



COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(PLANNING, ENVIRONMENT AND DEVELOPMENT COMMITTEE)

COUNCIL CHAMBERS
COUNCIL ADMINISTRATION BUILDING
COFF AND CASTLE STREETS, COFFS HARBOUR

11 JULY 2002

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COFFS HARBOUR CITY COUNCIL

**ORDINARY MEETING
(PLANNING, ENVIRONMENT AND DEVELOPMENT COMMITTEE)**

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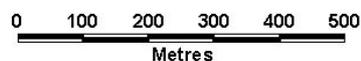
Mayor and Councillors

PLANNING, ENVIRONMENT AND DEVELOPMENT DEPARTMENT REPORTS

**PED38 DEVELOPMENT APPLICATION NO. 1164/02 - RESIDENTIAL SUBDIVISION - LOTS
266 AND 267, DP 787851, 40 AND 42 OSCAR RAMSAY DRIVE, BOAMBEE EAST**

Purpose:

This application proposes the re-subdivision of Lots 266 and 267, DP 787851, so as to create five lots. There has been significant community opposition to this development. Refusal of the application is recommended.



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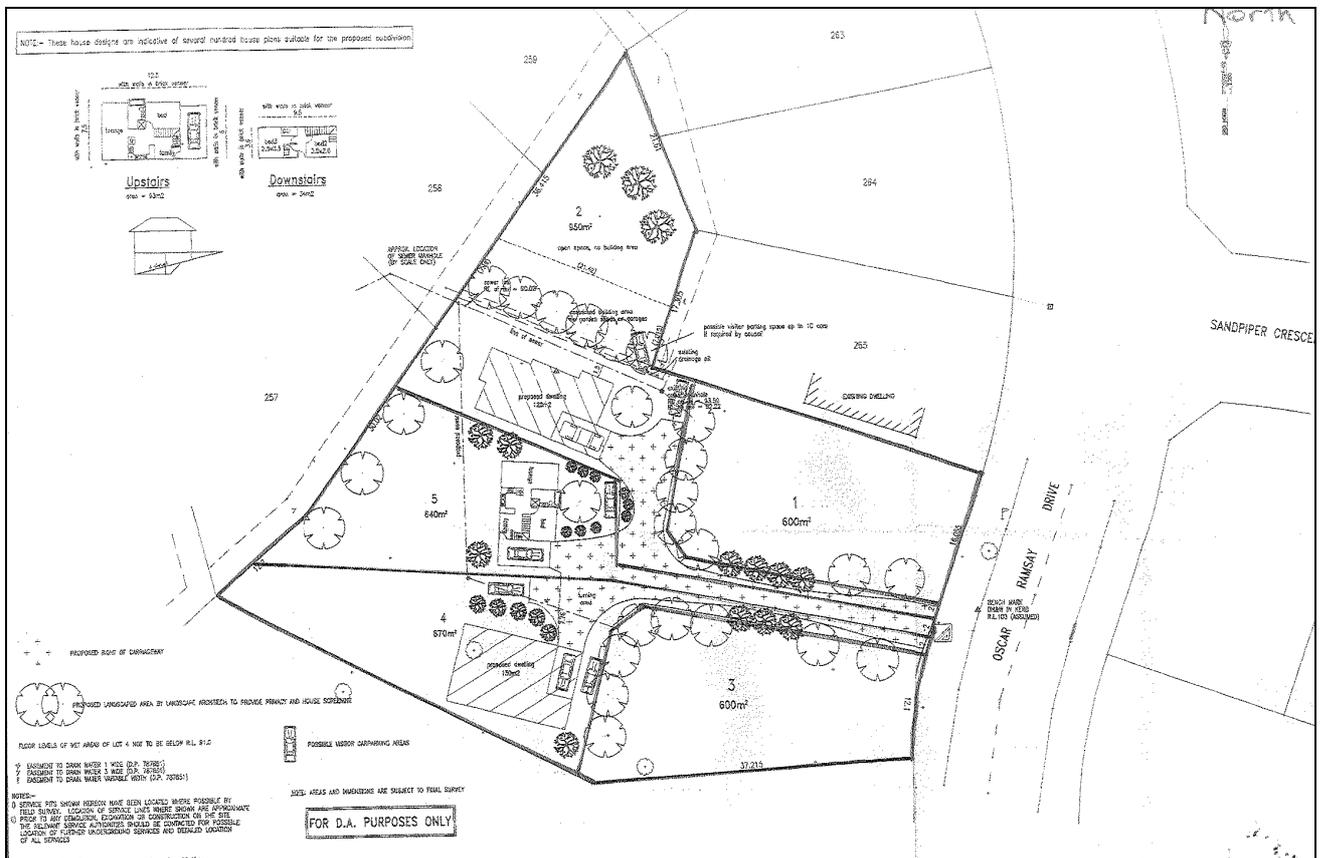
Ped38 Development Application No. 1164/02 - Residential Subdivision - Lots 266 And 267, Dp 787851, 40 And 42 Oscar Ramsay Drive, Boambee East (cont'd)

Description of Item:

Lots 266 and 267 Oscar Ramsay Drive, Boambee East are positioned on the western side of this street. The lots slope away from the street boundary at a gradient of approximately 15%. Both lots are clear of vegetation. Lot 266 is a regular shaped lot of 760 m² and has a frontage of 19.005 m. Lot 267 is a larger 'L' shaped lot of 2830 m², with a frontage of 15 m.

It is proposed to consolidate the two lots and to then subdivide so as to create five lots. Two of the five lots will have street frontage and the remaining three will be accessed by a central driveway. The proposed lots will vary in area from 600 m² to 950 m².

The submitted plans detail concept building footprints and parking arrangements for the three rear lots and also detail landscaping around the perimeter of some of the lots. All lots can be connected to normal services.



Development Pattern of the Locality:

Oscar Ramsay Drive is a minor collector road located off Linden Avenue. It is an 11 metre wide road and provides access to four culs-de-sac and a loop road.

