

**Minutes for this meeting will be confirmed at the  
Economic and Community Enterprises Committee meeting to be held in the  
Council Chamber, Council Administration Building on 28 November 2002.**



**COFFS HARBOUR CITY COUNCIL**

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

**COUNCIL CHAMBERS**

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

**7 NOVEMBER 2002  
COMMENCING AT 5.00 P.M.**

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**COFFS HARBOUR CITY COUNCIL**

**ORDINARY MEETING**

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

**7 NOVEMBER 2002**

Mayor and Councillors

**NOTICE OF MOTION**

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**7 RURAL CRIME IN NSW**

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Councillor W Palmer has given notice of his intention to move:

*“That this Council write to the Police Minister, Michael Costa and the Shadow Police Minister, Andrew Tink, urging them to address the problem of rural crime in NSW.”*

**Background:**

There is a special need in this and other country areas for the gathering of information relating to break and enter of farm sheds, e.g. packing sheds, vandalism, stock thefts, et cetera.

The dumping of old cars in forest areas demands that costs should be sheeted home to perpetrators.

**General Manager’s comments:**

Rural crime in NSW and specifically in this Police area command takes many forms. In response to this the Coffs Harbour Crime Prevention Plan has been developed by the Coffs Harbour Crime Prevention Committee, the NSW Police Service and has been prepared by Coffs Harbour City Council in consultation with a wide cross section of the community.

The Crime Prevention Plan is designed to inform both Council and the community in relation to priority crime issues and the influencing factors of crime in the local area.

The plan is a working document containing a range of crime prevention strategies and initiatives upon which to work toward building a safer community.

**cont’d**

## 7 Rural Crime In Nsw (cont'd)

It seeks to assist Coffs Harbour City Council, NSW Police and the broader community to determine present and future needs, decrease crime rates and assist in preventing crime reoccurring.

The Crime Prevention Plan draws on information gathered from statistical sources and extensive community consultation processes.

At the Economic and Community Enterprises Committee Meeting of 22 November 2001, it was resolved that:

- “1. Council adopt the Coffs Harbour Community Crime Prevention Plan for implementation through the local Crime Prevention Committee.*
- 2. The Crime Prevention Plan be forwarded to the NSW Attorney General's Department for endorsement and to allow negotiation for funding of the strategies to commence.”*

The specific areas of crime prevention which the plan seeks to address are:

- domestic violence;
- crime involving young people;
- crime related to drug and alcohol misuse and abuse;
- the physical involvement in which specific crimes are committed.

The process set down by the NSW Attorney General's Department regarding funding for the identified strategies is as follows:

1. Council adopts the Crime Prevention Plan.
2. Forward plan to Attorney General's Department with detailed budgets for those strategies which require funding.
3. Determination by the Attorney General's Department on funding allocation.
4. Plan implemented by undertaking those strategies which receive funding.

In January 2002, the adopted plan and the detailed budgets were submitted to the Attorney General's Department. During March and April 2002, further information was requested by the Attorney General's Department and this was provided. As a result of staff changes and changes to funding allocation processes at the Attorney General's Department, further information was requested and supplied during July, August and September 2002. There was also further information supplied regarding one of the domestic violence strategies during September 2002.

On 24 October 2002, representatives from the Attorney General's Department indicated that the final assessment needed to approve the funding attached to the Crime Prevention Plan, would occur in the second week of November 2002. It was also made clear at this point that there were no foreseeable problems with this final assessment process and that the plan was viewed by the Attorney General's Department as a sound and effective preventative approach to crime within our community.

While the strategies which have been documented would not address all the crime which occurs in this area, it is believed that they would assist. The strategies will deal with the underlying issues of crime within the areas prioritised during the development of the Crime Prevention Plan.

It is important to note that the NSW Police have been closely involved and committed to the development of the plan and have indicated continued commitment to its implementation.

