



9. Implementation

9.1 Community Comment

The Draft North Boambee Valley (West) structure plan will be placed on public exhibition. Written submissions will be invited from interested persons to determine the level of support for the vision, structure plan and initiatives.

All submissions received during this time will be considered and as appropriate, modifications may be made to the structure plan prior to being finalised and adopted by Council.

9.2 Recommended LEP Changes

Before land and property development can take place in North Boambee Valley (West), changes will be required to land use-planning controls. Land use and development controls will be implemented initially through the Coffs Harbour LEP template review process in accordance with the NSW planning reforms and the Environmental Planning and Assessment Act, 1979. Other LEP amendments will be required for implementing later stages of the structure plan.

The Draft North Boambee Valley (West) structure plan is intended to provide a broad direction for future urban growth in terms of location, type and form of development. It identifies the major principles for planning and urban growth and identifies the main infrastructure implications that need to be addressed as part of development.

The advantages of structure planning in the North Boambee Valley (West) area have been recognised by Coffs Harbour City Council since the 1980's. Particularly their potential to coordinate and integrate land development with infrastructure provision, and to assist the development of comprehensively designed neighbourhoods featuring community centres, housing choice, supporting land uses, transport and open space networks. These features were considered essential to creating identity, character and addressing issues of sustainable development as opposed to uncoordinated individual subdivisions.

This structure plans provides detailed support for the future rezoning of the valley for urban development by:

- ▶ Coordinating and integrating development in a local greenfield area;
- ▶ Integration of the local, regional and state planning controls as they apply in the valley;
- ▶ Maximising the residential yield taking account of location, topography and demonstrated community need;
- ▶ Specifying the location, and relationship between land uses;
- ▶ Providing for affordability, mobility, and accessibility to and within the greenfield areas;
- ▶ Identifying development constraints; and
- ▶ Protecting valuable features.



The structure plan will not automatically lead to the rezoning of land. The onus will be on individual landholders to justify any proposed rezonings in relation to the adopted structure plan. In this respect, it would be preferable to see rezoning applications for larger land parcels and for multiple owners to work together to provide opportunities for improved design and economies of scale.

9.3 Local Environmental Study

Subject to the requirements of the Act and any directions by the Director General of the Department Planning, it may be a requirement that a Local Environmental Study (LES) is prepared to support the rezoning.

The Director General may decide that the information contained in the structure plan and associated studies are adequate to support a general rezoning along the lines recommended in the structure plan.

9.4 Precinct 4 – Potential Industrial Investigation Area.

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 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.

9.5 Further Flood Studies

Flood liable land presents a constraint to development as it has implications with regard to the provision and cost of infrastructure, roads and services located within floodplains. The flood studies presented in this structure plan were based on the Bewsher Consulting, *North Boambee Valley Flood Study* (1991). The current flood studies for this area date back to 1991 and do not consider the effects of the RTA's preferred Pacific Highway bypass route. Flood data from the RTA preferred Pacific Highway bypass route was not available at the time of preparing this structure plan.

Hence, further studies need to be undertaken to determine the extent of this constraint. Development in the North Boambee Valley needs to be flood modelled in detail with constraints and controls imposed to ensure that there are no adverse impacts from flooding on adjoining areas. In particular areas downstream of the study area, such as the Health Campus and Industrial Estate.

There may be opportunities in the design of the RTA's preferred Pacific Highway bypass route to incorporate flood mitigation measures, such as detention basins. The RTA need to be approached to explore these options.



9.6 Industrial Lands Strategy

The draft Coffs Harbour Council Industrial Lands Strategy was developed by Geolink for Coffs Harbour City Council and is on exhibition until November 2008. The draft Industrial Lands Strategy provides Council and the community with a strategic planning framework to guide the future development of industrial lands within the Coffs Harbour.

The draft Industrial Lands Strategy examined existing industrial areas and found there is limited vacant land that is without constraint and available for development. There is a significant amount of undeveloped zoned land that is constrained by environmental factors such as vegetation, drainage lines, state significant coastal wetlands, acid sulfate soil potential and flooding (CHCC, 2008).

