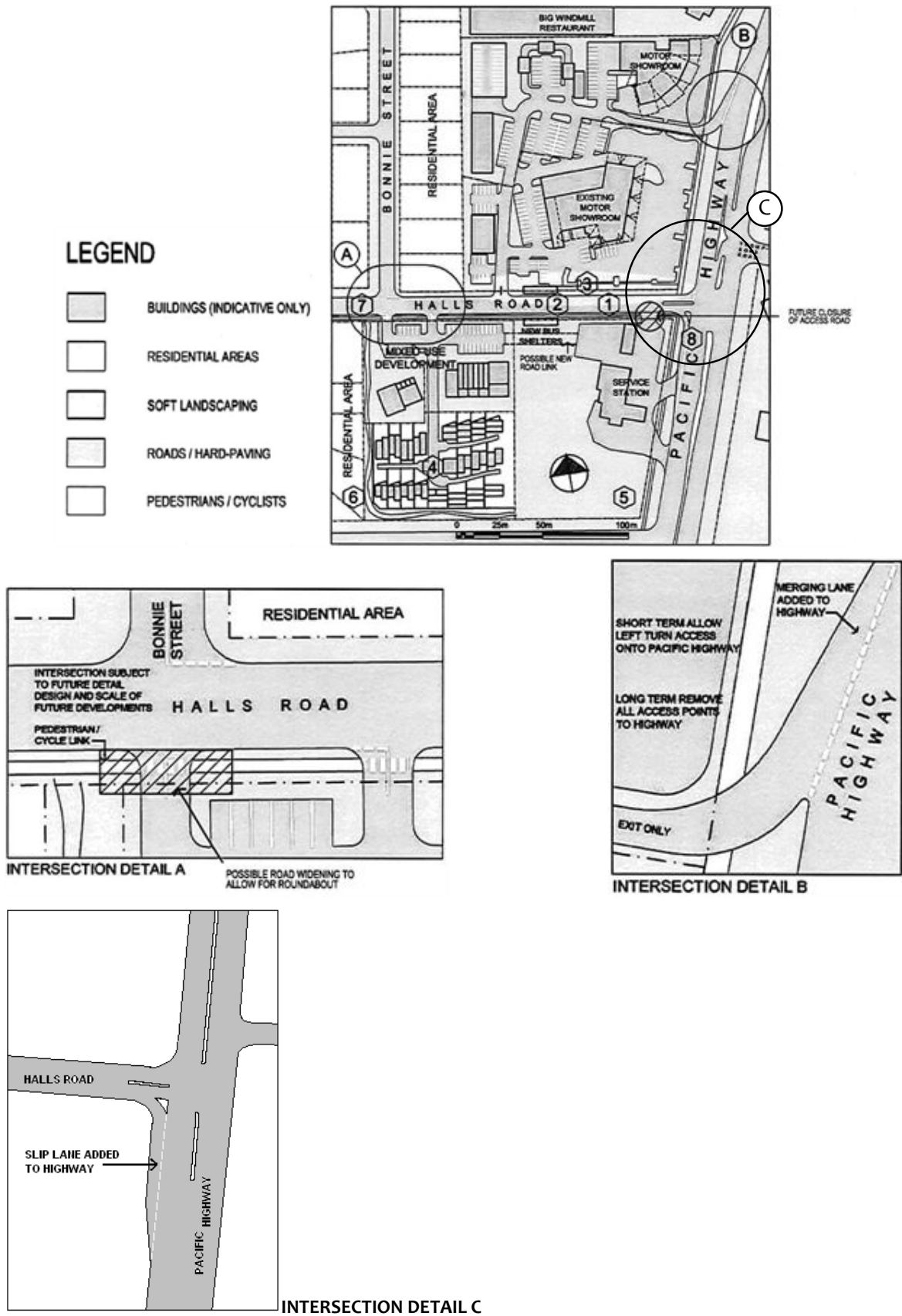
### **E14.1.4 Business Strategy**

- Allow some smaller retail and commercial development to provide for the day to day services of the local community.
- Allow for shop top housing as part of a mixed use proposal.
- Ensure that development on B6 zoned lands will support and not detract from the vitality of other commercial centres.

### **E14.1.5 Traffic and Transport Strategy**

- Provide a new slip lane from the Pacific Highway to Halls Road.
- Provide pedestrian and cycle links.

FIGURE 1: MASTERPLAN





## E14.2 MATTERS FOR CONSIDERATION

---

### E14.2.1 Objectives

1. To ensure that development has a positive impact on the streetscape of Halls Road and the Pacific Highway.
2. To ensure that development provides for the safe and efficient ingress and egress to and from sites for vehicles, pedestrians and cyclists.

### E14.2.2 Controls

#### a) Access and Flooding

- i) No new access points onto Halls Road will be permitted within 90 metres of the Pacific Highway (refer ① on Figure 1).
- ii) Halls Road is to be an 11 metre wide collector road (refer ② on Figure 1).
- iii) The northern side of Halls Road (from the Pacific Highway to Bonnie Street) is subject to flooding – this requires drainage investigation. Additional pipes will be required to take stormwater south and connect with existing trunk drainage (refer ③ on Figure 1).
- iv) Low areas of the site (on the southern side of Halls Road) are subject to flooding and therefore will require some filling. Existing open channels are to be retained (refer ④ on Figure 1).
- v) All stormwater drains south of the eastern end of the service station site (Lot 11 DP1076396) are to run under the Highway and discharge into the existing drainage channel on the eastern side of the Highway (refer ⑤ on Figure 1).
- vi) Commercial land located in the western end of the study area, (south of Halls Road Lot 10 DP1076396), contains a drainage channel which requires rehabilitation (refer ⑥ on Figure 1).

vii) Pedestrian and cycle links, west of the intersection of Halls Road and Bonnie Street are to be provided (refer ⑦ on Figure 1).

viii) A new slip-lane off the Pacific Highway is to be provided (subject to detail design) and is to be determined by the scale of future development (refer ⑧ on Figure 1).

#### b) Site Specific

- i) Internal access arrangements are to ensure that all vehicles can enter and leave sites in a forward direction.
- ii) Bicycle storage racks are to be included in all major development proposals.

**Note: Coffs Harbour Local Environmental Plan 2013 (LEP 2013) (Schedule 1) limits development for the purposes of shops, on Lot 10 DP 1076396 not exceeding 750m<sup>2</sup> per individual premises and to a maximum of 3,000m<sup>2</sup> gross floor area.**

# COFFS HARBOUR DEVELOPMENT CONTROL PLAN 2013

## COMPONENT E15 TOURIST DEVELOPMENT PRECINCTS

### Applies to

Tourist residential development proposed on land zoned R1 General Residential within the Coffs Harbour Local Government Area (see the mapped areas within this Component)

### Date adopted by Council

Day Month 2013

### Effective Date

Effective upon making of Coffs Harbour Local Environmental Plan 2013

### Amendments

Date and description of amendments

### 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 the general controls for tourist residential development on lands zoned R1 General Residential within the Coffs Harbour Local Government Area.*

### E15.1 PLANNING STRATEGY

#### E15.1.1 Objectives

1. To encourage tourism development.
2. To ensure that the scale and intensity of development is appropriate to the environmental characteristics of the land and locality.
3. To promote ecologically sustainable development.

#### E15.1.2 Masterplan

- Guide development in the R1 General Residential zones in accordance with the individual 'precinct' plans contained in this component of the DCP.
- Require development to conform to the planning controls listed in this and other relevant components of this DCP.