Approximately 180 lots are accessed via Oscar Ramsay Drive. A majority of the lots have been developed with conventional brick and tile housing.

cont'd

Ped38 Development Application No. 1164/02 - Residential Subdivision - Lots 266 And 267, Dp 787851, 40 And 42 Oscar Ramsay Drive, Boambee East (cont'd)

In this precinct Council has approved of 11 dual occupancy subdivisions (22 lots). Four of the dual occupancy subdivisions are 'battle axe' subdivisions (the rear lot is accessed via a handle). Two adjoining dual occupancy subdivisions are accessed by a common driveway (four dwellings off the one driveway).

The current application is to create two street frontage lots and three rear lots off a common driveway, each of the rear lots having a 2 m wide handle to the street. This arrangement is not in character with the existing development pattern of the locality.

Statutory Controls:

- This land is zoned Residential 2A Low Density under the Coffs Harbour City Local Environmental Plan 2000. Subdivision is permissible with consent.
- Under Council's Subdivision Development Control Plan (DCP) the minimum lot area is 400 m². All lots exceed this criterion. Controls listed under the objectives section of this DCP seek to:
 - *"provide measures to protect and enhance the natural and built environment.*
 - *Ensure subdivision patterns relate to site conditions.*
 - *Promote the orderly development of land and to ensure it is adequately serviced".*

Other Departments' Comments:

The application has been reviewed by Council's Engineering Department, who advise:

"...that Council would not normally approve three battleaxe lots out of one 'L' shaped lot.

Should the application be supported it is recommended that the development proceed as an integrated arrangement with all lots being a party to the common driveway to maximise on street parking, and that strata title subdivision would be best suited to the development to allow for waste bin storage/collection, mailbox locations and sharing of driveway maintenance costs. These issues could probably be addressed if it is a five lot integrated development."

This department also advised that the driveway position does not conflict with vehicle sight distance requirements or cause safety concerns with respect to the local bus service.

Consultation:

Affected property owners were notified of the application and in response Council has received four letters and a petition containing 71 signatures (55 properties) objecting to the development proposal. A summary of concerns is:

- The proposal is not consistent with other homes in the area which are typically single homes on large blocks.
- The resultant development of three dwellings at the rear of Lots 266 and 267 will result in condensed housing and cause adverse impacts such as loss of privacy, noise nuisance, and loss of enjoyment of existing properties.

cont'd

Ped38 Development Application No. 1164/02 - Residential Subdivision - Lots 266 And 267, Dp 787851, 40 And 42 Oscar Ramsay Drive, Boambee East (cont'd)

- Landscaping is a poor response to adverse amenity impacts resulting from future housing on the rear lots.
- Support to this proposal for condensed housing will set an undesirable precedent.
- Unacceptable impacts from excessive car movements, 10 wheely bins on the nature strip for collection each week, more on street parking which may cause a safety problem particularly in relation to the use of the bus stop and also from restricted sight distances.

Issues:

There has been considerable local community and neighbour objection to this subdivision application.

The landform of these and surrounding lots is 'basin' like and consequently future dwellings constructed on the proposed 'rear' lots will be exposed to view from existing housing, resulting in adverse amenity impacts on neighbouring properties. The topography constraints of this location demand greater separation distances from future dwellings than that conceptually shown on the subdivision plans. The topography of the area would support less development (number of houses) on these sites so as to protect and enhance the built environment.

The developer's attempt to mitigate amenity impacts and to break up the indicative separation distances by future landscaping is inadequate. In any event, landscaping will take years to establish.

Arrangements for mail services and waste collection are ad hoc. Five dwellings will see ten bins placed on the street for weekly servicing.

The developer has justified the application on the grounds that the development is not inconsistent with the existing neighbourhood; that the slope of the land does not prohibit the proposed development; that the 'rear' lots will not have a significant adverse impact on the amenity of neighbouring properties. Proposed lots with frontage to Oscar Ramsay Drive will have garages serviced directly from this street and not via the ROW.

Contrary to the developer's justification for the subdivision, it is maintained that the proposal fails to satisfy the objectives of Council's Subdivision DCP. The subdivision proposal will not protect and enhance the built environment, the subdivision pattern does not relate to site conditions, nor does the proposal promote the orderly development of the land.

Summary:

Council is regularly receiving applications for infill development. These proposals are often contentious and attract neighbourhood interest. This is particularly the case if the infill development proposal is inconsistent with the existing development flavour of the specific neighbourhood. A subdivision arrangement for one area is not necessarily suitable for a different area. Subdivision proposals cannot rely upon a complying lot size alone to justify an approval.

Council must consider the subdivision proposal in terms of site conditions, whether the development is orderly, that it will protect and enhance the natural and built environment and that the subdivision will fit within the established lot pattern of the neighbourhood.

cont'd

Ped38 Development Application No. 1164/02 - Residential Subdivision - Lots 266 And 267, Dp 787851, 40 And 42 Oscar Ramsay Drive, Boambee East (cont'd)

The development is inconsistent with the subdivision pattern of the locality. Of some 180 lots off Oscar Ramsay Drive, no lots have been created with this layout.

The proposal to create five lots, for five new dwellings, from two lots cannot be supported.

