



7.1.3 Precinct 3 – Industrial

Precinct 3 is dissected by England's Road. To the north of this precinct is Newport's Creek; to the east is the RTA's preferred Pacific Highway bypass route, Isles Drive and Industrial Drive Industrial Park. The total area of precinct 3 that has potential for development is 108 hectares. Currently the majority of the area is 1A Rural Agriculture under the *Coffs Harbour Local Environmental Plan 2000*. Throughout the area some pockets are zoned as 7A Environmental Protection – habitat and catchment.

The main issues and land use features of this precinct include the following:

- ▶ Several pockets of primary and secondary koala habitat, bushfire habitat and tall open forest are scattered throughout this precinct.
- ▶ Undulating landscape with prominent hills to the south and west. Portions of Englands Road is sited on several ridgelines which run in an north south direction as well as in a east west direction (approximately from 20 to 60 AHD).
- ▶ A natural and formed watercourse (Newport's Creek) flowing east to west and north through the centre of the area.
- ▶ Vegetated hill slopes and ridgelines.
- ▶ Several rural properties.
- ▶ The precinct has several landowners.
- ▶ Existing banana plantations.
- ▶ Close proximately to existing industrial area (east).

Development Issues and Opportunities

- ▶ ***Slope characteristics:*** Precinct 3 is sited on a ridgeline, which gradually drops to the south towards Newport's Creek. Development in this area is constrained by steeply sloping land. Within precinct 3 a slope analysis was undertaken as shown in Appendix Figure 5. Within this industrial precinct slopes constraints can be overcome by careful design and by adoption of site management techniques that ensure land surface stability. Given the shortage of developable industrial land and the current high levels of demand, this is unlikely to be a precluding constraint. Therefore for the purposes of this structure plan slopes over 17% will require further investigation (such as cut and fill techniques).
- ▶ ***Flood:*** (refer to Appendix Figure 12) Flooding within this precinct emanates from surface waters and discharges from Newport's Creek. The current flood studies (Bewsher Consulting, 1991) for this area date back to 1991 and do not consider the affects of the RTA's preferred Pacific Highway bypass route. Appendix Figure 12 illustrates sections previously identified in the Bewsher Consulting (1991) flood study as high hazard floodway. There are sections within the study area are not designated watercourses and therefore it may be possible for them to be replaced by an engineering solution. Therefore these areas have been identified as 'flood ways subject to further investigation' and are not considered a hard constraint. Furthermore, further studies need to be undertaken to determine the extent of this constraint and controls imposed to ensure that there are no adverse impacts from flooding on adjoining areas.
- ▶ ***Vegetation:*** (Refer to Appendix Figure 14) much of the precinct has been cleared for agricultural purposes. However, there are several pockets of Tall Open Forest and Open Forest Communities as well as some unidentified vegetation, which are mostly located along the ridgelines. Disturbance of



these communities is to be avoided. The remaining vegetation communities on the southern boundary of the precinct should be conserved and actively rehabilitated to create viable corridor links between the open space areas and west to Boambee State Forest.

- ▶ *Koala Habitat:* Both Primary and Secondary Koala Habitat are located in this precinct. Until further ground truthing is completed, application of the precautionary principle when determining development outcomes should be a foremost consideration in the rezoning and development of this precinct.
- ▶ Traffic – access will be from Englands Road.
- ▶ Additional industrial land is required in Coffs Harbour to accommodate the future needs of the expanding population that require various goods and services from uses established in industrial areas.
- ▶ An alternative haulage access route is needed for North Boambee quarry given further residential development is proposed along North Boambee Road. A haulage route along North Boambee Road will continue to cause significant land use conflicts and reduce its amenity. Given Englands Road has the potential for industrial development and therefore will service truck movements, a haulage route through this precinct would be preferred.

Desired Future Character

This precinct should be seen as an extension of the existing industrial development at Isles and Industrial Drive with the opportunity to capitalise on existing and proposed transport links, infrastructure services and nearby support services. Industrial development will reinforce and enhance the existing structure and connectivity of Englands Road Industrial Estate. Due to the undulating landscape small industrial lot sizes are suited to this precinct (1000 m² to 2500 m²).

Much of this precinct will be constrained from other development (such as residential) due to existing industrial development to the east and a potential haulage road through the precinct. Watercourses and existing vegetation should be conserved and enhanced and integrated to enhance wildlife corridors.