The Strategy developed a baseline industrial land demand forecast for the Coffs Harbour LGA which determined that an additional 50 ha of industrial land will be required by 2031. The Strategy identified North Boambee Valley as an investigation area for future industrial land. The outcomes of this structure plan will inform the draft Industrial Lands Strategy (CHCC, 2008).

9.7 Development Control Plan

The following range of matters, have been drawn from the planning principles contained in this structure plan and will be included in a development control plan for North Boambee Valley (West).

9.7.1 Character Statements

Settlements have the potential to offer a diversity of lifestyle choices in terms of accommodation, recreation and employment opportunities. The higher the density of development the greater the requirements for quality design to maintain amenity.

The vision for built form in North Boambee Valley (West) is that all buildings are sensitively designed within their existing context so as to contribute positively to the settlement character in terms of form, height, footprint, scale, massing, amenity, external appearance and materials.

Without attempting to create complete uniformity it is intended to create some common elements that tie the newly evolving estates together. Therefore, character statements should be incorporated into the DCP for North Boambee Valley (West), which will include the following objectives.

- ▶ To control key elements to allow for a common built language
- ▶ To use environmental and climatic control as a key determinant of the aesthetic approach
- ▶ To allow for a great deal of diversity within general overall themes.
- ▶ To develop housing forms that generally accord with the character areas of each precinct.
- ▶ To ensure amenity is maintained on public land and on site.
- ▶ To be appropriate to its location within the settlement and the settlement type.
- ▶ To be appropriate to its natural setting
- ▶ To be of high quality design.
- ▶ To recognise the importance of materials suitable to the bush land setting.
- ▶ To provide well designed, appropriately located and sized private open space.



Traditional suburban style housing should be discouraged. This form of development can homogenise North Boambee Valley and results from a poor understanding of local character



Understanding the local character enables development to be sensitively designed within their existing context so as to contribute positively to a sense of place

9.7.2 Residential

Insert development controls in the DCP for North Boambee Valley (West) to:

- ▶ Require master plans to safeguard the overall vision and maintain design integrity.
- ▶ Master plans for the urban expansion areas shall illustrate and demonstrate, where relevant, proposals for the following.
 - design principles drawn from an analysis of the site and its context,
 - desired future locality character,
 - the location of any development, considering the natural features of the site, including Koala habitat
 - the scale of any development and its integration with the existing landscape,
 - phasing of development,
 - public access to and along riparian areas,
 - pedestrian, cycle and road access and circulation networks,
 - subdivision pattern,
 - infrastructure provision,
 - building envelopes and built form controls,
 - heritage conservation,
 - remediation of the site,
 - provision of public facilities and services,
 - provision of open space, its function and landscaping,



- conservation of water quality and use,
 - design for climate,
 - conservation of animals (within the meaning of the Threatened Species Conservation Act 1995 and plants (within the meaning of that Act), and their habitats,
 - conservation of fish (within the meaning of Part 7A of the Fisheries Management Act 1994 and marine vegetation (within the meaning of that Part), and their habitats.
- ▶ Include principles in a DCP to encourage the development of modular housing and other adaptable housing options to suit various stages of life.
 - ▶ Apply riparian corridor setbacks and use the natural watercourses as environmental linkages to maintain natural systems.
 - ▶ Require tree retention zones on new lots. This is to preserve native vegetation and create a bushland environment similar to surrounding lands.

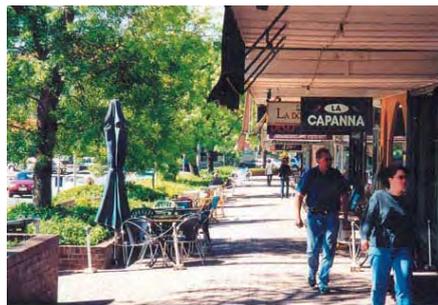


Landscaped streetscape produces a sense of community and privacy

9.7.4 Retail

Insert development controls in the DCP for North Boambee Valley (West) to:

- ▶ Ensure the configuration of the neighbourhood centre will achieve;
 - a high level of pedestrian amenity,
 - excellent opportunities for a variety of small scale commercial and retail outlets, and
 - opportunities for mixed use developments.
- ▶ Support through private development, the extension of the public domain such as footpaths and open space areas, which may be leased for alfresco dining or displaying art, complementary private floor space uses.
- ▶ Require by way of development controls, active street frontages at street level. No blank walls, accommodation or car parking.
- ▶ Include the actions contained in the village centre precincts section of the structure plan.