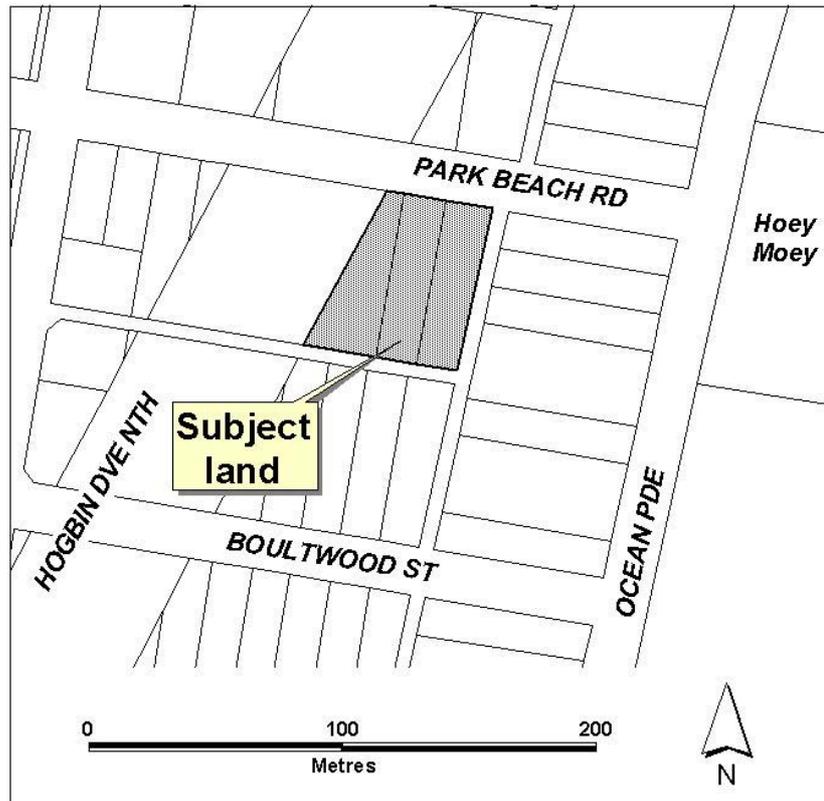
Recommendation:

- 1. That Development Application No. 1164/02 for a five lot residential subdivision at Lots 266 and 267, DP 787851, 40 and 42 Oscar Ramsay Drive, Boambee East be refused on the following grounds:**
 - (a) The subdivision proposal does not promote the orderly development of the area and is not in character with the subdivision pattern of the locality.**
 - (b) The subdivision proposal poorly responds to the topographic constraints of the site and existing development on adjoining sites.**
 - (c) The subdivision proposal, if supported, would result in unacceptable neighbourhood amenity impacts from future residential development on the site.**
- 2. That objectors to the application be informed of Council's determination.**
- 3. That the applicant be advised that Council would consider a fresh application which is compatible with development in the neighbourhood, which may comprise dual occupancy proposals, subject to building footprints and designs taking into account the topographic constraints and amenity impacts of this development site.**

PED39 DEVELOPMENT APPLICATION NO. 1462/02 - MOTEL, MANAGER'S RESIDENCE AND RESTAURANT - LOT 1, DP 262196 AND LOTS 10-11, DP 17053, 122-126 PARK BEACH ROAD, COFFS HARBOUR

Purpose:

To report on Development Application (DA) No. 1462/02 for a tourist facility in Park Beach.



Description of Item:

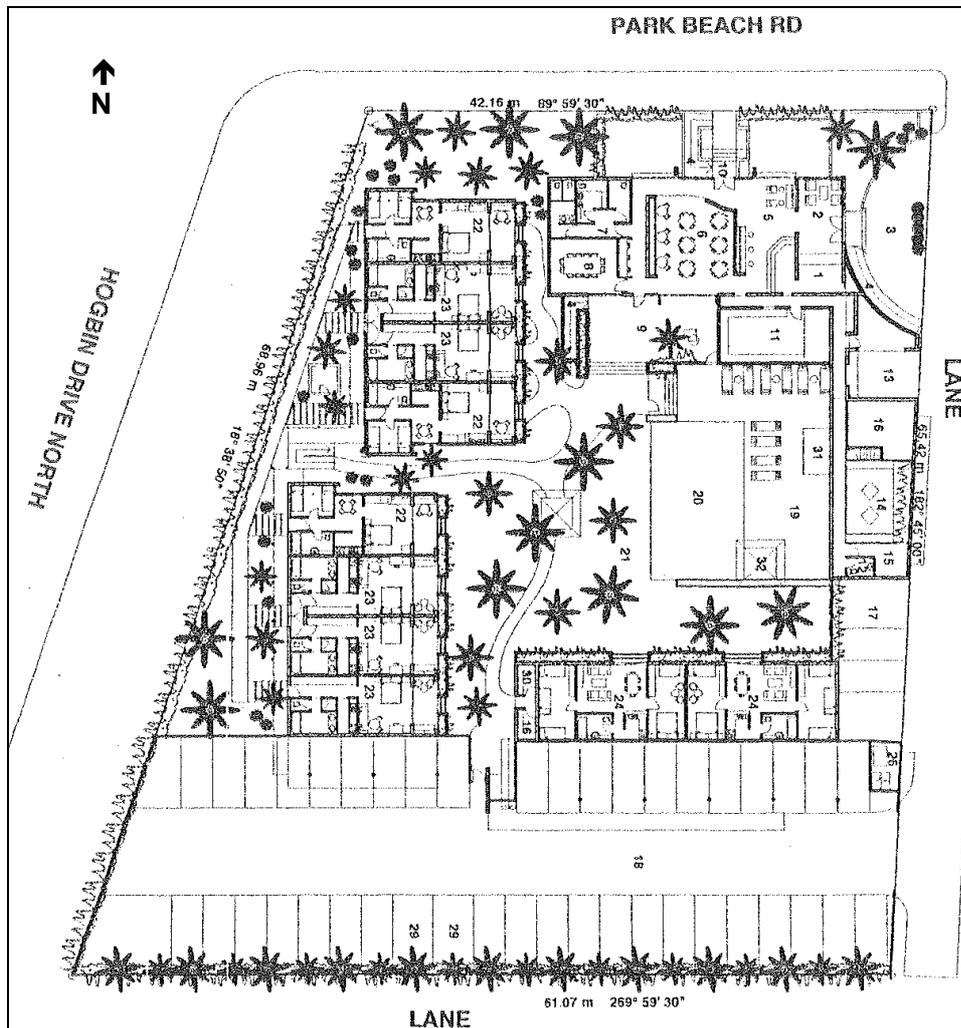
This property is situated on the south eastern corner of Park Beach Road and Hogbin Drive North.

The proposal is for a 40-room motel, manager's residence, restaurant, car parking, central courtyard with pool and landscaping. It will step up from a single storey main building fronting Park Beach Road, to a three-storey accommodation section. The project cost is \$1.8 million.

