8. Managing Urban Growth

A major challenge for North Boambee Valley (West) is to plan and manage growth so that the established and natural qualities valued by residents are conserved and enhanced. These areas of natural assets provide constraints and opportunities in structuring urban development.

This chapter provides a management framework to balance the need for sustainable economic growth, efficient servicing and preserving the area’s character.

8.1 Residential

New residential development is to be located within Precincts 1 and 2 and aims to match the evolving housing requirements of the regions residents and the character of its settlements. This structure plan supports a diversity of housing options and accommodation types, development densities and residential allotment sizes. These are to be provided in appropriate locations to cater for the accommodation needs of residents through each stage of their lives.

The following development principles will ensure that the provision of residential housing is in accordance with the vision and sustainable development principles presented in Sections 4 and 6.

- A generally low-rise built form is maintained, while allowing for a range of housing types and densities in appropriate areas.
- Affordable and seniors housing located in close proximity to the neighbourhood centres, which has been identified in the structure plan.
- New residential developments are energy, waste and water-efficient, diverse in style, and designed to be adaptable for a range of uses over time.
- The street layouts are in a distorted grid based on the local topography.
- Areas of steep slopes (> 20%), and scenic lands cannot be developed.
- Improving building design by introducing “North Boambee Valley Neighbourhood Character Statements’ in a development control plan.
- Low/medium-density housing is to principally occur adjacent to the neighbourhood centre and is strategically integrated and well positioned.
- Setbacks and scale are such that the height of buildings does not dominate the street, and retains a human scale and quality.
- Include principles in a development control plan to encourage the development of modular housing and other adaptable housing options that can cater for families at various stages of life.
- The scale of any development will successfully integrate with the existing landscape.
- The location of any development is respectful to the natural features of the site, including Koala habitat and flood hazards.
8.2 Neighbourhood Centre

The proposed population increase forecast in this structure plan as well as the development of North Boambee Valley (east) would create a demand for a centralised neighbourhood centre and other associated facilities. The concept of a village centre with centrally located activities with a supporting population base is central to current best practice planning especially in terms of sustainable development e.g. reducing car dependency.

The neighbourhood centre development needs to match the evolving requirements of the area’s residents and the character of North Boambee Valley (West). It is intended that the neighbourhood centre will provides services at a scale that meets local needs. It is proposed that more intensive development is to be clustered around the neighbourhood centre, but only at a scale appropriate to the character of the area.

The following development principles will ensure that the provision of a neighbourhood centre is in accordance with the vision and sustainable development principles presented in Chapters 4 and 6.

- This structure plan identifies a 400m radius around the core of neighbourhood centre. Within this radius, there are sites suitable for aged care and affordable housing.
- Require, by way of development controls, active street frontages at street level in the neighbourhood centre. No blank walls, accommodation or car parking.
- Neighbourhood centre buildings should be designed to create a sense of human scale and interest in the streetscape with articulated facades, fenestration, parapet treatments, a range of materials and other detailing.
- Install traffic calming devices within the village centre to slow traffic speed and promote the enhancement of the pedestrian environment by widening footpaths and adding a pedestrian crossing.
- Ensure the heights of buildings are consistent with the low-rise character of the valley and respect the amenity in the locality.
- Car parking is to be located to the rear of lots in the neighbourhood centre.
- Ensure that new buildings are of a high architectural standard and contribute positively to the local character of the valley. Look to local natural setting of North Boambee Valley for inspiration in architectural design.
- Encourage a ‘village feel’ through appropriate siting of higher scale buildings and protection of key view lines.
- Ensure that developments in the neighbourhood centre support high levels of pedestrian amenity.
- Green streets so that connections have a distinctive ‘landscaped’ character.
- Traffic calming and subdued lighting for Koala crossing areas.
8.3 Industrial

Based on the relationship between employment needs and land needs, (according to the draft Mid North Coast Strategy, (DoP,2006)), there is projected demand for an additional 225 hectares of industrial land in the Hastings Macleay Valley and Coffs Coast sub regions. The Strategy states that the projected demand will be spread across light, general and heavy industry servicing a range of local and export markets.