## DCP COMPONENTS

### PART A - INTRODUCTORY AND GENERAL INFORMATION

COMPONENT A1 ADMINISTRATION  
COMPONENT A2 NOTIFICATION AND PUBLIC PARTICIPATION

### PART B - LAND USE SPECIFIC INFORMATION

COMPONENT B1 SUBDIVISION REQUIREMENTS  
COMPONENT B2 RESIDENTIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B3 BUSINESS DEVELOPMENT REQUIREMENTS  
COMPONENT B4 INDUSTRIAL DEVELOPMENT REQUIREMENTS  
COMPONENT B5 RURAL DEVELOPMENT REQUIREMENTS  
COMPONENT B6 POST EUROPEAN HERITAGE REQUIREMENTS  
COMPONENT B7 BIODIVERSITY REQUIREMENTS

### PART C - ISSUE SPECIFIC INFORMATION

COMPONENT C1 DESIGN REQUIREMENTS  
COMPONENT C2 ACCESS, PARKING AND SERVICING REQUIREMENTS  
COMPONENT C3 LANDSCAPING REQUIREMENTS  
COMPONENT C4 ADVERTISING SIGNS REQUIREMENTS  
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COMPONENT E14 TOURIST DEVELOPMENT PRECINCTS

### PART F - GLOSSARY AND APPENDIX

COMPONENT F1 GLOSSARY  
COMPONENT F2 APPENDIX 1

### E15.1.3 Urban Design Strategy

- Ensure that new development makes a positive contribution to the local streetscape.
- Ensure that new development successfully integrates with existing development.

### E15.1.4 Business Strategy

- Allow tourist oriented business development to provide for the needs of tourists.
- Allow for shop top housing as part of a tourist oriented mixed use proposal.

### E15.1.5 Desired Future Locality Character

- The future character of development within each of the General Residential zones is set out within the individual “precinct” plans.

## E15.2 GENERAL REQUIREMENTS FOR LAND ZONED R1 GENERAL RESIDENTIAL

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### E15.2.1 Objective

1. To ensure that the design and operation of residential tourist development responds positively to its surrounds.

### E15.1.2 Controls

#### a) General

- i) Development is to comply with the Planning Strategy outlined in E15.1 above, and the controls contained in this and other Components of this DCP.
- ii) Controls for density and setback vary for different allotments and locations. The maps indicate the location of each R1 zoned site and the design controls that apply.

*Note: Controls for R1 zoned lands at Hearnese Lake are contained in Component E4 Hearnese Lake.*

#### b) Density

- i) The density of development is to comply with the density controls outlined in each of the localities listed in E15.3 below.

*Note: Density is described in two categories:*

- *tourist density: applies to motels and other tourist accommodation and/or facilities; and*
- *residential density: applies to residential development, for example multi-unit housing, which is not used for tourist accommodation purposes.*

#### c) Hours of Operation

- i) Tourist activities are to operate within hours which will not detrimentally affect adjoining land uses, particularly in terms of noise and lighting nuisance.
- ii) Details of proposed hours of operation are to be provided with the development application (DA).

#### d) Views

- i) The views (including view corridors) from adjoining properties, as well as those from the subject land, should be taken into consideration when designing new buildings.

## E15.3 SITE SPECIFIC CONTROLS FOR LAND ZONED R1 GENERAL RESIDENTIAL

### E15.3.1 Objective

1. To ensure that the scale and intensity of tourist residential development is appropriate to the environmental characteristics of the land and locality.

### E15.3.2 Woolgoolga

These controls relate to lands in the Woolgoolga area:

MAP 1 - WOOLGOOLA ENTRY WAY



MAP 2 - WOOLGOOLGA BEACH



### a) Building Design Statement

- i) Development in Woolgoolga will be of a low density and low key nature. The development shall provide an environment for tourist and residential uses in a relaxed beach setting.
- ii) Interesting design elements are encouraged, such as variations in roofline and balconies.

### b) Controls

- i) **Density**
  - Tourist: one unit/300m<sup>2</sup>; and
  - Residential: one dwelling/400m<sup>2</sup>.
- ii) **Setback**
  - Front: five metres; and
  - Side and Rear: 1.5 metres.

### E15.3.3 Sapphire

These controls relate to lands shown in the Sapphire area:

MAP 3 - SAPPHIRE



**a) Building Design Statement**

- i) Development is to provide a medium density style accommodation which will promote coastal views and be designed with consideration to the natural environment, being beaches and coastal bushland setting.

**b) Controls**

**i) Density**

- Tourist: one unit/150m<sup>2</sup>; and
- Residential: one dwelling/200m<sup>2</sup>.

**ii) Setback**

- Front: 20 metres to Pacific Highway, six metres to local roads; and
- Side and Rear: Assessed on merit.

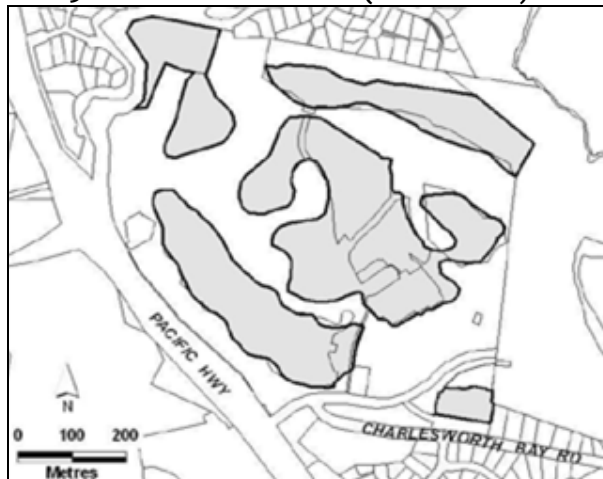
**E15.3.4 Korora/Charlesworth Bay/Diggers Beach Beach**

These controls relate to lands in the Korora/ Charlesworth Bay/Diggers Beach area:

**MAP 4 – KORORA (OPAL COVE)**



**MAP 5 - CHARLESWORTH BAY (PACIFIC BAY)**



**MAP 6 - DIGGERS BEACH (AANUKA)**



**a) Building Design Statement**

- i) Development is to be of a medium or high density tourist nature and may include a range of recreational facilities such as golf courses, tennis courts, restaurants and swimming pools.
- ii) Buildings are to contain elements which take advantage of ocean views and solar access where possible.
- iii) Buildings are to be suitably landscaped to be compatible with, rather than dominate the surrounding environment.

**b) Controls**

**i) Density**

- Tourist: one unit/300m<sup>2</sup>; and
- Residential: one dwelling/400m<sup>2</sup>.

**ii) Setbacks**

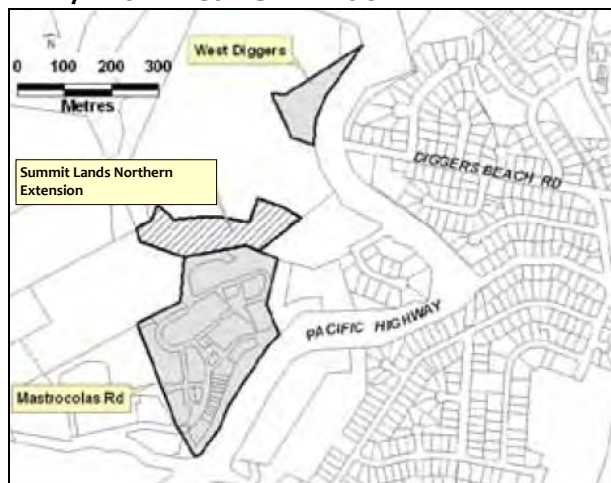
- Front: 20 metres to Pacific Highway, six metres to local roads;
- Side: six metres; and
- Rear: three metres, reduced to one metre where the building height is less than three metres.

*Note: Charlesworth Bay (Pacific Bay) is also subject to an approved [Masterplan-No.51-11-2004](#), which includes additional development controls. Contact Council for further information.*

**E15.3.5 North Coffs Harbour**

These controls relate to lands in the North Coffs Harbour area:

**MAP 7 - NORTH COFFS HARBOUR**



**(a) Building Design Statement**

- i) Residential development in these areas is to be medium density in nature, and is to enhance the surrounding bushland environment. Such developments are to provide self-contained accommodation in close proximity to shops, services and tourist facilities.