Vehicular access to the site will be via a laneway off Park Beach Road, while all car parking will be located at the rear of the site, allowing the development to have frontage to both Park Beach Road and Hogbin Drive North. The main entrance to the foyer and restaurant will be located at the corner of Park Beach Road and the laneway, while the three accommodation wings will be located adjacent to Hogbin Drive North and the rear car park. The central courtyard will have a pool and garden.

cont'd

Ped39 Development Application No. 1462/02 - Motel, Manager's Residence And Restaurant - Lot 1, Dp 262196 And Lots 10-11, Dp 17053, 122-126 Park Beach Road, Coffs Harbour (cont'd)



Consultation:

The DA was advertised and notified for a period of two weeks. No submissions were received by Council on the proposal.

Statutory Requirements:

- **Coffs Harbour City Local Environmental Plan (LEP) 2000**

The site is zoned 2E Tourist Residential under LEP 2000; the tourist facility being permissible, and encouraged, within this zone.

- **Tourist Lands Development Control Plan (DCP)**

This section of Park Beach is covered by the Draft Park Beach DCP and development is guided by the provisions of this Draft DCP.

cont'd

Ped39 Development Application No. 1462/02 - Motel, Manager's Residence And Restaurant - Lot 1, Dp 262196 And Lots 10-11, Dp 17053, 122-126 Park Beach Road, Coffs Harbour (cont'd)

- **Draft Park Beach Development Control Plan (DCP)**

The proposal complies with the Draft DCP in terms of density, parking requirements, open space and landscaping, privacy and height limits. A four-storey maximum height is permitted. This proposal is for a three-storey development, with a height to the eaves of nine metres. Setbacks to Park Beach Road average at six metres, with a small part of the single storey building having a five-metre setback. This is appropriate for the site and the area, especially with the landscaping proposed.

Other Departments' Comments:

Council's Engineering Department, Environmental Services Branch and Parks and Recreation Branch require standard conditions relating to the car parking and access, provision of requirements for the food premises and changes to the proposed landscaping plan to reflect Council's requirements.

Summary:

This proposal represents the first new motel development for the Park Beach area for several years. The development of this prominent corner site is supported.

The building forms are influenced by Asian tropical architecture with large roof overhangs; the building will integrate satisfactorily with the locality. All rooms and the main restaurant/reception building look out onto a central tropical courtyard.

The proposal is responsive to adjoining properties and will provide an acceptable benchmark for future developments in this important tourist hub of Coffs Harbour.

It is recommended that the DA be approved subject to standard technical conditions.

Recommendation:

That Development Application No. 1462/02 for a motel, manager's residence and restaurant on Lot 1, DP 262196 and Lots 10-11, DP 17053, 122-126 Park Beach Road, Coffs Harbour, be approved subject to standard technical conditions.

PED40 DEVELOPMENT APPLICATION STATISTICS

Purpose:

To present Council with a brief summary of Development Applications (DAs) received by Council for the financial year ending 30 June 2002.

DEVELOPMENT APPLICATION STATISTICS				
Description	No.	Value (\$) 2000/2001	No.	Value (\$) 2001/2002
New Dwellings	305	40 052 278	517	68 020 293
Dwelling Additions/Alterations	423	5 885 696	529	8 311 990
New Dual Occupancy	25	4 966 600	28	8 070 600
Dual Occupancy Additions/Alterations	20	1 609 630	10	1 045 791
New Flats/Units	9	8 141 000	16	21 444 000
Flats/Units Additions/Alterations	6	364 723	17	7 177 962
Outbuildings/Sheds	155	1 428 357	196	1 883 442
Outbuildings Additions/Alterations	12	90 245	14	81 065
Swimming Pools	93	1 557 899	124	2 377 604
Commercial/Industrial/Retail	26	12 675 500	18	10 085 853
Commercial/Industrial/Retail Additions/Alterations	61	6 515 151	76	6 876 560
Advertising Structural	4	17 200	6	59 000
Other Developments	229	31 446 534	216	17 054 673
Sub total	1368	114 750 813	1767	152 488 833
Construction Certificates				
• issued by Council	1046		1466	
• issue by private certifiers	8		4	
Total	2422		3237	

Report:

The increase in approvals for houses, flats and related items (swimming pools, etc.) has been spectacular; dwelling approvals, for instance, increased 70%.

Income generated from assessment of DAs, issue of Construction Certificates (old building permit), planning certificates, building inspections, plumbing and drainage inspections and other miscellaneous items for this period was in excess of \$1,423,000.

The average assessment time per DA was 19 calendar days, with 72% of applications assessed within 21 days.

“Fine-tuning” of the DA process is continuous. Ways to improve our service and the quality of the built environment are constantly being examined. A major exercise has just begun under the auspices of the Coffs Best Value system to examine service provision of the DA process. The examination includes consultation with the ‘customers’ of the DA system to identify any shortcomings and how to address them.

cont'd

Ped40 Development Application Statistics (cont'd)

Recommendation:

That the report on statistical information for Development and Construction Certificate Applications for the financial year 2001/2002 be received and noted.

PED41 REGIONAL WASTE MANAGEMENT

Purpose:

This report outlines a proposal for Council to pursue a regional approach to waste management jointly with Bellingen and Nambucca Shire Councils.

Description of Item:

Council has developed a Draft Waste Management Strategy and is progressing towards a total revision of waste services. Current waste collection and processing contracts expire mid 2003. A key component of the new services for the City will be beneficial waste processing, which will reduce the environmental impacts of the Englands Road Waste Depot and lead to more sustainable waste management.

It has become evident that there may be mutual advantages for Coffs Harbour to link with Bellingen and Nambucca Councils in respect to the proposed new waste services. Likely benefits include reduced waste processing and collection costs and coordinated regional waste education and media programs. Resource NSW, a new government agency which coordinates waste management, has funding and resources available to assist regional waste management projects such as what is now proposed.