Design Outcomes and Recommendations

- ▶ The expansion of the industrial area on Englands Road in this precinct will amount to approximately 25.8 hectares of industrial land (not including internal roads) or between 103 and 258 lots between 1000 m² to 2500 m². This will provide a small increase in industrial land supply for Coffs Harbour.
- ▶ This is a unique opportunity to provide a high quality development, within an established bush land setting. The land use mix includes general industrial, service uses, warehousing, storage uses, technology, research and development and manufacturing. Retail or bulky goods uses will not be supported within this precinct.
- ▶ While this precinct is mostly industrial in nature, identifying ways of enhancing the aesthetics of the precinct including signage to define the precinct, encourage landscaping wherever possible to improve its appearance and amenity and developing walking and cycling tracks.
- ▶ There will be a need to protect any future industrial operations from potential conflict such as Koala habitat.
- ▶ The undulating landscape will be a challenge for any future industrial development in this precinct especially in terms of storm water management and aesthetic values (reduction of large retaining walls). A community title would provide the most appropriate management regime or the requirement



of a full detailed master plan with a well-developed management regime as part of any development proposal for this precinct. Any application will need to be responsive to the environment in its design.

- ▶ A detailed development control plan should be prepared in the longer term, to guide any future redevelopment of this precinct. The aim of any development control plan is to establish a high amenity industrial/business environment in this location. Development of specific planning controls will need to be incorporated to manage the scale, type and design of industrial activities to provide for low scale, non-polluting land uses. In addition, the DCP should provide the opportunity for open space corridors and should recognise the environmental constraints over parts of this precinct.
- ▶ In areas where loop roads are not provided, restricted land uses need to be incorporated into any development control plans as b-double trucks will not be able to access these areas.
- ▶ This precinct maintains a corridor for protection of sensitive vegetation and for the movement of fauna on the southern edge in accordance with the requirements of the Coffs Harbour City Council, Koala Plan of Management and the Habitat and Biodiversity Corridor Linkage Strategy (in preparation). Maintaining the character and the scenic quality of the area through retention of existing vegetation, landscape treatment and urban design controls. The existing vegetation also provides a good buffer between the industrial activities to the south and residential areas to the north.
- ▶ Industries requiring significant amounts of water for processing activities and will therefore need large water mains which will need to be considered as part of any future local environmental study or servicing strategy. Sewerage requirements should also be considered in conjunction with water requirements.
- ▶ Water Sensitive Urban Design initiatives, where hard paved areas do not need to be as extensive, for drainage and storm water, energy conservation and water reuse should be mandatory within all industrial development.

7.1.4 Precinct 4 – Potential Industrial Investigation Area

Precinct 4 is bordered by Newport's Creek and precinct 2 to the north and precinct 3 to the south. The total area of precinct 4 that has potential for development is 24 hectares. The precinct is currently zoned 1A Rural Agriculture surrounded to the north and south by 7A Environmental Protection – habitat and catchment under the *Coffs Harbour Local Environmental Plan 2000*.

The main issues and land use features of this precinct include the following:

- ▶ The precinct is currently classified as a low hazard floodway and surrounded by a high hazard floodway (refer to Appendix Figure 12).
- ▶ RTA's preferred Pacific Highway bypass route will have significant implications on this area's floodway.
- ▶ Primary Koala habitat, bushfire habitat and tall open forest are located to the north and south of the precinct.
- ▶ The precinct is located in a valley and is relatively flat.

Development Issues and Opportunities

It is considered appropriate that detailed consideration of development opportunities in Precinct 4 be deferred until further flood studies are completed for the RTA's preferred Pacific Highway bypass route. Precinct 4 may have opportunities for future industrial development, particularly given the opportunities to