Industrial uses in Coffs Harbour are generally accommodated on land zoned 4A Industrial under the Coffs Harbour Local Environmental Plan 2000. An estimate of land area status suggests the current distribution of industrial land by lot size, in the zoned areas are sized between 1,000 m² and 2,500 m².

In recent years the main areas of major new estate construction have been on Isles Drive and Industrial Drive in Coffs Harbour and to a lesser extent in Woolgoolga. These estates have been important in attracting new businesses to the area and upgrading some of the building stock but there are some concerns about the number of pure retail businesses that have located in some areas and the additional traffic flows created.

This structure plan proposes industrial development as part of the urban development of North Boambee Valley (West).

In terms of industrial land use for Coffs Harbour several issues need to be considered. These include the following.

- Local service based industry needs to be accessible to population centres and supplier markets in the local area.
- Strategic planning needs to distinguish between different industry types and their locational needs.
- There are many sites spread across the Council area that have potential for industrial uses. In addition to the size of these land areas, their geographic spread can actually weaken the entire regional industrial market by creating unnecessary intra-competition between industrial areas. The preferred approach is for fewer, stronger industrial areas in key locations versus a larger number of smaller, weaker industrial areas. Fragmentation and proliferation of industrial areas can reduce the ability to create business clusters and attractive investment opportunities.
- The Department of Planning needs to be satisfied new industrial land is located consistent with the criteria in Clause 38 – Land Release Principles and Processes in the North Coast REP.
- The Roads and Traffic Authority require any new industrial land development to consider access, traffic, safety and energy efficiency.
In order to achieve adequate supply of well designed industrial land the following development principles need to be considered.

- Ensure there are opportunities for diverse and emerging employment generating businesses.
- New industrial developments should be unencumbered by conflicting land uses on adjoining land.
- The location of areas for expansion of industrial land should have minimal environmental impact, require minimal structural alteration to accommodate the built form and make optimal ongoing use of existing infrastructure.
- Roads in and around the industrial precinct will benefit from visual enhancement. The development of ‘Industrial Development Best Practice - Design Guidelines’ which will identify ways of enhancing the aesthetics of the precinct including signage to define the precinct, streetscape improvements and developing walking and cycling tracks.
- Community title will provide the most appropriate management regime. Alternatively a full master plan for this precinct with a well-developed management regime could be used.
- A development control plan specifying energy efficiency, waste management and water conservation standards for industrial development should be implemented.
- Development within 750m of the quarry will need to incorporate a risk assessment for workers and structures.

The industrial precinct will need controls to enhance its aesthetics including streetscape improvements
8.4 Natural Environment

North Boambee Valley (West) is highly constrained by Koala Habitat, Tall Open Forest and Open Forest. All precincts presented in this structure plan contain these habitat areas or are adjacent to them.

The following development principles provide detail on how the development of North Boambee Valley (West) will achieve the vision and sustainable development principles presented in Sections 4 and 6.

- All development will be required to be consistent with the requirements of the Coffs Harbour City Council Koala Plan of Management and Habitat and Biodiversity Corridor Linkage Strategy (in preparation).
- Further environmental management measures should also apply to any development adjacent to primary Koala habitat. Development on lands adjoining areas identified, as primary Koala habitat should also consider the following.
  - The proposal will not result in barriers to Koala movement;
  - Boundary fencing does not prevent the free movement of Koalas;
  - Lighting and Koala exclusion fencing is provided where appropriate on roadways adjacent to koala habitat;
  - New local roads are designed to reduce traffic speed to 40 kph in potential Koala black spots;
  - Preferred koala trees are used in landscaping where suitable;
  - Threats to Koalas by dogs have been minimised (i.e. banning of dogs or confining dogs to Koala proof yards);
  - Fire protection zones, including fuel reduced zones and radiation zones, are provided outside the area of primary Koala habitat.
- Disturbance of prime habitat trees and associated undergrowth should be avoided and corridor links maintained to facilitate fauna movement through the site.
- Development outcomes are not achieved at the expense of environmental quality, vegetation retention or scenic quality.
- Fringe effects on adjoining areas should be minimised (eg. No cats and dogs, control of weed infestation, dumping of waste, prohibit lighting of fires, limit access to formalised tracks).
- Assess vegetation remnants in the study area for their potential to provide connectivity to other sections of native vegetation both along the creek and to adjacent areas of forest. This would provide corridors, dispersal and migration routes for native wildlife in the area. Sections with high potential should then be planted with appropriate vegetation.
- Protect areas with significant environmental values including riparian zones, urban buffers, fauna habitat linkages and native vegetation ecosystems.
Environmental Hazards