- ii) Buildings should be designed, located and landscaped to reduce amenity impacts on adjoining properties and public places.

- iii) Proposals are to incorporate the use of natural colours (greys, greens and browns) where practicable.

*Note: This location supports a style of building on steep land which provides for views and solar access.*

**(b) Controls**

**i) Density**

- Tourist:
  - West Diggers: one unit/150m<sup>2</sup>; and
  - Mastrocolas Road: one unit/200m<sup>2</sup>.
- Residential:
  - West Diggers, Mastrocolas Road: one dwelling/200m<sup>2</sup>

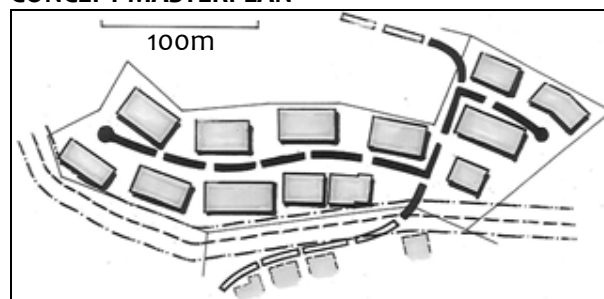
**ii) Setbacks**

- Front: 20 metres
- Side and Rear: Assessed on merit

**E15.3.6 Summit Lands Northern Extension**

These controls relate to lands shown in Figure 1 below:

**FIGURE 1 - SUMMIT LANDS NORTHERN EXTENSION CONCEPT MASTERPLAN**



- KEY**
- Approximate Building Footprint
  - Site Boundary
  - Road Network
  - Approximate Ridgeline
  - 10 metre offset from Ridgeline (20 metres total)

**a) Building Design Statement**

- i) Residential development in this area is to be designed to enhance the surrounding bushland environment and maximise visual and social amenity.

**b) Controls**

**i) Density**

- Development should accord with the Masterplan in Figure 1 and achieve a minimum ‘yield’ of 49 dwellings, situated within the building footprint identified.
- The maximum dwelling yield shall not exceed the target density by more than 15%.

**ii) Setbacks**

The minimum setback requirements are:

- all dwellings must front the street; and
- side and rear: assessed on merit.

Buildings must be set back a minimum of 10 metres from the ridgeline, as shown in Figure 1.

*Note: Merit assessment of side and rear boundaries will have regard to:*

- streetscape;
- amenity of surrounding properties; and
- setbacks of neighbourhood development.

**iii) Building Location and Landscape Design**

The following principles are to be considered:

- the 10 metre vegetated ridgeline corridor buffer is to provide visual amenity and a habitat link through the proposed development;
- any requirement for bush fire mitigation should be provided outside of this zone;

- the density of development, particularly on the upper levels of these lands, should be reduced to mitigate visual impact;
- buildings on upper lands should be smaller in size and occupy a smaller footprint. This will reduce the overall physical bulk of the development and ensure optimal scope for vegetation between buildings;
- where possible, new tree planting should incorporate clean trunked native trees to frame views and allow canopies to rise above rooflines to become visually dominant over surrounding built form;
- the layout of the development should incorporate broader areas of open space where taller native trees with large canopies could be planted;
- street tree planting should be optimised to reinforce the visual significance of trees throughout the development; and
- consideration should be given to the use of a mix of native tree species, planted informally and in groups.

**iv) Noise Mitigation**

Assessment is to be undertaken by an appropriately qualified person, having regard to the following guidelines: [NSW Industrial Noise Policy \(1999\)](#) and the [NSW Road Noise Policy \(2011\)](#) for any development on this site.

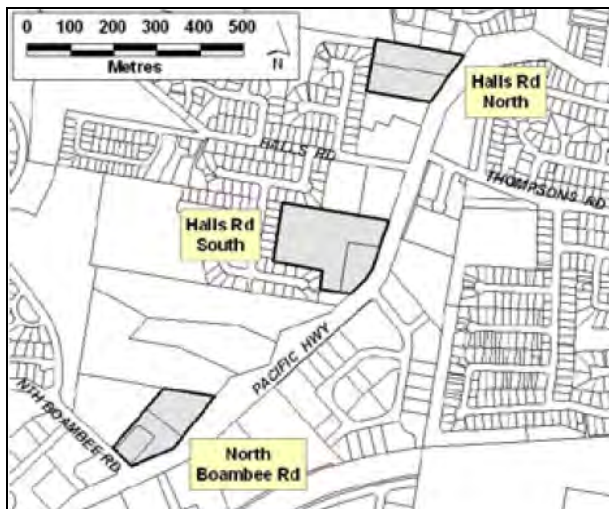
**v) Garbage Collection Services**

- The road design shall provide for waste servicing vehicles and appropriate legal arrangements shall be put in place to facilitate access for this service.

**E15.3.7 South Coffs Pacific Highway**

These controls relate to lands in the South Coffs Harbour area:

**MAP 8 - SOUTH COFFS PACIFIC HIGHWAY**



**a) Building Design Statement**

- i) Developments is to be of a medium density nature. Activities on these sites shall complement nearby bushland and koala habitat areas.
- ii) Buildings will be suitably landscaped to reduce Pacific Highway noise and be constructed from materials which are in character with surrounding buildings.
- iii) Suitable landscape buffers to koala habitat should be provided.

**b) Controls**

- i) **Density**
  - Tourist: one unit/150m<sup>2</sup>; and
  - Residential: one dwelling/200m<sup>2</sup>.
- ii) **Setbacks**
  - Front: 20 metres to Pacific Highway, six metres to other roads; and
  - Side and Rear: three metres, reduced to one metre where the building height is less than three metres.

**B15.3.8 Boambee Bay**

These controls relate to lands shown in the following figure:

**MAP 9 - BOAMBEE BAY**



**a) Building Design Statement**

- i) Development is to be resort-style accommodation in a natural setting. The character is to emphasise the surrounding bushland, Boambee Creek and its environmental values. On-site facilities such as swimming pools and playgrounds are to provide a relaxing and recreational atmosphere.
- ii) Designs are to be in keeping with the natural setting, with landscaping providing natural shade areas. Designs are to minimise overlooking of adjoining units to enhance privacy. Building materials should complement the natural environment in terms of colour and types used.



**b) Controls**

**i) Density**

- Tourist: one unit/100m<sup>2</sup>; and
- Residential: one dwelling/300m<sup>2</sup>.

**ii) Setbacks**

- Front: six metres; and
- Side and Rear: three metres, reduced to one metre where the building height is less than three metres.

**B15.3.9 Sawtell**

These controls apply to the Sawtell area shown:

**MAP 10 - BORONIA STREET**



**MAP 11 - MURRAYS BEACH**



**a) Building Design Statement**

- i) Development is to support medium density accommodation in a beachside environment.
- ii) Development should promote a relaxed living atmosphere enhanced by ease of access to beaches, sporting facilities and general recreation areas such as playgrounds and reserves.
- iii) Buildings should incorporate elements such as pitched rooflines, shade structures (landscaping or built) and balconies. Use of a variety of materials is to provide an interesting design which will enhance the surrounding environment.

**b) Controls**

**i) Density**

- Tourist: one unit/200m<sup>2</sup>; and
- Residential: one dwelling/400m<sup>2</sup>.

**ii) Setbacks**

- Front: six metres; and
- Side and Rear: three metres, reduced to one metre where the building height is less than three metres.

**E15.3.10 Coffs Harbour CBD Southern Approach**

These controls apply to lands shown in the Coffs Harbour CBD Southern Approach area:

**MAP 12 - COFFS HARBOUR CENTRAL**



**a) Building Design Statement**

- i) This site provides higher density development in close proximity to the City Centre, public transport and facilities such as restaurants and shops.