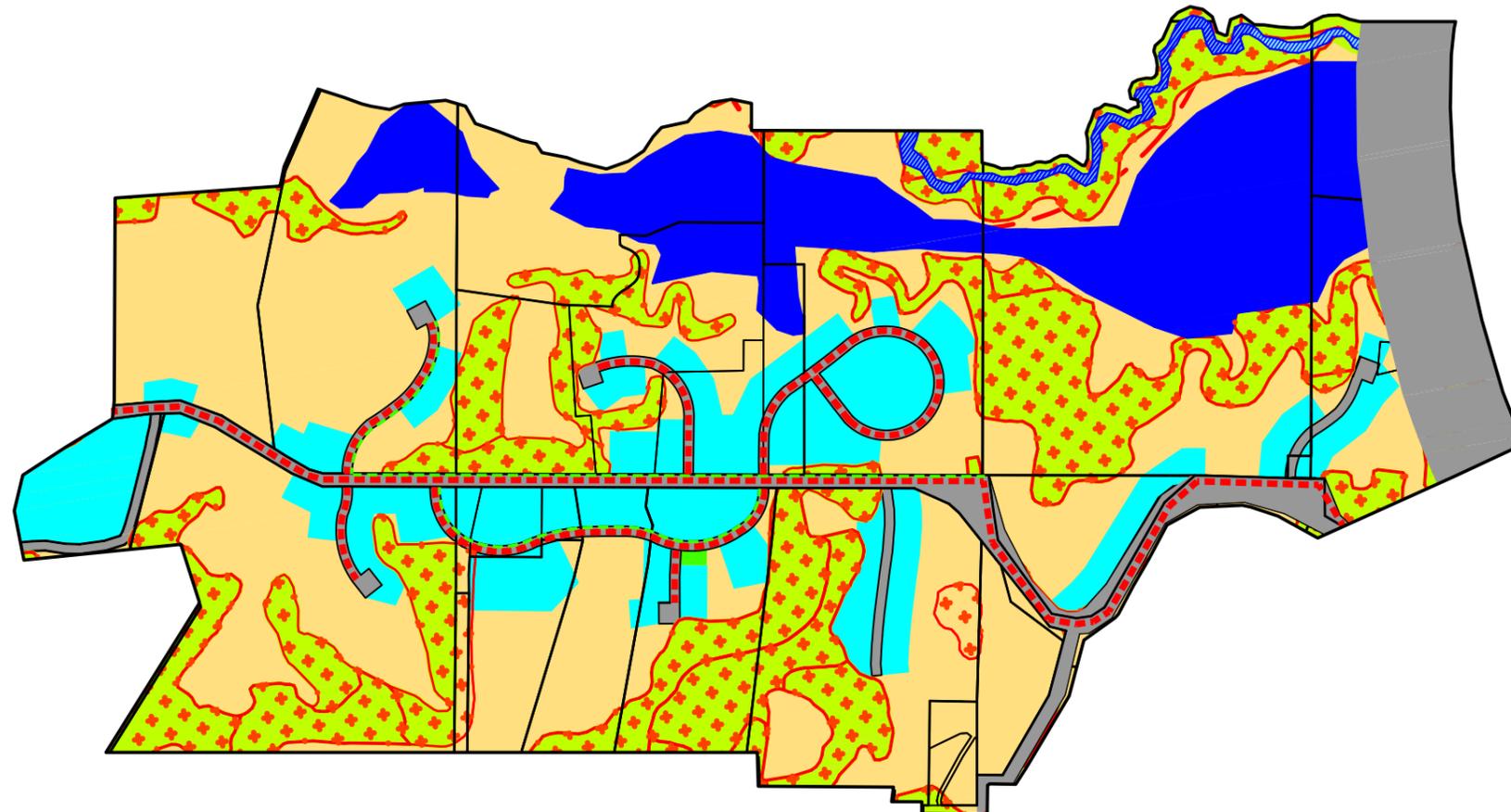


link future development with services and facilities in Precinct 3. It is anticipated that the timeline for any such development would be long term due to the following:

- ▶ In the short-term, impacts associated with RTA's preferred Pacific Highway bypass route will need to be fully investigated especially in terms of flood impacts; and
- ▶ Logical staging within the study area suggests development of precinct 3 and should occur prior to Precinct 4.

Detailed planning of Precinct 4 is therefore not considered appropriate at this time, due to the potential for circumstances to change prior to the rezoning process commencing.

This area requires more detailed local assessment to determine just how much development is sustainable. The future character should be that of industrial development that is responsive in design to flood changes.



LEGEND:

-  INDUSTRIAL ROAD
-  PEDESTRIAN PATH AND CYCLE WAY
-  EXISTING WATERCOURSE- (INDICATIVE)
-  RTA'S PREFERRED PACIFIC HIGHWAY BYPASS ROUTE
-  GENERAL INDUSTRIAL (SMALL LOT)
-  POCKET PARK
-  ROAD
-  ACTIVE OPEN SPACE
-  RURAL AREA
-  POTENTIAL INDUSTRIAL INVESTIGATION AREA
-  QUARRY
-  POTENTIAL QUARRY ACCESS ROAD
-  KOALA HABITAT
-  ENVIRONMENTAL CONSERVATION ZONE
-  STEEP LANDS / DRAINAGE / WATER MANAGEMENT



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COFFS HARBOUR CITY COUNCIL
NORTH BOAMBEE WEST
PRECINCT 3 AND 4
INDUSTRIAL DEVELOPMENT
scale | 1:10000 for A3 date | NOV 2008

job no. | 22-13410
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Figure 05