Environmental hazards have the potential to make land unproductive and render it unsuitable for development and living. There are a number of environmental hazards that occur throughout North Boambee Valley which include bushfire, flooding and contaminated land. Such hazards can cause loss or harm to the community and to the environment. Land use planning is an effective management tool in minimising the impact of these hazards. Emphasis should be on risk avoidance and, therefore, land that is prone to environmental hazards should not be developed.

The following development principles will minimise the risk of environmental hazards on personal property and public safety.

- Ensure that land identified as presenting an unacceptable risk to human health or the environment (including surface and groundwater) is properly assessed and remediated.
- Careful consideration will need to be given to the management of bushfire risk in accordance with Planning for Bushfire Protection guidelines.
- Placement of development should have regard to requirements for bushfire protection. Existing stands of vegetation that are of high scenic value should not require removal or modification to provide bush fire protection for urban development.
- RTA’s preferred Pacific Highway bypass route will have significant implications on the floodway in Precinct 4. Therefore, further flood impacts will need to be fully investigated prior to any future rezoning.
- Minimise the impact of flooding and flood liability on individual owners and occupiers, and reduce private and public losses resulting from flooding.
- Ensure construction and development is compatible with the risk of the area.
- Ensure that buildings and other structures built on flood affected land, where permitted, are designed and constructed to withstand the likely stresses of the attributed flood hazard and not impede the flow of floodwater in high-risk areas, including the impact of debris.
- Ensure that development on flood-affected land does not, singularly or in concert with other development, adversely affect flood behaviour.
- Recognise and consider the cumulative impact of development within the floodplain.
- Ensure that development is not permitted on flood-affected land where that development would result in unnecessary risk to emergency services or unwarranted public cost, in the event of these services being called upon during a flood event.
- Acknowledge the creek corridor as an ecologically sensitive area and ensure adjoining development recognises and enhances the high visual and biological quality of the river corridor.
8.6 Climate Change

This plan supports various steps to address climate change. Global temperature change is now recognised as a scientific reality. Coffs Harbour Shire Council is committed to addressing this issue in a planned and positive way. Global changes to climate are the result of higher concentrations of greenhouse gases that trap infrared radiation in the Earth’s atmosphere, causing the lower atmosphere to become warmer.

A report prepared by the CSIRO (2004) predicted some changes for Coffs Harbour, for the period 1990 to 2100 include the following:

- Warmer conditions (temperature increase of 2.7 degrees Celsius), changing rainfall patterns, the fertilising effect of increased atmospheric carbon dioxide levels, higher demand for water and fewer frosts would affect agricultural productivity and the types of crops able to be grown locally.
- Higher evaporation rates would mean less water for dams and catchments, reinforcing the need to use water more efficiently.
- Significant changes in local biodiversity are likely to occur, due to higher temperatures, increases in atmospheric carbon dioxide, decreased rainfall, an increased incidence of bushfires and changes in pests.
- A greater number of hotter, drier days and increases in forest biomass are likely to cause larger, more intense bushfires.
- An increase in the frequency, duration and intensity of heat waves would increase the risk of health-related problems and may assist the spread of some diseases.
- Effects on the design and performance of infrastructure, buildings and other physical assets. Sea-level rise, increased temperatures and changed storm events may particularly affect coastal areas.

Climate Change will have profound global and local economic, social and environmental impacts. Therefore, the following is essential to minimise the effects of climate change to persons and property in North Boambee Valley (West).

