Appendix U – Coffs Harbour Development Control Plan Compliance Table

Table 1 Coffs Harbour DCP 2015 Compliance

Section	Control	Assessment	Compliance
Part F General Development Controls			
F1.1 Vehicular Access & Manoeuvring - General	• Where possible, driveways are to be provided from laneways and secondary roads rather than primary roads. • Vehicle access and entry points are to be integrated into the building design so as not to dominate the streetscape. • Driveway width and grades, vehicle circulation, passing bays and vehicular ramp width and grades are to accord with Australian Standard 2890. • Vehicles must be able to enter and leave the site in a forward direction. • Driveway crossovers are to be: - designed in accordance with the City of Coffs Harbour's Driveway Specifications, and - located to take into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees, and - located clear of intersections as specified in Australian Standard AS2890, - located to minimise amenity impacts to adjacent properties, and - located to avoid adverse impacts on traffic safety. • Vehicular ramps are to accord with Australian Standard 2890.1. • Vehicle access ramps parallel to the street frontage are not supported.	An accessible drop off zone is proposed on Vernon Street. Space has also been provided to accommodate long-wheelbase vehicles serving the church. Vehicular access is provided via Gordon Street, leading to the above-ground parking levels that serve retail, commercial, visitor, and residential users. The entry is strategically located alongside the Yarilla Place loading dock, maintaining a consistent setback and aligning with the established ground level datum to ensure minimal visual impact.	✓
F1.2 Vehicular Access & Manoeuvring - Residential	• Vehicles must be able to enter and leave the site in a forward direction, where: - the driveway is steep, or - the site fronts a busy road, or - the site has three or more dwellings, or - the street is subject to high pedestrian use, or - the driveway is more than 30 metres in length.	The proposal ensures vehicles can enter and exit the site in a forward direction, with appropriate design marked by a passing point to provide access to and from Gordon Street.	✓

	• Driveways may require 'passing points' (particularly where the driveway is providing access to and from a busy road). • Manoeuvring areas including car parking areas, circulation roadways and access driveways are to be designed in accordance with Australian Standard AS2890 to allow for the 85% Design Car Turning Path template generally and the 99% design vehicle where applicable. • Wherever practicable, a driveway crossover is to be a single lane crossing with a minimum width of 3.0 metres over the footpath, and perpendicular to the kerb alignment. Increased crossing width may be permitted in accordance with AS2890. • Access is to be limited to one point from public road frontage (secondary roads where available) and is to conform to the City of Coffs Harbour's Development Specifications.		
F3.1 Landscaping requirements – general	• Landscaping is to be provided which: – complements and enhances the existing streetscape features of the locality; and – creates human scale at ground level; and – softens buildings and hard landscaping; and – provides privacy.	The proposed landscaping for the development is led by a strategy that enhances the existing context of the site, providing privacy and human scale at ground level.	✓
	• Soft landscaping is to comprise: – species that are sensitive to local climate, topography and natural features (see Appendix 2 of this Plan for a list of recommended landscaping species and non-desirable weed species); and – understorey plantings to visually enhance the development (in keeping with NSW Police Safer by Design: Crime Prevention Through Environmental Guidelines); and – groundcover to minimise unsealed ground; and – deep soil zones to promote large tree growth; and – species that will ensure driver visibility for ingress and egress to the site; and • shade trees to soften the visual impact of large parking areas (where provided).	Soft landscaping will be incorporated throughout the proposed development, comprising native plant species, ground coverage on the public domain and shade trees.	✓
	• Landscaping beds (internal dimensions not including edging or supports) are to be: – a minimum of 1.5 metres in width where trees are likely to reach four metres in height upon maturity; or – a minimum of two metres in width where trees are likely to reach more than four metres in height upon maturity.	Landscaping beds will be incorporated as part of the landscaping proposal and will be designed appropriately.	✓

	• The visual impact of hard landscaping is to be minimised via soft landscaping.	The proposal ensures a balance of hard and soft landscaping will be implemented to achieve appropriate visual impact mitigation and amenity.	✓
	• Shade tree planting is to be provided for every eight parking spaces within parking areas and along public street frontages of parking areas.	Mature shade trees will be planted along the site's three street-facing frontages.	✓
	• Existing high conservation value vegetation, mature trees and high landscape value trees are to be retained on the site and incorporated into the landscaping design wherever possible.	The site does not contain any existing high-conservation vegetation or significant mature trees, so no retention is possible.	✓
	• Where development or subdivision proposals comprise or adjoin high conservation value vegetation, plant species selection for additional soft landscaping is to comprise a mix of bushland friendly species (see Appendix 2 of this Plan) and native vegetation where possible	The scheme incorporates a comprehensive native landscaping strategy with appropriate planting strategies to reinforce local ecological value.	✓
	• Where palms are incorporated into landscape designs, they are to complement and not substitute trees.		✓
	• One (1) street tree is to be planted for every 5 - 10 metres of the development's public road frontage.		✓
F3.3 Landscaping requirements – commercial areas	• Soft landscaping is to be provided on land zoned E1 Local Centre and E2 Commercial Centre under Coffs Harbour LEP 2013: - within the front setback area (if provided); and - in parking areas; and - in rear setback areas that are visible from streets, laneways, service roads, railway lines or residential development.	The proposal provides substantial soft landscaping across all publicly visible setback areas, meeting the intent of this provision. Softscape elements are incorporated along Riding Lane, Vernon Street and Gordon Street through native planting, tree pits and landscaped buffers, and additional planting is provided within and around the car park interface and podium setback zones.	✓
F6.1 Waste Requirements – general	• A three stream waste separation system is to be provided to cater for all waste generated by the development.	The proposal accommodates a three-stream waste separation system with capacity for appropriately sized bulk bins, consistent with Council's weekly waste generation rates and the needs of the mixed-use program. Detailed bin sizing, generation rates and collection arrangements are addressed in the	✓
	• The following variables are to be considered in the calculation of waste generation rates: - the number of occupants; - size of dwellings; - nature of business; - nature of waste being generated;		✓