A traditional neighbourhood centre with buildings on the street alignment are the heart of a community and provide not only shopping but social activities.

9.7.5 Industrial

Insert development controls in the DCP for North Boambee Valley (West) to:

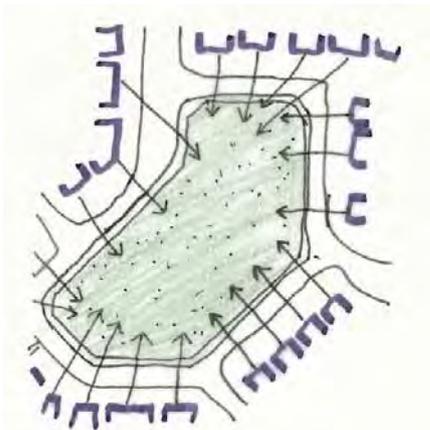
- ▶ Enhance the aesthetics of the precinct including signage, streetscape improvements and developing walking and cycling tracks.
- ▶ Ensure that industrial development does not adversely impact on the amenity and safety of adjoining land uses.
- ▶ Minimise b- double trucks in areas where no loop road is provided.
- ▶ Promote landscaping along main streets.
- ▶ Incorporate controls specifying energy efficiency, waste management and water conservation standards for industrial development.
- ▶ Incorporate a risk assessment for industrial development and associated structures within 750 m to 1 km of the North Boambee Quarry.

9.7.6 Public Domain

Insert development controls in the DCP for North Boambee Valley (West) to:

- ▶ Provide for a safe and secure environment with passive observation of parks and streets by a number of houses (refer to Figure 9).
- ▶ Encourage well landscape streets, paths and parks.
- ▶ Require a connective road layout, pedestrian and cycle paths and public transport routes.
- ▶ Provide concepts for the “Village Centre” and other parks, playgrounds and corridors.
- ▶ Outline community facility provision and location.
- ▶ Require urban water management.
- ▶ Ensure street widths and sections are adequate to create safe, walkable and secure neighbourhood streets.

Figure 9 Overlooking Parks and Streets





9.7.7 Community Infrastructure

This structure plan has identified a variety of facilities and services that will be required in new release areas. These need to be confirmed both in terms of provision and location. Some additional attention may be required for the provision of small local parks and playgrounds.

Open space is likely to be well provided given the requirements for open space corridors, drainage and detention functions. Facilities and services should be located in such a way that they support the structure plan (i.e. major facilities should be provided at the proposed village centre).

9.7.8 Access & Circulation

Insert development controls in the DCP for North Boambee Valley (West) to:

- ▶ Ensure that the relationship between roads and their particular bush character is protected.
- ▶ Continue a warped grid pattern based on topography to maintain the character of the area.
- ▶ Maintain the scenic values of settlement entry roads.
- ▶ Ensure roadway design / works incorporate space requirements and grades for bus stops.
- ▶ The street network is to be designed to limit target street speeds to those specified in Table 6. This may be done by variation in width and alignment, pavement treatment, enhanced landscaping, speed and weight limits, reduced conflict points, safe crossing areas and limiting street leg length.