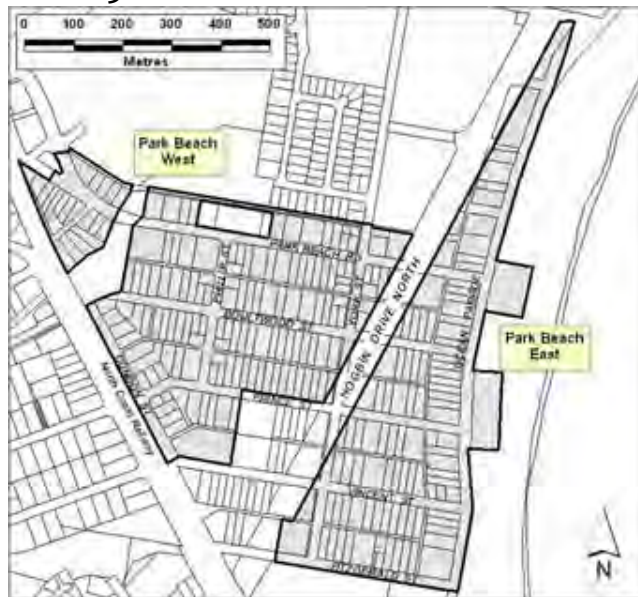
**b) Controls**

- i) **Density**
  - Tourist: one unit/80m<sup>2</sup>; and
  - Residential: one dwelling/100m<sup>2</sup>.
- ii) **Setbacks**
  - Front: six metres; and
  - Side and Rear: three metres, reduced to one metre where the building height is less than three metres.

**E15.3.11 Park Beach**

These controls apply to the Park Beach area shown:

**MAP 13 - PARK BEACH**



**a) Building Design Statement**

- i) Development can be medium density which provides holiday accommodation near tourist facilities, shops, sporting facilities and beaches.
- ii) Development will be sympathetic to the surrounding built and natural environment and be of a style in keeping with adjoining buildings.
- iii) Buildings should contain elements which reflect the nearby Park Beach environment - balconies to enhance solar access, curved or pitched rooflines, light colours and materials, as well as different types of materials.



**b) Controls – Park Beach West**

**i) Density**

- Tourist: one unit/150m<sup>2</sup>; and
- Residential: one dwelling/200m<sup>2</sup>.

**ii) Setbacks**

- Front: six metres; and
- Side and Rear: three metres, reduced to one metre where the building height is less than three metres.

**c) Controls – Park Beach East**

**i) Density**

Unit Size (GFA)	Min. Site (land) Area required per unit
Motel/Tourist Accommodation (<50m <sup>2</sup> )	40m <sup>2</sup>
Small residential dwelling (<55m <sup>2</sup> )	50m <sup>2</sup>
Medium residential dwelling (55-70m <sup>2</sup> )	60m <sup>2</sup>
Large residential dwelling (>70m <sup>2</sup> )	80m <sup>2</sup>

**NB: Motel/Tourist accommodation >50m<sup>2</sup> must comply with residential provisions**

- Proposals which involve a mix of dwelling sizes will be determined on merit, consistent with the maximum allowable height limit that applies to the site.
- The consolidation of allotments may be necessary to meet these densities.

**ii) Setbacks (South of Park Beach Road)**

- Front: six metres; and
- Side and Rear: three metres, reduced to one metre where the building height is less than three metres.

**iii) Setbacks (North of Park Beach Road)**

- Setbacks for this area are indicated in Figures 1 and 2 shown below.

**E15.2.12 Coffs Harbour Jetty**

These controls apply to lands shown in the Coffs Harbour Jetty area:

**MAP 14 - COFFS HARBOUR JETTY**



**a) Building Design Statement**

- i) These sites provide predominantly medium-high density residential developments in close proximity to the Jetty Village, public transport and facilities such as restaurants and shops.

**b) Controls**

**i) Setbacks**

- Front: A 3.5 metre 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 (see Figure 3); and
- Side and Rear: six metres, reduced to three metres where the building height is two storeys or less.

FIGURE 1

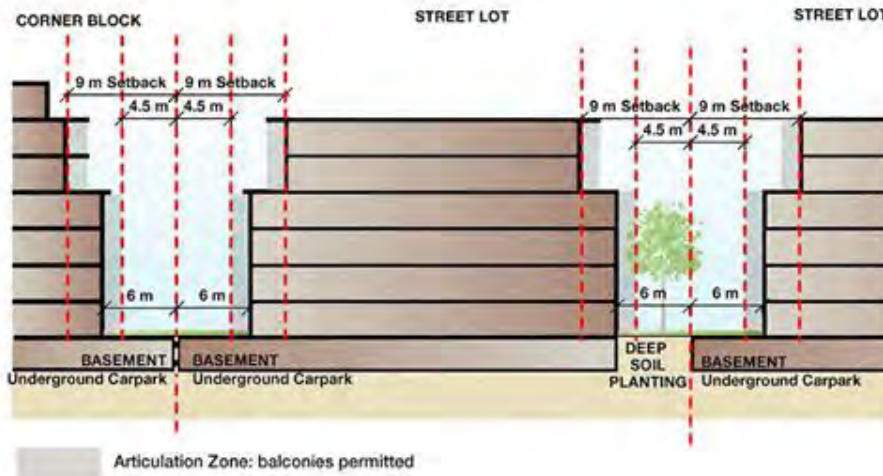
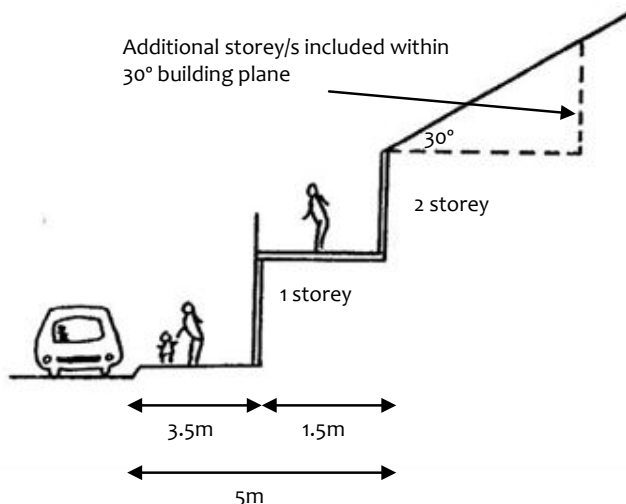


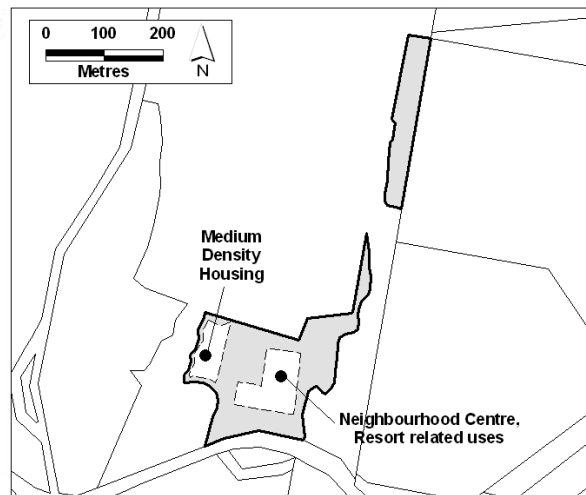
FIGURE 2



FIGURE 3



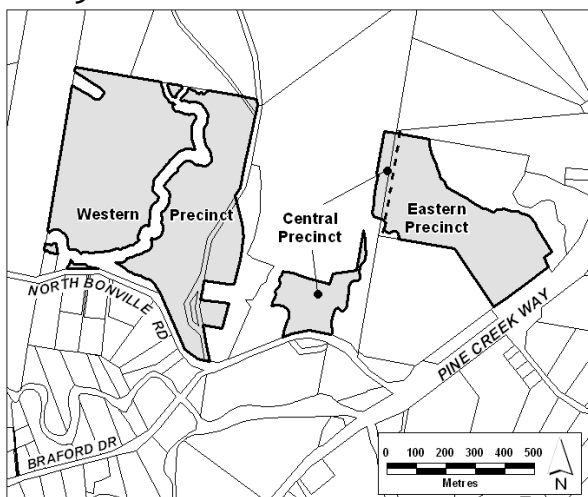
MAP 16 – CENTRAL PRECINCT DETAIL



E15.3.13 Bonville

These controls apply to the Bonville area shown on Map 15:

MAP 15 - BONVILLE



a) Building Design Statement

i) Western and Eastern Precincts

Develop residential areas in character with, and connecting with the landscape and rural surroundings, the tourist functions and the landscape qualities of the adjacent Bonville Golf Resort.

ii) Central Precinct

- The Neighbourhood Centre is to provide a range of retail and personal services to support the population of the adjoining residential areas.
- The Neighbourhood Centre is to connect with the adjacent residential dwellings, which benefit from pedestrian and cycleway access.
- Development within the precinct is to protect and enhance the natural heritage and natural conservation areas.

iii) Western and Eastern Precincts

• Building Design Statements

- Residential development is to respond in form and siting to the topography and street layout.
- Development is to allow for connectivity through provision of open space networks to encourage walking and cycling.

- Development is to be sited and designed to enable a suitable landscape buffer to the adjacent rural and rural residential lands.
- To consolidate medium density housing to key sites to enable an appropriate mix of housing types.
- To achieve a scale of development that responds to the significant landscape setting of the Bonville Golf Resort.
- New buildings are to maintain the landscape setting by minimising alterations to the landform and preserving, where possible, existing significant trees.
- Buildings are to be sited and designed within highly visible gardens.
- Development is to maximise opportunities for key views into and from the site.
- Development is to achieve a reasonable separation between buildings to ensure a sense of openness in which the landscape setting predominates.
- Building setting and design are to achieve appropriate access to daylight; incorporate adequate natural ventilation; and achieve visual and acoustic privacy.

**b) Controls**

**i) Density and Dwelling Yield**

**Western/Eastern**

- Low Density Housing: 550m<sup>2</sup> per allotment; and
- Medium Density Housing: 35 dwellings/hectare.
- The precincts are to provide a mix of low density and medium density housing.

- Development of this precinct must comply with the following table:

<b>Precinct</b>	<b>Low Density</b>	<b>Medium Density</b>
Western	209	97
Central	0	42
Eastern	109	44
<b>TOTAL</b>	<b>318</b>	<b>183</b>

**ii) Setbacks**

**Western and Eastern**

- Low Density Housing:
  - Front: five metres;
  - Side:
    - two metres (single storey); and
    - three metres (two storeys or greater).
  - Rear: Minimum of 20% of average site length;
- Medium Density Housing:
  - Front: six metres;
  - Side: three metres; and
  - Rear: 10 metres.

**c) Central Precincts**

**i) Building Design**

- Development is to retain the natural heritage conservation values, including areas of scenic beauty, views and vistas to landmarks, the backdrop of vegetation, the predominance of landscape over buildings, and a tranquil ambience.
- Buildings are to be sited and designed to create positive exterior public and communal spaces and to create a sense of arrival upon entering the precinct.
- Development is to create opportunities for centralised communal open space areas that are associated with access points to key buildings/ facilities in the precinct.



As reported to Council 9 May 2013

Attachment 1

- New buildings are to respect the scale of the landscape setting.
- Development is to ensure appropriate sitting and orientation of the neighbourhood centre to provide adequate access to sunlight and achieve good natural ventilation.

i) **Density**

- Neighbourhood Centre: maximum of 5,000m<sup>2</sup> gross floor area (GFA);
- BIG Resort related uses: maximum of 3,000m<sup>2</sup> GFA; and
- Medium Density Housing: 25 dwellings/hectare.

ii) **Setback**

- Medium Density Housing:
  - Front: six metres;
  - Side: three metres; and
  - Rear: 10 metres.

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## **BANK BALANCES AND INVESTMENT FOR MARCH 2013**

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### **Purpose:**

To list Council's Bank Balances and Investments as at 31 March 2013.

### **Description of Item:**

A copy of the state of Bank Balances and Investments as at 31 March 2013 is attached.

It should be noted that Council is required to account for investments in accordance with the Australian International Financial Reporting Standards. As such the ledger balances at the end of each month reflect market value movements which would be inclusive of accrued interest.

Interest when paid, say quarterly, would result in reductions in the market value of the investments.

The Investment Report reflects the above requirements and reflects the interest earned (or accrued) on each investment, based on the acquisition price.

Reports written by CPG Research & Advisory Pty Ltd (Council's investment portfolio advisors) which examine economic and financial markets data for March 2013 and review the performance of Council's investment portfolio are available in the Councillors Resource Centre.

### **Sustainability Assessment:**

- **Environment**

There are no perceived current or future environmental impacts.

- **Social**

There are no perceived current or future social impacts.

- **Civic Leadership**

Council invests surplus funds to maximise investment income and preserve capital to assist with funding requirements for projects listed under the Coffs Harbour 2030 Community Strategic Plan.

- **Economic**

#### **Broader Economic Implications**

Council's investments are held according to the requirements stated within Council's investments policy and the returns are acceptable in relation thereto. In the long term earnings from investments can vary due to economic conditions and financial markets. Council constructs its investment portfolio with consideration of current conditions and to comply with the DLG investment policy guidelines.



### **Delivery Program/Operational Plan Implications**

For March 2013 it is noted that after deducting, from the total bank and investment balances of \$177,630,260 the estimated restricted General, Trust, Water and Sewerage cash and investments (\$175,665,666), the Unrestricted Cash is \$1,964,594.

Further details are provided as a note on the attachment.

#### **Recommendation:**

- 1. That the bank balances and investments totaling (from loans, Section 94 and other avenues that form the restricted accounts and are committed for future works) one hundred and seventy seven million, six hundred and thirty thousand, two hundred and sixty dollars (\$177,630,260) as at 31 March 2013 be noted.**
- 2. That the general fund unrestricted cash and investments totaling one million, nine hundred and sixty four thousand, five hundred and ninety four dollars (\$1,964,594) as at 31 March 2013 be noted.**