Bellingen Council's Kerbside Garbage and Recycling Contract is also due for renewal in mid 2003. Due to increasing environmental and economic constraints, the Council is looking to phase down the use of Raleigh Waste Management Centre. Bellingen Council at its meeting of 7 May 2002 resolved that:

1. *"An official approach be made to Coffs Harbour and Nambucca Shire Councils to gauge the interest in pursuing funding for an investigation into the feasibility of a regional approach to joint kerbside collection services and future municipal waste disposal.*
2. *Coffs Harbour City Council be advised of Councils interest in pursuing discussions in respect to the feasibility of using any future waste facility for the disposal of municipal waste."*

Nambucca Shire Council currently has no recycling services nor facility to accept and process recyclable materials. The Council is also interested, in the longer term, in reducing waste going to their landfill. Nambucca Shire Council at its meeting of 20 June 2002 resolved:

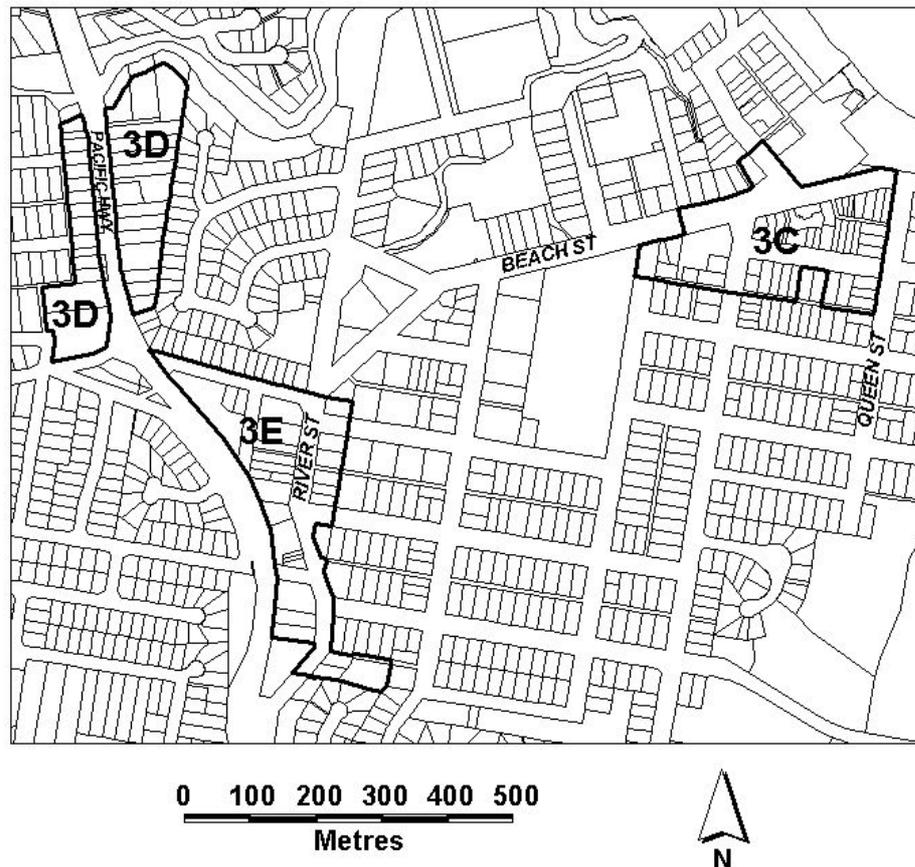
"That Council provide a letter of support to Coffs Harbour City Council to seek a grant from Resource NSW to enable a report to be prepared on the options available on waste management should Nambucca, Bellingen and Coffs Harbour local government areas work together."

Recommendation:

That Council liaise with Bellingen and Nambucca Shire Councils to pursue regional waste management opportunities.

Purpose:

The purpose of this report is to advise Council on the current status of the Woolgoolga Business Lands Working Group and provide an analysis of the 3D Business Tourist Service zone.



Background:

In 1996 Council prepared the Woolgoolga Town Centre Study to provide a strategic plan for the town. The purpose of this study was to review the planning issues relevant to the town centre to enable the development of an overall planning strategy. The study was developed and shaped by input from the Woolgoolga community with local representatives on the steering committee.

The Woolgoolga Town Centre Study found that the Woolgoolga Business District comprises three main precincts:

- the **Beach Street precinct** - the main town centre representing the hub of business activity with most of the commercial and retail development confined to the southern side of this street;
- the **River Street precinct** - extends from Beach Street to the Pacific Highway and contains a number of automotive related uses, speciality shops and convenience food outlets;
- the **Pacific Highway precinct** - located along the Pacific Highway immediately north of the roundabout on Pullen Street and the Highway and contains mainly automotive and tourist related uses such as service stations, motels and a tourist emporium.

cont'd

Ped42 Woolgoolga Business Lands Working Group (cont'd)

In addition to the Woolgoolga Town Centre Study, a Local Environmental Study (LES) was prepared in 1996 to support and justify the preparation of a new Local Environmental Plan (LEP) for the whole of the Coffs Harbour local government area (known as LEP 2000). One of the recommendations of the LES was to nominate an appropriate business hierarchy for the development of land use policies to reduce duplication of business services, reinforce the role and function of the business centres and provide a clear direction for new business pursuits.

As a result of the findings of the Woolgoolga Town Centre Study and the LES, it was necessary to establish a land use strategy that reinforced the role and function of the business centres. This was achieved by tailoring land use zones to the business hierarchy. Hence the following zones were formulated and apply to Woolgoolga:

- Business 3C Town Centre Zone: main town centre, Beach and Market Streets;
- Business 3D Tourist Service Centre zone: Pacific Highway; and
- Business 3E Town Centre Support zone: River and Clarence Streets.

A report was presented to Council on 24 April 2002 which recommended that land currently zoned 3E Business (Town Centre Support) in River and Clarence Streets, Woolgoolga be rezoned to 3D Business (Tourist Service Centre). This would provide a clear direction for appropriate business pursuits on these lands without threatening the role, function and viability of the Woolgoolga Town Centre. Although Council adopted the resolution of the subject Council meeting, it resolved to remove the rezoning of Woolgoolga Business Lands from Draft LEP (Amendment No. 16) at a meeting held on 23 May 2002 due to the concerns expressed by landowners of the area.

Report:

A working group has been established in accordance with Council's resolution of 13 June 2002 to review the 1996 Woolgoolga Town Centre Study with a particular focus on the business zonings.