- Risks associated with climate change are avoided or mitigated.
- Potential impacts of climate change are accommodated in the design and siting of buildings and infrastructure.
- A restrictive zone be applied to prohibit development in high-risk areas and limit the types of development allowed in high-risk to moderate-risk areas, by zoning that land for recreation, open space or public uses to reduce the potential impacts of hazard events.
- Development control plans specify design and siting controls for development in hazard-affected areas based on the assessed risk.
- Any development is to consider the actions stated in Coffs Harbour The Green House Action Strategy- Treading Lightly (CHCC, 2002).
8.7 Open Space

The Coffs Harbour City Council Open Space Strategy (1998) recognised that the provision of open space will proceed as development of the lands takes place within North Boambee Valley. The original Master Plan and related information sheet recommended not only the provision of neighbourhood parks but also the acquisition and development of open space for district sports grounds. However, the development of stage 1 (east of the RTA’s preferred Pacific Highway bypass route) did not include the provision of a sports ground. Given the potential population increase and that the existing community is under served in terms of sporting facilities the structure plan proposes a centralised sporting field within the village centre.

Open space areas proposed in this plan are intended to complement and supplement the land that has been set-aside for similar purposes adjacent to the study area boundaries. This includes the following as indicated on Figure 6.

1. Sports Fields: as discussed above this is to be provided in accordance with the Coffs Harbour City Council Open Space Strategy (1998) and located in a centralised position of the village centre. This will ensure frontage to the road and have appropriate cycle and pedestrian linkages provided to the field for local resident use.

2. Neighbourhood Park: Neighbourhood parks are to be located within 500 metres of all residential uses and be generally 0.5 hectares or larger in area

3. Bushland/ Habitat: Bushland areas enhance the beauty, ecological values and visual amenity of the area and ensure existing and remnant native vegetation is protected. The existing bush land areas in North Boambee Valley have been identified as Koala habitat and tall open forest.

The following development principles will ensure that the availability of open space becomes an important part of establishing a strong sense of place within North Boambee Valley (West) and assists in the provision of improved community meeting places.

- Provide a diverse and abundant range of open space experiences including a sports field, neighbourhood parks and bushland/ habitats.
- Ensure the open space network is based on clear and accessible connections.
- Ensure that the location of open space promotes fair access and opportunity. The neighbourhood parks should be designed to have a close visual and functional relationship to surrounds in terms of access points, pedestrian movement paths, placement of playground and other park furniture, lighting and landscape planting to channel views and facilitate passive surveillance between the two areas.
- Encourage new and existing buildings adjacent to parkland to create frontage onto the open space. This improved interaction between the buildings and the open space will provide for increased activity, passive surveillance and perceptions of safety in the open space areas.
- Reduce car dependency, and encourage walking by ensuring the open space areas are within walking distance to residential areas.
- Utilise Water Sensitive Urban Design principles where possible in improvements to open spaces.
- Protect and enhance the natural, scenic and heritage qualities of North Boambee Valley (West).
Open Space that does not contribute to a sense of place and passive surveillance.

Houses that front a public park contribute to a sense of place and offer passive surveillance.

Utilise Water Sensitive Urban Design principles where possible in improvements to open spaces and public domain areas.
8.8 Scenic Protection

Residents and stakeholders prize North Boambee Valley’s unique scenic values. The residents from the community forum were passionate about preserving the diverse natural environment of North Boambee Valley (West) for its environmental benefits, sense of place and spectacular and varied views. Views of natural areas that are highly visible from public places throughout North Boambee Valley (West) contribute significantly to the scenic values of the area.

Protecting the scenic values of the area maintains the desirability of North Boambee Valley (West) and Coffs Harbour as a place to live and work.

North Boambee Valley’s (West) visual attributes, once developed, can be categorised as predominantly natural. That is, where nature dominates the built form. The following development principles will ensure that the Valleys visual attributes will remain as predominately natural.