**BANK BALANCES AND INVESTMENTS AS AT 31 MARCH 2013**

	Credit Rating at 31/3/13	Legal Maturity	Acquisition Price \$	Market Value as at 1/3/13 \$	Market Value as at 31/3/13 \$	Income Earned (net of fees) Financial Yr to Date \$	Monthly Return (Managed Funds) / Current	Risk of capital not being returned
<b>OVERNIGHT FUNDS:</b>								
<b>Cash - Fair Value movements through profit &amp; loss</b>								
NAB - Bank Accounts	AA			4,486,774	3,322,041	(19,644)	2.82	Low
UBS Cash Management Trust	AA			1,571,881	268,628	(12,186)	2.14	Low
Members Equity Bank - Business Investment Account	BBB			24,202	24,279	632	3.75	Low
NAB Professional Funds Account	AA			14,091,804	14,091,804	204,705	3.40	Low
Delphi Bank - Cash M'ment Acct	NR			199,963	207,136	2,743	2.50	Low
Rabodirect - Savings Account	AA-			-	356,756	236	3.45	Low
Suncorp Business Saver	A-			317	319	5	3.25	Low
CUA Prime Access	NR			81	81	993	0.01	Low
Total				20,375,023	18,271,044	177,485		
<b>BENCHMARK RATE - 11 AM INDICATIVE CASH RATE</b>							3.00	
<b>BENCHMARK RATE - UBS BANK BILL INDEX</b>							2.94	
<b>Term Deposits - Fair Value movements through profit &amp; loss</b>								
Investec 17/11/14	BBB-	17/11/2014	8,000,000	8,468,717	8,519,879	452,213	7.53	Low
Investec 29/6/16	BBB-	29/06/2016	1,000,000	1,050,141	1,056,485	56,076	7.47	Low
Investec 8/7/15	BBB-	8/07/2015	1,000,000	1,052,544	1,058,668	60,248	7.21	Low
Investec 8/8/16	BBB-	8/08/2016	2,500,000	2,593,477	2,607,682	31,617	6.69	Low
Investec 6/6/17	BBB-	6/06/2017	2,000,000	2,080,184	2,089,425	81,675	5.44	Low
Investec 14/8/15	BBB-	14/08/2015	1,800,000	1,862,468	1,872,298	72,298	6.43	Low
AMP 24/5/16	A	24/05/2016	5,000,000	5,281,918	5,313,130	276,700	7.35	Low
AMP 29/4/13	A	29/04/2013	500,000	521,491	523,412	18,884	4.40	Low
AMP 10/3/14	A	10/03/2014	2,000,000	-	2,005,005	5,005	4.35	Low
Arab Bank* 13/5/13	A-	13/05/2013	2,100,000	2,159,505	2,168,868	68,868	5.25	Low
Arab Bank* 31/5/13	A-	31/05/2013	1,500,000	1,538,404	1,545,092	45,092	5.25	Low
Westpac	AA	27/06/2014	1,000,000	1,032,767	1,038,288	48,616	6.50	Low
NAB 8/3/15	AA	8/03/2015	2,000,000	-	2,005,633	5,633	4.47	Low
NAB 12/3/15	AA	12/03/2015	2,500,000	-	2,505,869	5,869	4.51	Low
Delphi Bank 29/1/15*	A	29/01/2015	2,000,000	2,006,735	2,007,457	90,031	4.39	Low
Delphi Bank 14/2/14*	A	14/02/2014	5,000,000	5,007,726	5,037,664	169,616	7.05	Low
Delphi Bank 5/8/15*	A	5/08/2015	2,000,000	2,210,362	2,221,742	69,236	6.70	Low
Delphi Bank 7/3/14*	A	7/03/2014	1,500,000	1,603,142	1,506,953	81,313	7.05	Low
Credit Union Australia 11/4/14	BBB	11/04/2014	1,000,000	1,060,352	1,066,145	51,196	6.82	Low
Credit Union Australia 12/5/14	BBB	12/05/2014	2,000,000	2,108,530	2,120,013	101,493	6.76	Low
Credit Union Australia 9/5/14	BBB	9/05/2014	500,000	524,126	526,653	22,415	5.95	Low
Bankwest	AA	27/08/2013	2,000,000	2,061,836	2,072,197	91,584	6.10	Low
Quay Credit Union 9/8/13	NR	9/08/2013	1,000,000	1,101,151	1,106,671	48,795	6.50	Low
Quay Credit Union 23/5/13	NR	23/05/2013	1,500,000	1,563,514	1,570,521	61,932	5.50	Low
Suncorp 11/8/14	A-	11/08/2014	3,000,000	3,103,562	3,119,614	124,792	6.30	Low
Suncorp 23/12/13	A-	23/12/2013	1,000,000	1,033,968	1,038,249	37,835	5.04	Low
Bank of Queensland 3/9/17	BBB+	3/09/2017	2,000,000	2,055,107	2,064,704	64,704	5.65	Low
Bank of Queensland 4/2/18	BBB+	4/02/2018	3,000,000	3,010,159	3,023,281	23,281	5.15	Low
Bank of Queensland 5/3/18	BBB+	5/03/2018	2,000,000	-	5,007,266	7,266	5.10	Low
Rabo Direct 24/3/16	AA-	24/03/2016	5,000,000	5,334,973	5,005,877	275,226	7.15	Low
Rabo Direct 10/8/15	AA-	10/08/2015	1,000,000	1,037,263	1,042,953	50,295	6.70	Low
ING 11/4/13	A	11/04/2013	2,000,000	2,254,458	2,265,907	101,193	6.74	Low
ING 21/5/13	A	21/05/2013	1,000,000	1,118,428	1,124,068	49,845	6.64	Low
ING 17/8/17	A	17/08/2017	2,000,000	2,073,437	2,083,646	83,646	6.01	Low
ING 6/9/17	A	6/09/2017	2,000,000	2,053,699	2,063,211	63,211	5.60	Low
ING 15/4/13 (Regional Park Trust)	A	15/04/2013	1,338,893	1,336,115	1,341,018	41,018	3.62	Low
Wide Bay 29/7/16	BBB	29/07/2016	1,000,000	1,005,836	1,011,866	52,558	7.10	Low
Wide Bay 8/8/16	BBB	8/08/2016	1,000,000	1,003,890	1,009,921	53,688	7.10	Low
ME Bank 11/4/13	BBB	11/04/2013	1,000,000	1,006,567	1,010,559	10,559	4.70	Low
ME Bank 20/5/13	BBB	20/05/2013	1,000,000	1,006,148	1,009,885	9,885	4.40	Low
Police Credit Union	NR	26/02/2015	1,000,000	1,000,254	1,004,186	4,186	4.63	Low
Beirut Hellenic Bank 2/5/13	NR	2/05/2013	2,500,000	2,508,784	2,518,870	18,870	4.75	Low
Beirut Hellenic Bank 20/6/13	NR	20/06/2013	1,000,000	1,003,314	1,007,119	7,119	4.48	Low
Heritage Bank	BBB+	4/04/2013	2,000,000	-	2,005,699	5,699	4.00	Low
CBA	AA	29/10/2017	5,001,064	3,037,579	3,037,579	68,760	3.11	Low
Total			92,239,957	82,872,630	96,341,228	3,170,041		

Credit Rating at 31/3/13	Legal Maturity	Acquisition Price \$	Market Value as at 1/3/13 \$	Market Value as at 31/3/13 \$	Income Earned (net of fees) Financial Yr to Date \$	Annualised Monthly Return (Managed Funds) / Current Coupon	Risk of capital not being returned
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**Floating Rate Notes:**

**Available for Sale Accounting - movements through equity.**

Queenslanders CU 3/6/13	NR	3/06/2013	503,170	498,433	499,432	40,534	4.08	Low
<b>Sub Total</b>			503,170	498,433	499,432	40,534		

**Fair Value through Profit & Loss Accounting - movements through profits & loss.**

NAB	AA-	15/02/2017	4,030,700	4,161,440	4,188,000	288,996	4.77	Low
Credit Suisse	A+	18/03/2014	501,745	505,597	502,335	23,194	4.23	Low
Bank of Queensland	BBB+	7/12/2015	3,000,000	3,032,940	3,013,680	48,509	4.58	Low
Royal Bank of Scotland 10/3/14	A+	10/03/2014	5,000,000	5,098,702	5,060,850	326,361	5.00	Low
CBA	AA	24/12/2015	12,806,419	12,612,712	13,084,452	783,808	4.11	Low
Macquarie Bank 9/3/17	A	9/03/2017	5,000,000	5,246,155	5,305,990	541,224	5.95	Low
Macquarie Bank 24/2/14	A	24/02/2014	1,001,180	1,006,850	1,010,230	45,243	4.86	Low
Westpac	AA-	20/02/2017	5,000,000	5,179,800	5,199,700	354,186	4.59	Low
Arab	AA-	12/12/2014	5,000,000	5,008,655	5,016,330	73,166	4.58	Low
Royal Bank of Scotland 17/2/12^	BBB	17/02/2017	2,501,100	1,996,275	2,197,225	366,793	3.20	Low
<b>Sub Total</b>			43,841,144	43,849,127	44,578,792	2,851,478		
<b>Total</b>			44,344,314	44,347,560	45,078,224	2,892,012		

**CPPI Notes (Constant Portfolio Protection Insurance)**

**Available for Sale Accounting - movements through equity.**

Averon # (now ZCB)	AA+	20/06/2013	1,500,000	1,483,350	1,487,400	45,300	0.00	Low
Keolis # (now ZCB)	BBB	24/08/2013	1,000,000	985,000	987,300	23,000	0.00	Low
<b>Sub Total</b>			2,500,000	2,468,350	2,474,700	68,300		