- **Structure of Working Group**

Nominations were sought and received. From these the Woolgoolga Business Lands Working Group could comprise:

- two representatives of the Woolgoolga Chamber of Commerce (Mr Gordon Abbott and Mr David Featherstone);
- two representatives from the River/Clarence Street area (Mr John Arkan and Mrs Sue Hoare);
- two representatives from the Beach/Market Street area (Mr Paul Campbell and Mr Robert Watson);
- one representative from the Pacific Highway area (Mrs Margaret Weeks);
- one representative from the industrial estate area (Mrs Meg Featherstone);
- two residents with no business or commercial property interests (Mr Graham Hanley);
- three Councillors (Councillors Strom, Rhoades and Williams (Chairperson));
- two Council staff (Mr Tony Blue and Mr Gilbert Blackburn).

An additional nomination has been received for the Beach/Market Street area but only one nomination by a resident with no business or commercial property interests. It is recommended that this nominee (Mr Ron Whelan) be allowed to fill the vacant place on the working group. Councillors will be advised of times/dates of meetings/workshops in due course.

cont'd

Ped42 Woolgoolga Business Lands Working Group (cont'd)

Business 3D Tourist Service Centre Zone

The aim of this zone is to provide for the tourist service needs of the community.

The objectives of the zone are to:

- enable tourist service development that is compatible with the surrounding area; and
- provide for development that is within the environmental capacity of the land and can be adequately serviced.

It is important to ascertain - what are the needs of the users of this particular area? The land uses along the Pacific Highway, such as the service stations and motels, serve as short term convenience type activities. People travelling north or south primarily want petrol or somewhere to stay or a few convenience type small goods, such as milk or bread, for their journey. Therefore, it is fair to say that this is a low key, low impact type area with parking and access being one of the most important issues for development opportunities due to the proximity to the highway.

The main area of contention in this zone is the prohibition of shops. Shops are considered to be an incompatible use in this zone due to the conflict with highway use particularly with the flow of traffic safety and amenity of the area. In addition, shops can vary from a small clothing shop to a large supermarket. The primary users of the highway do not stop in this precinct to do their major grocery shopping for the week or clothes shopping; they stop to obtain small convenience type goods. The permissibility of shops in this zone would detrimentally impact on the flow of traffic in the area, safety and on the availability of parking facilities.

'Convenience stores' are considered to be a land use which is consistent with the objectives of the 3D zone and are allowed with development consent. A 'convenience store' is defined as follows under LEP 2000:

"...means a shop selling a variety of small consumer goods and petrol, oil and petroleum products, whether or not other goods are available for hire at the shop".

Convenience stores usually sell petrol, oil or petroleum products as their primary use and the low order, small/consumer goods as an ancillary use. In this way convenience stores meet the needs of the users of the highway without detrimentally impacting on the flow of traffic, safety and on the amenity of the area. Therefore, it is not necessary or appropriate to allow shops in the 3D zone as convenience stores meet the needs of the users of this low key, low impact area.

In summary, LEP 2000 has endeavoured to establish a business hierarchy where particular activities are considered to be appropriate and where they meet the aims and objectives of the particular zone. This finding should be emphasised and reinforced during the review of the Woolgoolga business zones.

cont'd

Ped42 Woolgoolga Business Lands Working Group (cont'd)

Recommendation:

- 1. That Council endorse the establishment of the Woolgoolga Business Lands Working Group.**
- 2. That Council endorse the following nominated members to the Group:**
 - two representatives of the Woolgoolga Chamber of Commerce (Mr Gordon Abbott and Mr David Featherstone);**
 - two representatives from the River/Clarence Street area (Mr John Arkan and Mrs Sue Hoare);**
 - two representatives from the Beach/Market Street area (Mr Paul Campbell and Mr Robert Watson);**
 - one representative from the Pacific Highway area (Mrs Margaret Weeks);**
 - one representative from the industrial estate area (Mrs Meg Featherstone);**
 - two residents with no business or commercial property interests (Mr Graham Hanley and Mr Ron Whelan);**
 - three Councillors (Councillors Strom, Rhoades and Williams (Chairperson));**
 - two Council staff (Mr Tony Blue and Mr Gilbert Blackburn).**
- 3. That Council note the discussion on the 3D Business Tourist Service Centre zone with respect to convenience stores and shops.**

PED43 ZONING OF BEACH AREAS OF COFFS HARBOUR

Purpose:

At a Council meeting on 9 May 2002 it was requested that:

“...a report be brought back from Planning regarding the rezoning of all beach areas in the local government area from high medium density back to low density. The report to include ramifications of the current zoning and the ramifications of changing it back to low density.”

On 27 June 2002 Council asked for a report on variations of height limits given to buildings in coastal areas.

This report addresses these issues.

History of Zonings:

In the first zoning schemes (1959 in Coffs Harbour, 1967 elsewhere) there were no separate zones for ‘houses’ and ‘flats’.

In 1976 Council adopted ‘policy maps’ which defined areas for development of ‘flats’. These maps were used to control development until 1980, when the zones were incorporated, with some ‘fine tuning’, into IDO 80, the first planning instrument which covered the entire local government area.

These zones were included in successive planning instruments in 1988 (LEP 88) and 2000 (LEP 2000).

The Zones:

The present zones in coastal areas, from north to south, are generally described below:

• Arrawarra	2A zone
• Mullaway	2A zone
• Safety Beach	2A zone
• Woolgoolga	2B zone on north face of headland 2C zone on south face of headland 2E zone near beach 2A zone elsewhere
• Hearnes Lake	2E zone
• Sandy Beach	2A zone
• Emerald Beach	2B zone on headland 2A zone elsewhere

cont'd

Ped43 Zoning Of Beach Areas Of Coffs Harbour (cont'd)

• Moonee Beach	2A zone north of and including existing village 2E zone south to Split Solitary
• Sapphire and Korora	2A zone over residential sections 2E zone over tourist developments
• Diggers Beach and Macauleys Headland	2A zone over residential areas 2B and 2E zones over tourist developments
• Park Beach	2E zone
• Coffs Jetty	2C zone
• Sawtell	2E zone south of Boambee Headland 2B zone around Village Centre

Effects of the Zones:

Each zone has its own set of requirements. These requirements are set-out in a series of Development Control Plans (DCPs) which are summarised below: a set of these DCPs has been provided separately to Councillors.