	- frequency of collections; and - peak season volume changes.	Waste Management Plan (**Appendix R**), which supports the dedicated waste room and collect-and-return servicing from Gordon Street.	
	• The number and type of bins required for waste separation systems are to suit the type of development and may include any of the following options: - 240 litre lime green-lidded bin for organics (green waste and food waste, collected weekly); and 240 litre yellow-lidded bin for recycling (collected on alternate fortnights); and 240 litre red-lidded bin for residual garbage (collected on alternate fortnights); or - 660 litre red and yellow-lidded bulk bins (collected weekly) for multi dwelling housing (with six or more units) or commercial development; or - 1,100 litre red and yellow-lidded bulk bins (collected weekly) for multi dwelling housing (with ten or more units) or commercial development; or - $1m^3$ to $3m^3$ bulk bins for commercial and industrial development (with no council service).		✓
	• Align with maximum weekly waste generation rates collected through the City of Coffs Harbour's standard waste collection service.		✓
F6.4 Access and design requirements	• Development and subdivision proposals are to be designed: - to enable waste collection vehicles to travel in a forward direction wherever possible; and - to include either a bowl 'T' or 'Y' shaped arrangement where waste collection vehicles are required to turn at a cul-de-sac head; and - to enable placement of mobile garbage bins at the kerbside for collection; and - so as not to interfere with parked cars on access roads; and - to allow for collection vehicle overhang and minimise interference with bins and road furniture; and - to enable waste collection vehicles to complete a full U-turn in a three-point turn; and - to ensure that a minimum ceiling height of six metres is provided where bulk bins are to be retrieved from within a building.	Waste collection is managed via a dedicated service bay on Gordon Street, enabling safe forward-in/forward-out movements without conflicting with parked cars or the public domain. The Traffic Impact Assessment (**Appendix N**) confirms that bin presentation, vehicle access, manoeuvring and ceiling clearances comply with operational requirements for bulk bin collection.	✓
	• Development is to be designed so that road geometry complies with the following: - a maximum road gradient of 10% for turning heads; - a maximum longitudinal road gradient of 20%; - a minimum radius of 11.25 metres and a minimum width of four metres; - a minimum kerb radius of 8.5 metres at the outside of turn; and - an industrial strength pavement to withstand a maximum wheel loading of seven tonnes per axle.	The development utilises on-street collection from Gordon Street, where existing gradients, pavement strength and turning geometry are suitable for service vehicle access. No internal turning heads are required, and the arrangement enables compliant forward movements and manoeuvring within the public	✓

		road network. Refer to the Traffic Impact Assessment at **Appendix N** for further detail.	
	• Where waste collection vehicles are proposed to enter private property for collection purposes: - a sufficient manoeuvring area is required to be provided for collection vehicles; and - approval is to be conditional upon the submission of a Section 88B Instrument (or inclusion of an appropriate Clause within a Management Statement for community title schemes or by-law for strata schemes) that allows for collection vehicles to access the land and indemnifies the City of Coffs Harbour and its contractors.	The development does not require collection vehicles to enter the site, as servicing is accommodated directly from Gordon Street.	✓
Part G3 Coffs Harbour City Core Precinct			
G3.2 Setback Requirements	• Where a front setback requirement is shown on the Front Setbacks Map for land zoned E2 Commercial Centre under Coffs Harbour LEP 2012, buildings are to be setback in accordance with the city core built form diagram.	Site is subject to merit assessment as per City Core Built Form map.	✓
G3.3 Design Requirements – General	• New development is to be of a high quality with a mix of uses that encourage safety and activity during the day and night. • New buildings are to generally take the form of edge defining mixed use podium buildings with active frontages at street level. • Podium buildings and above podium level tower buildings are to be: - generously spaced and are to avoid creating a continuous 'wall' of towers which would block sunlight to streets and be of inappropriate scale and bulk; and - are to be designed in accordance with the principles of the city core built form diagrams contained in G3.2 of this Plan. • Where tower buildings are proposed, the maximum tower footprint permitted is 600m^2 (building footprint, not gross floor area). • New development is to maximise permeability of the city block in accordance with the 'desired pedestrian links' diagram contained in G3.1 of this Plan. • Development Applications for buildings greater than four storey in height, must accompanied by a Wind Assessment, which includes details of measures to mitigate any adverse wind effects on the public domain.	The proposed development is of high quality and offers a range of uses including community facilities, retail and commercial tenancies to bolster the place of worship and residential amenity and safety. The proposal ensures a defined ground plane with activated street frontages along Gordon Street and Vernon Street. Proposed development incorporates a contextually considerate and well-articulated podium and tower, ensuring minimal perceived bulk. SSDA will be accompanied by a pedestrian wind assessment (**Appendix HH**), demonstrating the proposal's minimal impacts and appropriate mitigation measures.	✓