- As North Boambee Valley (West) develops, it is essential that the existing scenic values are considered in the design and siting of new buildings and related construction, such as subdivisions, road and other infrastructure improvements.
- Ensure minimal vegetation is removed (in vegetated areas) and the valley and farmland character is maintained though bulk, scale, coastal materials, landscaping). Maintain existing road alignments.
- Development shall be designed and located so as to protect and enhance major vistas, view corridors and areas of scenic protection; protect rural heritage buildings/relics, define gateways and focal points; and strengthen the visual context of buildings or places of significance.
- The landscape dominates the built form. Buildings are nestled in amongst the vegetated backdrop.
- A Development Control Plan for this area should require important scenic views and ridgelines, to be considered as part of any future development.

Figure 7 Predominately Natural Developments
8.9 Education Facilities

Land currently zoned as 5(a) Special Uses Education, located north of North Boambee Road was identified, by the Department of Education as a possible site for a future primary school. The RTA’s preferred Pacific Highway bypass route has now dissected this site.

Following consultation with the Department of Education another site is unlikely to be investigated as primary schools generally should locate within a neighbourhood. The population ratio would be one primary school of about 600 students for a new residential development of between 2000 and 2500 dwellings. Due to the dwelling yields projected in this structure plan and in the North Boambee Valley (east) it is unlikely that there will be a sufficient demand for a primary school.

8.10 Community Facilities

To reinforce the already strong sense of community that exists in North Boambee Valley, the strong community links it traditionally has with the Coffs region and to ensure appropriate levels of access to a wide range of community services and facilities required by the changing population of the area, a community centre and childcare centre is proposed in precinct 2.

A detailed community needs assessment has not being undertaken as part of the structure plan process. However from the structure planning work undertaken it is apparent that considerable population growth and change is likely to occur throughout the study area in the future. In addition, considerable population growth is, and has been occurring for some time, in the Coffs Region. Given the limited community services and facilities in these emerging residential localities, new residents often resort to using community services and facilities available for nearby established communities, such as Coffs Harbour centre and Sawtell. This is placing additional pressure on community services and facilities in these areas.

This structure plan recognises that locating community facilities within settlements is important, particularly where the service are used on a daily or weekly basis. The more compact the settlement, the better the opportunities to establish, upgrade and enable access to transport services. Therefore, more people will have access to a greater range of services in a smaller area.

The following development principles provide detail on how the provision of community services will achieve the vision and sustainable development principles presented in Chapters 4 and 6.

- Provide a community facility and a childcare centre, which is accessible to residential areas and public transport.
- Development incentives will encourage the private provision of facilities in and improvements to the public domain. These may include financial incentives through private/public partnerships, developer agreements, commercial use of operational land and the like.
- Provide opportunities for structured and unstructured activities;
- The design and construction of the community facility shall be carried out in consultation with and to the satisfaction of the Consent Authority.
8.11 **Access and Circulation**

This component of this structure plan identifies the future function and character of roads and streets in North Boambee. It recognises the qualities and value of the existing street pattern and the importance of maintaining walkable distances and connectivity to the village centre. It seeks to maintain the scenic values associated with the local road network and improve pedestrian environments, especially along foreshores and in retail areas.

Roads have functions other than just the movement of vehicles. Local roads contain scenic values and access to views and vistas that contribute to the character of the settlement. Good connections and access to local facilities and services enhance choice, improve social equity, can improve public health, and make places lively, safe, and easy to get around.