Zone	Applicable DCP	Density	Building Height (to highest point)
2A	Low Density	one dwelling/400 m ² site area	7.5 metres
2B	Medium Density	one dwelling/200 m ² site area	2 storeys
2C	Medium-High Density	Average about one dwelling/100 m ² site area - sliding scale based on unit size	10 metres
2D	High Density	This zone is not used in coastal areas	
2E	Residential Tourist	Woolgoolga: one unit/300 m ² site area Hearnes Lake: one unit/2000 m ² site area Moonee: variable averages about one unit/300 m ² Sapphire: one unit/150 m ² site area Diggers Beach: one unit/300 m ² site area Park Beach: one unit/150 m ² site area Sawtell: one unit/200 m ² site area	7.5 metres 7.5 metres 7.5 metres {some 7.5 metres {some 14 metres {some 7.5 metres {some 11 metres 7.5 metres (proposed to be 4 storeys in draft DCP) 7.5 metres

Note: There are a few areas (such as Orlando Street at the Jetty) which have special provisions, but the above summarises the overall situation.

cont'd

Ped43 Zoning Of Beach Areas Of Coffs Harbour (cont'd)

Application of the DCPs:

Like many other controls applied by Council, the DCPs are 'outcome-oriented'. This makes their application more difficult and time-consuming but results in a better product.

Heights are expressed in the form 'generally not to exceed XX in height'. This allows for flexibility, permitting account to be taken of slope, other nearby buildings and the like.

- **An Example**

Council staff in recent times dealt with an application to build a two-storey house at Emerald Beach. The history of, and background to, the processing of this application provide a good window into the procedures used to achieve a good result.

- **The Locality**

This locality is zoned 2B (Medium Density) although, in this section, most lots are built-on with single houses. This situation applies in many areas; Woolgoolga, Coffs Jetty and Sawtell included, and often presents Council with some difficulties in resolving conflict between proposals for unit development and the presence of single houses.

The conflicts are most often with views, as these areas are mostly sloping ground with ocean views.

In the example case, there are few residential unit buildings. There are a number of possible reasons for this, including:

- The original subdivision provided only gravel roads.
- The lots are small.
- Water and sewer were not available until recently.
- There was, in the past, little or no demand for residential units outside established towns.

The result was that the land was relatively low-priced and, with good views, was very attractive to home-builders.

The land is small (585 m² and narrow (15 metres) and slopes downwards from the road towards the north-east. Most lots in the vicinity are already built-upon, and the houses are generally two-storeyed with pitched/gabled roofs.

- **Dealing with the Application**

The application took from July 2001 to June 2002 to resolve. This was because of the level of attention given to this kind of application by Council staff, the involvement of nearby residents, the placing of height profiles for assessment and the preparation by the applicant of amended plans.

What was finally approved was a two-storey house, 7.5 metres high at its front wall. The height above ground is correspondingly higher as the ground slopes away, but this is common to all houses nearby.

cont'd

Ped43 Zoning Of Beach Areas Of Coffs Harbour (cont'd)

The level of the top of the roof, at RL 104.6, will be 140 mm (six inches) higher than the roof top of the house on one side and 600 mm (two feet) lower than the rooftop of the house on the other side. The owners of these houses, plus two other nearby owners, expressed their satisfaction with this height and with the final design.

One neighbour, across and a little down the road, objected throughout the process. This neighbour's house is two-storey, and the front deck level is RL 104.4. This means that the view now available over the existing houses will not be impeded by the new house, which is of the same height as its neighbours.

- **Procedures**

As described above, Council staff put a great deal of effort into achieving satisfactory outcomes. The report (provided separately to Councillors) made by the Building Officer to his seniors, is typical of such reports.

The example proposal complies with Council's requirements and the outcome will be a good development in accord with its neighbours.

Recommendation:

That the report on zoning and development in coastal areas of Coffs Harbour be noted.

Kerry Power
Director, Planning Environment
and Development

FINANCE AND ADMINISTRATION DEPARTMENT REPORTS

F43 2002 NSW STATE ASSEMBLY OF LOCAL GOVERNMENT

Purpose:

To advise Council that the 2002 NSW State Assembly of Local Government is to be held at the Millennium Hotel, Sydney on the Monday, 22 and Tuesday, 23 July 2002.

Description of Item:

The 2002 NSW State Assembly will focus on two major themes of major importance to Local Government:

- Towards an Integrated Transport Strategy - (Day 1)
- New Regional Approaches to Infrastructure Management – (Day 2)

Presentations will be made from experts from all spheres of government, the transport industry, academia and research organisations. The days will be structured to provide considerable time for open forum sessions so that all delegates may actively participate in discussions.

Cr Jennifer Bonfield and Cr Jan Strom have expressed an interest in attending.

Economic Implications:

Registration, accommodation and transport costs will total approximately \$1,000 per delegate. These funds are available in the current budget.

Recommendation:

1. **That Council be represented at The 2002 NSW State Assembly of Local Government Conference, being held in Sydney on Monday, 22 July and Tuesday, 23 July 2002.**
2. **That Council approves Cr Bonfield and Cr Strom's attendance at the conference.**

F44 ROAD RENAMING, HIGH STREET COFFS HARBOUR

Purpose:

To report on the results of the public submissions to the proposal to rename High Street, the closed section of Castle Street and Orlando Street.

Description of Item:

Council embarked on a revitalisation project for the City Centre which included the removal of the Mall, redevelopment of Castle Street and reopening of High Street to vehicular traffic on the 1 December 2001.

As reported to Council at its meeting held on the 28 February 2002, it was proposed, as part of the Coffs Harbour City Centre Strategic Plan and revitalisation, that consideration be given to renaming the Mall section or alternatively the whole or part of High Street to refocus promotion, understanding and linking of the City Centre to the Harbour.

The proposal was to use the name 'Harbour Drive' for this purpose and 'City Centre' for the closed section of Castle Street.