**P62 SAWTELL MASTERPLAN**

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**Purpose:**

The purpose of this report is to present an assessment of the submissions received on the draft Masterplan for Sawtell Village Centre. The Masterplan includes:

- a Draft Local Environmental Plan (LEP) to amend Coffs Harbour City LEP 2000;
- a Development Control Plan (DCP);
- an amendment to the Car Parking DCP; and
- a Contributions Plan for Car Parking.

This report recommends adoption of these documents as previously circulated to Councillors.

**Background:**

In June 2002, Council resolved to:

- prepare a Draft LEP for the extension of the Conservation Area and additional heritage items in Sawtell; and
- exercise its delegations and place on exhibition for two months the following:
  - Draft Masterplan for Sawtell Village Centre;
  - Draft LEP Amendment No. 19 (conservation area extension);
  - Draft DCP - Sawtell;
  - Draft DCP - Car Parking - Sawtell; and
  - Draft Sawtell Village Contributions Plan 2002 (Car Parking).

**Report:**

In accordance with Council's resolution, of 13 June 2002, the documents were placed on exhibition at the Council Administration Building and Toormina Library from 1 July 2002 to 2 September 2002. A copy of the documents and displays were also made available at the Sawtell Information Centre.

As a result of the exhibition, a total of 30 written submissions were received. Twenty-nine submissions raised issues or objections to the plan, one submission supported the plan in its entirety. A copy of the Masterplan and copies of submissions received have been placed in the Councillors' Room.

**cont'd**

## **P62 Sawtell Masterplan (cont'd)**

### **Issues:**

The key issues arising from exhibition of the documents are:

- **Car parking**

Twenty-three submissions expressed opposition to the Draft Car Parking DCP. The submissions generally stated that there was a lack of parking provided. The submissions requested that Sawtell not have the proposed specific provisions, rather that the provision for the rest of the local government area apply to Sawtell.

### **Comment**

The Car Parking DCP requires different car parking for different uses as follows:

- Shops - one space/23 m<sup>2</sup> floor area
- Offices - one space/40 m<sup>2</sup> floor area
- Restaurants - one space/6.6 m<sup>2</sup> floor area.

The rates under Draft Car Parking DCP for Sawtell are:

- Ground floor area - one space/23 m<sup>2</sup>
- First floor - one space/40 m<sup>2</sup>.

Other parking rates, such as the rate for residential units, are proposed to remain unaltered.

As shops are likely to occupy the ground floor and offices the first floor, the proposed rates will have negligible impacts for those uses. Essentially, the changes will have implications for restaurant proposals; the conversion of a ground floor shop to a restaurant for example will not require any additional parking. To require a higher rate for restaurants will discourage this use, which may in turn undermine the vision of 'creating a lively focus' as opportunities for outdoor dining would be restricted. Moreover, many of the restaurants in Sawtell have their peak demand outside of normal business hours when the number of vacant on-street and off-street parking spaces increases.

- **Recent Approvals/Buildings under Construction**

Opposition to Council's recent development application decisions was voiced, together with general opposition to the two developments currently under construction. The submissions indicated that if Sawtell was to keep developing as per recent developments, the future character, charm and appeal of Sawtell Village would be detrimentally changed.

### **Comment**

These consents were issued prior to the Sawtell Masterplan being prepared. Notwithstanding, the new buildings, although higher than would be permitted under the Masterplan, are of good design and will contribute to the Sawtell Village by providing "shop top housing". Any new development will have to accord with the provisions of the Masterplan and DCP.

**cont'd**

## **P62 Sawtell Masterplan (cont'd)**

- **There is a need to maintain heritage values using appropriate controls**

### **Comment**

This is endorsed in the controls proposed in the Masterplan and DCP.

- **Implement controls to ensure west side of First Avenue is single storey**

### **Comment**

A maximum height of two storeys for Sawtell Village is recommended. Council's heritage consultant and a representative from NSW Heritage have provided comment on the western streetscape of First Avenue, supporting a maximum height of two-storey development.