Table 6 Design Characteristics of Roads

	Road Reserve Width (m)	Carriageway Width (m)	Verge	Design Speed (km/h)
Industrial	23	13	5	60
Distributor	22	13	4.5	60
Collector	20	9 (with indented bus bay) or 11	2 x 4.5 metre	50 maximum
Local Road	15 to 16	7 to 8	2 x 4 metre	40 maximum
Minor Road	13.5 to 15	5.5 to 7	2 x 4 metre	15 maximum

9.7.9 Ecologically Sustainable Development

Ecologically Sustainable Development (ESD) encompasses design principles that contribute to environmentally responsible development outcomes. Essentially, ESD aims to achieve a balance that integrates the protection of ecological processes and natural systems, promotes economic development and maintains the cultural, economic, physical and social wellbeing of people and communities.

Insert development controls in the DCP for North Boambee Valley (West) to:

- ▶ ensure developments are sited to maximise solar access to indoor and outdoor living areas and to minimise heating and cooling requirements.
- ▶ minimise the overshadowing of neighbouring dwellings and open spaces through careful house siting.
- ▶ Provide thermal mass and insulation to residential dwellings to minimise energy consumption.
- ▶ Ensure that waste generated by the proposed development is minimised and disposed of in an appropriate manner and location.

9.8 Financing – Contributions Plan

Facilities and services will be generally financed through Developer Contributions. Council will need to update their current North Boambee Valley Contributions Plan to include the recommendations in this structure plan.

Development of land within North Boambee Valley (West) area will result in an increase in the demand for infrastructure and community services both Shire wide and within the area. In relation to the future demand for facilities that might reasonably be provided by Council and be the subject of section 94 contributions, the following facility types are considered relevant:

- ▶ Community and cultural facilities.
- ▶ Open space (local and regional).
- ▶ Roads and traffic management facilities.
- ▶ Cycleways/walkways.
- ▶ Bushfire fighting facilities.



Opportunities for collecting funds to undertake flood mitigation works needs to be investigated and assessed. Council could undertake catchment wide flood mitigation works or impose conditions on individual developers to mitigate flood impacts. Both options have advantages and disadvantages, which need to be explored and assessed, and a methodology adopted.

The exact extent of facilities that are required to be provided and their costs will be subject to later studies and investigations. However, the standards that are identified in earlier sections of this report are relevant in relation to the derivation of that demand. This demand may need to be informed by other investigations by the Council for the LGA and should consider facilities provided by the private sector and other levels of government.

9.9 Staging

The main factors that need to be considered in determining the appropriate staging of development include the following.

- ▶ Local and regional targets for dwelling production and job creation.
- ▶ The extent to which any site is constrained or has significant habitat.
- ▶ The logical extension to the existing urban area. This would dictate that the first stages of development should occur close to existing residential development.
- ▶ The economic extension of utilities to service new lots. This would dictate that development from the east to west of the RTA's preferred Pacific Highway bypass route .

The following sequence of staging is based on the potential constraints to development. It is clear that there are some impediments to the development of some of these lands and yields cannot be accurately estimated at this time. However, it is also clear that the development of this land alone is not likely to meet Council targets shown in 'Our Living City Settlement Strategy" (CHCC, 2006). Consequently, land that has potential for further development will be need to be rezoned.

The typical rezoning currently takes approximately 2 years. In some cases this may take longer (up to 5 years) for land, which is heavily constrained by environmental factors.

The priority for the release of the precincts in Table 7 referees to the order, which the land should be rezoned by Council, and ultimately the order in which it will be released to the market.



Table 7 Staging

Precinct	Development Type	Issues with Development	Priority for Release
1	Residential	Slope hazards and Environmental conservation conflicts	First
2	Village Centre	Environmental conservation	First
3	Light / General Industrial	Slope hazards and Environmental conservation conflicts	Subject to the <i>draft Coffs Harbour City Council Industrial Lands Strategy(2008)</i>
4	Light/ General Industrial	Flooding	Subject to the <i>draft Coffs Harbour City Council Industrial Lands Strategy (2008)</i>

Where land has been identified for first or second priority release, it may be acceptable to have all the land rezoned in the short term subject to satisfactory resolution of biodiversity, slope and flooding issues. In such instances, full environmental investigations that identify constrained land must be presented and proposals for compensation and/or conservation of significant habitat should be made as part of the rezoning. Third priority releases require substantially more investigation in relation to key constraints such as flooding issues.



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