**Fair Value through Profit & Loss Accounting - movements through profits & loss.**

Lehman #	D	15/06/2009	300,000	6,805	6,805	-	0.00	High
Lehman #^	D	15/06/2009	500,000	34,223	34,223	-	0.00	High
<b>Sub Total</b>			800,000	41,028	41,028	-		
<b>Total</b>			3,300,000	2,509,378	2,515,728	68,300		

	Credit Rating at 31/3/13	Legal Maturity	Acquisition Price \$	Market Value as at 1/3/13 \$	Market Value as at 31/3/13 \$	Income Earned (net of fees) Financial Yr to Date \$	Annualised Monthly Return (Managed Funds) / Current Coupon	Risk of capital not being returned
<b>Floating Rate Term Deposits:</b>								
Westpac	AA	9/09/2013	2,000,000	2,017,310	2,023,382	80,836	3.81	Low
Bank of Queensland	BBB+	26/02/2016	1,500,000	1,500,368	1,506,073	6,073	4.48	Low
ING	A	27/02/2015	2,000,000	2,000,000	2,007,423	7,423	4.37	Low
NAB Flexi Deposit	AA	16/08/2013	2,000,000	2,002,141	2,008,777	66,046	3.91	Low
Total			7,500,000	7,519,818	7,545,655	160,378		
<b>Fixed Coupon Bonds</b>								
Heritage Bank	BBB+	20/06/2017	6,718,110	3,886,443	6,857,500	289,529	7.25	Low
RBS	A-	27/08/2013	1,004,200	1,017,530	1,020,879	47,619	7.25	Low
Total			7,722,310	4,903,973	7,878,379	337,148		
<b>Other:</b>								
Southern Phone Company Shares	N/A	N/A	2	2	2	48,930	N/A	Low
			2	2	2	48,930		
<b>Securities No Longer Held (excluding Managed Funds).</b>								
Accumulated at February 2013						3,948,573		
ING TD	A	4/03/2013	1,000,000	1,060,268	-	41,009	6.06	Low
ING FRN	A+	22/03/2016	2,500,000	2,596,650	-	208,807	5.63	Low
ING Fixed Bond	A+	22/03/2016	4,000,000	4,421,292	-	395,460	7.00	Low
Esperance 1	D	20/03/2013	1,020,000	701,149	-	357,757	4.85	High
HSBC	AA-	14/03/2018	2,000,000	2,044,523	-	73,823	5.37	Low
BNP FRN	AA	18/03/2015	1,004,230	1,006,418	-	85,210	4.23	Low
Total				11,830,300	-	5,110,639		
<b>GRAND TOTAL (before fees)</b>				<b>174,358,684</b>	<b>177,630,260</b>	<b>11,964,933</b>		
<b>Less Portfolio Fees (Advice &amp; Salary)</b>						(122,004)		
<b>GRAND TOTAL</b>				<b>174,358,684</b>	<b>177,630,260</b>	<b>11,842,929</b>		

# Capital Guaranteed at maturity

^ Ex Infrastructure IMP

\* Rated by Fitch

The dates quoted alongside the name of the product for FRN's, CDO's and Fixed Bonds are first call dates.

First call dates for FRN's & fixed bonds are the likely date of maturity because the investment issuer is severely penalised if monies are not redeemed by that date, via damage in the market to their reputation, increased coupon rates and additional capital requirements by APRA.

Term deposits of \$250,000 or less per financial institution are covered under the Commonwealth Government Deposit Guarantee Scheme & therefore by default have the same credit rating as the Commonwealth Government i.e. AAA.

**Less Unrealised Capital Gains/(Loss) for Available For Sale Investments** \$ **126,127**  
**Income to Profit & Loss** \$ **11,716,802**

**TOTAL CASH & INVESTMENTS AS AT 31 MARCH 2013** \$ **177,630,260**

**LESS ESTIMATED RESTRICTED EQUITY FOR WATER & SEWER FUNDS**

Water Fund \$ 33,536,234  
 Sewer Fund \$ 51,594,175 \$ **85,130,409**

**GENERAL FUND CASH & INVESTMENTS** \$ **92,499,851**

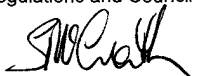
**LESS TRUST FUND BALANCES AS AT 31 MARCH 2013** \$ **1,570,162**

**LESS ESTIMATED RESTRICTED EQUITY FOR GENERAL FUND (developer contributions, grants, reserves etc)** \$ **88,965,095**

**ESTIMATED GENERAL FUND UNRESTRICTED CASH & INVESTMENTS AS AT 31 MARCH 2013**

**Add:** **Unrestricted Cash & Investments as at 30 June 2012** \$ **2,169,818**  
**2012/13 Budget Deficit (Budget Review - 28/2/13 - for adoption 11/4/13)** \$ **(205,224)**  
**Estimated Unrestricted Cash as at 30 June 2013** \$ **1,964,594**

I hereby certify that Council's investments have been made in accordance with the Local Government Act 1993, Regulations and Council's Investment Policy.



Responsible Accounting Officer.

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## COFFS HARBOUR REGIONAL AIRPORT - ACQUISITION OF EASEMENT FOR MANAGEMENT OF VEGETATION

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### **Purpose:**

To obtain approval to acquire an easement over Crown Lands surrounding the Coffs Harbour Regional Airport to ensure access for future management of vegetation.

### **Description of Item:**

Part of the Coffs Harbour Regional Airport (CHRA) is bounded by vegetated Crown Land. CHRA is surrounded by an imaginary line known as the Obstacle Limitation Surface (OLS) which radiates out from the runways at an angle. Civil Aviation Safety Authority (CASA) safety regulations require that nothing should be allowed to penetrate the OLS (including vegetation).

Council (as owner and operator of the CHRA) is responsible for safety compliance, and has over a long period modified vegetation surrounding the CHRA to keep it below the OLS, including vegetation on Crown Land.

The purpose of the Easement is to give Council a legal right to access and modify vegetation on the Crown Land, to comply with the OLS, in perpetuity.

Following extensive negotiations compensation for the acquisition of the Easement has been agreed at \$5000. The parties have agreed that the Easement will be acquired by Council under the Land Acquisition (Just Terms Compensation) Act 1991 (the Act), beginning with a pre-acquisition agreement on compensation under Section 63 of the Act. Council will be responsible for the legal costs of creating the Easement.

Now that agreement has been reached on the amount of compensation and the terms of the Easement (Attachment 1) the processes from hereon in are purely administrative, to acquire and legally create the Easement in favour of Council.

Attached to the report (Attachment 2) is a plan showing the Crown Land over which the Easement is to be created, including a list of title descriptions.

### **Sustainability Assessment:**

- **Environment**

The creation of the Easement will of itself have no environmental impact.

- **Social**

The creation of the Easement will allow Council to comply with CASA's regulations and enable the CHRA to continue to operate safely.

- **Civic Leadership**

The continued safe operation of the CHRA is in accordance with the objectives of Coffs Harbour 2030.

- **Economic**

**Broader Economic Implications**

The CHRA is a major economic driver of Coffs Harbour and the surrounding area and its safe operation is essential for the continuing prosperity of the region.

**Delivery Program/Operational Plan Implications**

The acquisition of the Easement will be funded from the Airport budget and there will be no impact on Councils general fund.

**Consultation:**

There has been extensive consultation on this issue with CASA, State Government staff and relevant Ministers, and Council staff up to and including the General Manager.

**Related Policy and / or Precedents:**

Council has in the past acquired lands and easements for public purposes by compulsory process.

**Statutory Requirements:**

A resolution of Council is required to acquire an Easement by compulsory process under the Land Acquisition (Just Terms Compensation) Act 1991.