Council approved the naming of High Street from the Pacific Highway to Orlando Street 'Harbour Drive' as well as the closed section of Castle Street adjoining High Street as 'City Square'.

Council also sought community opinion on renaming Orlando Street to 'Harbour Drive' so that the entire road from the Pacific Highway via the Jetty becomes Harbour Drive.

Consultation:

An extensive program was put in place to gather community opinion. Advertisements calling for submissions were placed in the local newspapers along with several media releases.

Correspondence was also forwarded to property owners in High and Orlando Streets advising of the proposals and requesting their opinion. The Coffs Harbour Chamber of Commerce also completed a survey of its membership.

The proposals have also been canvassed with the City Centre and Jetty Working Groups.

Related Policy and / or Precedents:

Council adopted a policy on the 26 October 2000 for the naming of Roads, Streets, Bridges and Public Places and the proposal conforms to the policy.

There is a history of the road connection between Coffs Jetty and the main City Centre (in the early days the City Centre area was the Village of Brelsford and later known as Top Town).

Early records including maps and plans show that the street now named Park Avenue was originally named Harbour Road and extended easterly through what is now Brelsford Park and easterly along the (Victoria Street) ridge to near Beacon Lookout and then down to the Jetty.

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F44 Road Renaming, High Street Coffs Harbour (cont'd)

The records also reveal that the Top Town or western part of now High Street was always known by that name. However, the section at the Jetty was originally named Ocean Street, there being no link originally between the two streets. When this road became the main road link between Top Town and the Jetty the section to Dibbs Streets was called High Street with the section east of Dibbs Street to the Jetty called Ocean Street. In 1953 Ocean Street (Dibbs to the Jetty) was renamed High Street.

Statutory Requirements:

In the case of road names, Section 162 of the Roads Act permits Council to name/rename a public road. It must give the Geographical Names Board at least one month's notice of the proposed name.

In exercising its powers, Council must follow the procedures set out in Clauses 7-10 of the Roads (General) Regulations 2000.

Issues:

Statutory advertising of the proposals have been undertaken. Also owners of properties facing High Street (282) and Orlando Street (166) have been advised in writing and invited to make submissions.

Council has received only 56 submissions from this extensive campaign. Council has also received correspondence from the Coffs Harbour Chamber of Commerce advising that a survey of membership had been undertaken and 80% of respondents were in favour of renaming High Street. Contact has been made with the Coffs Harbour Chamber of Commerce to obtain a further breakdown and permission to use the information.

The following table identifies the preference:

		For	Against
Renaming High Street	Residents (High)		5
	non-residents	2	8
	businesses facing		6
	organisations facing		2
	not-identified		<u>2</u>
		<u>2</u>	<u>23</u>
CH Chamber of Commerce	% of respondents	80%	20%
Renaming Orlando Street	Residents (Orlando)		1
	non-residents		2
	businesses facing		<u>1</u>
			<u>4</u>
CH Chamber of Commerce	% of respondents	65%	35%
Renaming Orlando and High Streets	residents (High)	2	2
	residents (Orlando)		4
	non residents	4	3
	businesses facing (High)	2	4
	businesses facing (Orlando)	1	1
	not identified	<u>2</u>	<u>2</u>
		<u>11</u>	<u>16</u>

cont'd

F44 Road Renaming, High Street Coffs Harbour (cont'd)

Notes: Reasons for supporting the renaming of High and Orlando Streets included progressive idea (3) and good for tourism (5). One submission in favour preferred to retain the City Centre Mall for that section to keep the identity of the shopping centre.

Reasons for opposing included cost (11), inconvenience (8), historical (5), possible effect on trade and traffic increase (1).

With respect to renaming High Street, the supporting submissions cited tourism benefit whilst those opposing cited cost (15), inconvenience (10), historical reasons (8) and traffic (12). Four of these submission based their opposition of renaming City Centre Mall due to its loss of meaning as a business district.

Council is also advised that the design of Hogbin Drive included a redesign of the intersection of High and Orlando Streets to provide a T-intersection with High Street proceeding directly into Marina Drive and Orlando Street joining High Street at a right angle. As this would completely delineate the two streets it is not proposed to rename Orlando Street but recommend a review be carried out once the intersection is completed and continue 'Harbour Drive' by renaming Marina Drive.

Consideration was also given to renumbering High Street commencing at the intersection with the Pacific Highway, should there be any benefit. Because the section of High Street, between the Pacific Highway and Gordon Street, was renumbered when the City Centre Mall was introduced, new street numbering was commenced at the Pacific Highway and runs east to Gordon Street. There now exists a small series of numbers that are omitted at Gordon Street.

There are also some blocks which now have 'A' in the address but this will always be the case where subdivision is possible. There seems no point in renumbering solely to correct these blocks as others will occur in the future.

Retaining the existing will also enable the numbering to continue eastward should Harbour Drive eventually extend to the Harbour.

Contact has been made with the emergency service organisations and they have advised there would be little effect if they were called and responded. There is a preference by Australia Post to retain the existing numbering system.

It is therefore not proposed to renumber High Street and this will also help in assisting at this time of change with mail delivery. Street signage at Gordon Street will also include the range of numbers associated with the adjoining blocks in High Street.

Other Departments' Comments:

The City Centre and Jetty working Groups were consulted.

Economic Implications:

There will be a cost to Council to change all street finger signs. There are 60 signs and they will cost \$3,200 to replace.

cont'd

F44 Road Renaming, High Street Coffs Harbour (cont'd)

Implementation Date / Priority:

As suggested previously, a specific date for the physical name change may be appropriate and the 1 January 2003 is proposed.

Recommendation:

- 1. That High Street from the Pacific Highway to Orlando Street be 'Harbour Drive'.**
- 2. That closed section of Castle Street adjoining High Street be 'City Square'.**
- 3. That the renaming of High Street to Harbour Drive be effective from the 1 December 2002 to enable residents and property owners time to adjust signage and notify customers, business partners and others.**
- 4. That any further extension of Harbour Drive be reviewed and reported to Council once the construction of Hogbin Drive is completed.**

K O Lavelle
Director of Finance and Administration