<table>
<thead>
<tr>
<th>In looking at the future structure of access and circulation for North Boambee Valley (West) it is essential that the following principles be applied. The following directions are provided to ensure that planning and design decisions concerning roads and streets throughout the area consider their functional efficiency.</th>
</tr>
</thead>
<tbody>
<tr>
<td>New streets are designed in response to the topography and other natural features, thereby ensuring a predominance of streets that relate to the original landform.</td>
</tr>
<tr>
<td>Cycling as a desired mode of transport is encouraged by the provision of cycling facilities.</td>
</tr>
<tr>
<td>Introducing new bus routes to the village centre.</td>
</tr>
<tr>
<td>The amenity of facilities for bus users is provided.</td>
</tr>
<tr>
<td>Connections with the village centre are facilitated.</td>
</tr>
<tr>
<td>Access is barrier-free, and pedestrian paths and cycle ways follow instinctive routes of movement (desire lines) to connect to places people want to go to.</td>
</tr>
<tr>
<td>Local facilities are centrally located for the community.</td>
</tr>
<tr>
<td>Provide a pedestrian link from the village centre to the residential precinct in the north.</td>
</tr>
<tr>
<td>Pedestrian and cyclist connections between the town centre and the surrounding residential areas are enhanced.</td>
</tr>
<tr>
<td>Design streets in North Boambee Valley (West) to facilitate local traffic movement but discourage inappropriate through traffic and limit vehicle speeds adjoining parks and the community centre.</td>
</tr>
<tr>
<td>Uphold the road hierarchy in order to maintain and improve the efficient functioning of the road network.</td>
</tr>
<tr>
<td>Ensure roadway design works incorporates space requirements and grades for bus stops.</td>
</tr>
<tr>
<td>Install traffic calming measures in the village centre to slow traffic and reinforce the road hierarchy.</td>
</tr>
<tr>
<td>Manage haulage vehicles, which will be subject to a feasibility study, and investigate Englands Road as an alternative route for trucks presently accessing North Boambee Valley quarry.</td>
</tr>
</tbody>
</table>
8.12 Infrastructure

8.12.1 Water & Sewer

The implications of water and sewerage provision for new residential development have been described in the *Our Living City Settlement Strategy* (CHCC, 2006). A summary of this discussion is included below.

**Water**

The regional water supply is being constructed in partnership with Clarence Valley Council to deliver safe and sustainable water supply for Coffs Harbour. The scheme includes the construction of a pipeline; pump stations, reservoirs and reticulation mains and the construction of a 30,000 ML dam. The Coffs Harbour Water Supply Strategy provides for the expansion of this infrastructure to cater for the projected 2021 population and construction commenced in 2007.

In summary, the planned works will ensure adequate water supply for future development in North Boambee Valley (West). To assist in reducing demand for potable water, development of land in the area should seek to minimise runoff from the site through the adoption of principles relating to integrated water management including maximisation of re-use of water.

In addition, the 55-metre Australian Height Datum (AHD) contour provides significant constraints for any development of land in proximity to Coffs Harbour Central Business District (CBD). Therefore, any future development of North Boambee Valley (West) will need to consider that lands higher than this will not be able to be serviced.

**Sewer**

In 2000, Council adopted the Coffs Harbour Sewerage Strategy. This strategy aims to provide a state-of-the-art sewerage system that maximises reuse, minimises discharge to the ocean and caters for growth up to 2021.

The strategy includes the development of the Coffs Harbour Water Recycling Plant (WRP) with a capacity to service 72,000 Estimated Persons (EP’s) without further augmentation. This plant will service all remaining residential land in the Coffs Harbour LGA, south of Split Solitary Road.

In summary, subject to the above upgrades, there is presently adequate capacity at the Coffs Harbour WRP and its discharge points to accommodate development at North Boambee Valley (West). Urban development will require the construction of additional sewerage infrastructure in the form of pipeline and pumping stations.

8.12.2 Electricity

An electrical easement runs across the study area, there are two power lines running in an east - west direction which are single circuit 66,000 Volts and a line running in a north south which is twin circuit (2 separate lines on 1 pole) and are 132,000 Volts & 66000 Volts. Electricity is currently supplied to the area by the existing zone substation on the corner of Thompson’s Road and the existing Pacific Highway.

Country Energy have identified the need to upgrade the existing supply of electricity to the area and are investigating the development of a new substation and its associated line route in the vicinity of North
Boambee Valley (West), as the existing zone substation has almost reached capacity. Country Energy is waiting on the outcomes of this plan before proceeding with further investigations for suitable locations.

8.12.3 Telecommunications

The availability of good Internet access is an essential component of the economic development of the areas especially in the proposed industrial area. Optus, Telstra and pay TV cables are generally located east of the RTA’s preferred Pacific Highway bypass route but they will need rationalisation as development occurs.