**Issues:**

The acquisition and creation of the Easement for management of vegetation is the best method of ensuring that in future Council can comply with the CASA safety regulations in relation to the OLS, and therefore this course of action is recommended.

**Implementation Date / Priority:**

Administrative procedures to create the Easement will commence immediately following Councils affirmative decision.

**Recommendation:**

1. **That Council make application to the Division of Local Government seeking the Ministers approval to make a recommendation to the Governor for Governor's consent to place an acquisition notice in the Gazette to acquire an Easement for Management of Vegetation on the terms set out in Attachment 1 to the report, over the Crown Lands surrounding the Coffs Harbour Regional Airport, shown in red on the map in Attachment 2 to the report, and as described by Lot and Deposited Plan Number in Attachment 2 by compulsory process under the Land Acquisition (Just Terms Compensation) Act, 1991 with the consent of the Crown.**
2. **That Council enter into a pre-acquisition agreement on compensation under Section 63 of the Land Acquisition (Just Terms Compensation) Act, 1991.**
3. **That any necessary documents be executed under the Common Seal of Council.**

## EASEMENT FOR MANAGEMENT OF VEGETATION

1. Full and free right for Coffs Harbour City Council (the “benefited authority”) and every person authorised by it, from time to time to remove and/or modify any vegetation on the servient tenement to comply with the Civil Aviation Safety Authority Obstacle Limitation Surface requirements for the continuing operation of the Coffs Harbour Regional Airport by the benefited authority. In exercising these powers, the benefited authority may enter the land to inspect the easement area at any time to determine compliance with Civil Aviation Safety Authority regulations.
2. The servient tenement will not be permitted to construct or approve any structure within the site of the easement that penetrates the Obstacle Limitation Surface.
3. If the benefited authority no longer requires the easement over the servient tenement for the continuing operation of the Coffs Harbour Regional Airport, it agrees to execute any document necessary to extinguish the easement.
4. In this easement, a reference to:
  - 4.1 The servient tenement include the successors in title to and subsequent owners of the servient tenement;
  - 4.2 The benefited authority includes the authority’s successors, employees, servants and agents.

And it hereby declared that the said easement is intended to be an easement in gross under Section 88A of the Conveyancing Act 1919 and that the said easement may be released, varied or modified by the benefited authority.





**DESCRIPTION OF CROWN LANDS OVER WHICH IT IS INTENDED TO CREATE THE EASEMENT FOR MANAGEMENT OF VEGETATION**

Local Government Area	COFFS HARBOUR
County	FITZROY, RALEIGH
Parish	COFF, BONVILLE
Suburb	COFFS HARBOUR, TOORMINA
<b>Lot</b>	<b>DP</b>
1	1039055
101	1053385
7009	1054087
7040	1054329
7041	1054329
7014	1066741
7013	1068081
7023	1068082
7008	1068087
7057	1075727
7058	1114273
7025	1114279
7030	1114287
7031	1114287
7034	1114307
1	1123775
227	1153262
7304	1155540
7313	1164548
515	721342
293	752817
311	752817
489	752817
96	755536
97	755536
142	755536
226	755536
386	820641
21	850150
7022	1114304
7021	1114304
7020	1114304
205	739570

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## **TENDER RFT-578-TO: PARK BEACH SURF CLUB ACCESS UPGRADE**

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### **Purpose:**

To report on tenders received for Contract RFT-578-TO, for the upgrading of the access to Park Beach Surf Club, and to gain Council approval to accept a tender.

### **Description of Item:**

The Park Beach Surf Club is situated at the end of Surf Club Road, Park Beach. The Club has recently carried out upgrades to the clubhouse. It has become a popular venue for social activities for both locals and visitors, as well as special events such as weddings. The Club is also adjacent to the main access to Park Beach, Coffs Harbour's most popular beach.

While the clubhouse has undertaken major upgrades, the adjacent area has not kept pace. It is tired, out dated, untidy, dysfunctional, and not in keeping with the club house, the beach activities, nor other activities of the area. Due to the importance of the area's amenity, and the impressions it makes on both local residents and visitors, access around the Club has been designed to update the look and allow better facilities and function.

Stage 1 of the work, comprising the construction of a viewing platform on the dunes and a disabled access ramp at the front of the Club, has been completed and well received by users.

The work for this Contract generally comprises:

- Earthworks
- Construction of a new entrance driveway with a turning area including kerb and gutter
- Construction of retaining walls, both decorative and functional
- Drainage construction
- Construction of decorative concrete pathways and vehicle access ways
- Installation of showers, seating and other fixtures
- Turfing and landscaping

Tenders were called in local and capital city newspapers and in Council's Tenderlink portal. Tenders closed at 3:30pm on 9 April 2013.

Tenders were evaluated on the following criteria:

- Tender Price
- Work Health And Safety Management Systems
- Details and logic of the tender construction program to demonstrate understanding of the scope of works.
- Experience and proven performance in similar works.

Three conforming tenders were received from:

- a) Fred Keizer Constructions P/L (Urunga)
- b) Bob Chambers P/L (Coffs Harbour)
- c) AJ Pipelines and Constructions P/L (Coffs Harbour)

**Sustainability Assessment:**

- **Environment**

Environmental considerations have been adopted in the design of the works. Formalised drainage, kerb and gutter, hard and soft landscaping and turfing have all been incorporated to eliminate existing erosion issues in the area.

The area of the worksite is cleared and will not impact on flora or fauna.

Noise and dust during construction may cause short term issues, but correct construction methods will reduce any impact.

The visual amenity of the area will be greatly enhanced by the works, producing a clean looking, modern and functional area.

- **Social**

The project will have the social benefit of providing an attractive functional area for one of the most visited areas in Coffs Harbour, Access to the Club, the viewing platform and the beach will be enhanced, and the provision of addition shower facilities, cycle facilities and seating will add function to the area.

The decorative nature of the hard landscaping, seating and other features will add to the total visual amenity of the work.

The project will provide an attractive, vibrant space for the community to enjoy.

The work is scheduled to be undertaken between May and July, which is the time most likely to have the least adverse impact for the users.

- **Civic Leadership**

Coffs Harbour City Council is responsible for, and maintains the access to Park Beach and the Park Beach Surf Club.

The work is consistent with Council's 2030 Community Strategic Plan with regards to providing best practice urban design and, '*beautiful liveable and accessible spaces for all to enjoy*', as well as infrastructure for sustainable living.

- **Economic**

**Broader Economic Implications**

The provision of these facilities will enhance the area to both local residents and tourists, attracting more people to the Surf Club, Park Beach and Coffs Harbour in general. This is likely to generate financial gains to the Club, other businesses in the area, and aid in the development of the City as a coastal destination.

**Delivery Program/Operational Plan Implications**

The project is jointly funded by a Surf Club Facilities Development Grant from the Department of Sport and Recreation (administered by Surf Lifesaving NSW), and funds from Council's 2012/2013 Operational Plan Budget. The Grant funds approximately 56% of the cost and Council approximately 44%.

The Tender prices include GST and is not the net cost to Council.

**Consultation:**

Consultation with the Surf Club has taken place throughout the project, and will continue through the construction phase.

**Related Policy and / or Precedents:**

Tendering procedures were carried out in accordance with Council policy. Council's Tender Value Selection System was applied during the tender review process to determine the most advantageous offer.

Council's policy is that the tender with the highest weighted score becomes the recommended tender.

**Statutory Requirements:**

The calling, receiving and reviewing of tenders was carried out in accordance with Part 7 Tendering, of the Local Government (General) Regulations 2005.

**Issues:**

There are no issues with regards awarding this Contract

**Implementation Date / Priority:**

The Contract period is 8 weeks. If Council moves to accept the Tender, the project could be completed by early July

**Recommendation:**

**That Council consider tenders received for tender RFT-578-TO for the Access Upgrade at Park Beach Surf Club, and move the motion as detailed in the confidential attachment.**