8.12.4 Stormwater

Urban development has the potential to impact on ‘down-stream’ environments, which in the case of the North Boambee Valley (West) includes Newport’s Creek and associated tributaries.

Detailed stormwater modelling and design work will be required prior to development occurring, to ensure future development does not compromise the water quality, flow regime and ecological values of down-stream environments. Future development will need to implement ‘Water Sensitive Urban Design’ (WSUD) principles in the design and construction of future subdivisions.

8.12.5 Roads

The timing of development within the Study Area is likely to be affected by the possible construction of the RTA’s preferred Pacific Highway bypass route. Following consultation with the RTA direct access to North Boambee Valley (West) will only be available a specific location. There is likely to be an overpass/underpass at Englands Road and North Boambee Road.

Future development of the study area will need to consult with the RTA to ensure the access to these purposely-designed interchanges are considered as part of any development. In addition, development in the vicinity of the RTA’s preferred Pacific Highway bypass route will need to consider acoustic controls to address any traffic noise.

8.13 Indigenous Heritage

North Boambee Valley lies within the area administered by the Coffs Harbour Local Aboriginal Land Council (LALC).

In addition to the heritage reports commissioned by the RTA (refer to Section 5.3.1) the Coffs Harbour Local Aboriginal Land Council (LALC) was consulted. A representative of the Coffs Harbour Local Aboriginal Land Council has advised that they have concerns that Aboriginal Sites do exist in the study area and that individual development sites will need to be surveyed for the presence of any relics or sites. Therefore, any further studies within North Boambee Valley (West) will need to undertake a search of the DECC Aboriginal Heritage Information Management System and consult further with the LALC.

Any sites identified within the existing registers or by the LALC site investigations will need to be referred to a qualified archaeologist. Further, any excavations will need to be monitored for the presence of an Aboriginal site or relic and if found, work cease immediately and appropriate notification and approvals be obtained from the National Parks and Wildlife Service in consultation with the LALC.

8.14 Balancing Urban and Environmental Sustainability

This structure plan is based on the premise that North Boambee Valley has been allocated for urban development in the Mid North Coast Regional Strategy and is to be developed to provide an efficient and liveable residential neighbourhood and employment area.
Where tradeoffs are required it is important to ensure that on the one hand features of significant natural environmental value are not compromised by urban development, and on the other that the efficient functioning and servicing of industrial and residential land is not compromised by extensive environmental reservations. This may mean that:

- some green spaces may need to be reduced, water courses filled, landforms modified, minor natural drainage paths realigned or natural flood containments modified to ensure satisfactory urban outcomes.
- In other cases, high value environmental constraints as determined by Council planning and State legislation mean that particular areas will not be able to be developed for urban purposes.
- In some instances, to enhance the liveability and level of access as well as urban services and convenience for the community, there may be a need to place a higher emphasis upon revising the relief of the land.

This is not appropriate in all instances and the circumstances will need to be evaluated. For example:

- the flooding constraints; and
- the extent of adverse visual impact.

Where there are significant works proposed for infrastructure then there may be an opportunity to consider modifying the landscape. This should be where adjoining properties are not unduly affected and the proposal is highly consistent with the planning principles demonstrated in this report.

8.15 Lot Yield

The suitability of land for any form of urban development is determined through the statutory rezoning process, in consultation with appropriate government agencies. Further more detailed information, provided at the rezoning stage may result in the refinement of the boundaries and land uses described in the precinct plans in this structure plan. However, any such refinement should be consistent with the vision and development principles outlined in this structure plan.

The picture that emerges from the above is of two distinct residential precincts with areas of increasing density towards the village centre, embellished with open space and buffered by land having a predominantly bush land ‘natural’ character.
The following table outlines the potential population capacity of the areas.

**Table 5  Potential Population and Dwelling Yield**

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Potential No. of Dwellings</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>354</td>
<td>920</td>
</tr>
<tr>
<td>2</td>
<td>10 lots for low/medium density 20 units for seniors living</td>
<td>59</td>
</tr>
<tr>
<td>Total</td>
<td>384</td>
<td>979</td>
</tr>
</tbody>
</table>