It is a requirement that any application requires the submission of a "Statement of Heritage Impact" (SOHI). This is the appropriate mechanism to assess the impacts of any development proposal, especially on the western side of First Avenue.

- **Need to maintain facades of buildings on west side of First Avenue**

### **Comment**

The retention of facades can be achieved through implementing the provisions of the DCP, viz requirement to consider heritage and provide suitable documentation with the application (SOHI). Consideration to the consultant's heritage report would be a major consideration in the process.

- **Establish control to limit development to two storeys on east side of First Avenue**

### **Comment**

Again the DCP establishes a maximum height limit of two storeys for the eastern side of First Avenue.

- **Renovation preferred to redevelopment and demolition**

### **Comment**

The controls in the DCP apply an appropriate level of assessment to enable DAs to be considered and determined on a case by case basis.

- **Do not add clutter to central median strip**

### **Comment**

The central median strip is not to be redeveloped nor modified. Continued maintenance of the area will be achieved as a component of the Masterplan.

**cont'd**

## **P62 Sawtell Masterplan (cont'd)**

- **Need balance between progress/redevelopment and maintaining village's charm and character**

### **Comment**

The Masterplan and DCP will enable a balance to occur whilst preserving the character of the village.

- **Need to restrict/control larger developments so they don't dominate village**

### **Comment**

The Masterplan will enable a suitable strategic approach to the future of the village; this approach will be implemented by the controls provided in the DCP.

- **Retain current furniture and fixtures**

### **Comment**

The Masterplan recommends new standardised furniture and fixtures in its revitalisation program. The submissions received request the status quo remain in Sawtell. The Masterplan can allow some flexibility by allowing the current stock to remain until replacement is required by structural failure or for other safety reasons.

- **The Masterplan should not endorse the buildings under construction as good examples**

### **Comment**

The wording of the Masterplan has been modified accordingly.

- **The town map should be located north and south of the main village area**

### **Comment**

Suitable locations for town maps can be identified; the Masterplan has been modified to indicate they should be located north and south of the village.

- **Should reduce speed limit to 30 kph in First Avenue, from Boronia Street intersection to Second Avenue intersection**

### **Comment**

This suggestion from submissions received has been supported and accommodated in the Masterplan; this will require endorsement by the Local Traffic Committee and by Council.

- **No further multistorey (3-storey) buildings should be approved**

### **Comment**

The Masterplan and DCP are appropriate tools to enable consideration to be given to the height of buildings in the village with any DA proposed.

**cont'd**

## **P62 Sawtell Masterplan (cont'd)**

Other issues were raised in submissions, these include:

- street lighting needs improving;
- the need for improved pedestrian links (footpaths) throughout Sawtell/Toormina;
- concern over requirement for the use of pastel colours in village;
- concern over what is being required by draft documents compared to previous consent granted;
- general support to restrict commercial zone and encourage residential;
- need to introduce rear lane setback for redevelopment along laneways;
- endorsement of sight lines, suggested in consultants report, to achieve unobtrusive rear redevelopment of western side of First Avenue;
- desire to have details of SEPP26 (Littoral Rainforests) shown on plans;
- funding of works in Sawtell should come from the General Fund similar to other works in the CBD, etc;
- a desire to encourage shop top housing rather than units;
- need for town map.

### **Comment**

Suitable modifications have been made to the previously circulated documents to incorporate these issues unless they were in direct conflict with Council's existing policies.

### **Statutory Requirements:**

The proposed draft plan has been prepared in accordance with the Environmental Planning and Assessment Act 1979 and is consistent with the relevant State Environmental Planning Policies, the North Coast Regional Environmental Plan, Ministerial Directions and the NSW Coastal Policy.

The following statutory and strategic documents were considered in the preparation of the plans:

- **Statutory**
  - Environmental Planning and Assessment Act 1979,
  - Heritage Act 1977,
  - State Environmental Planning Policies,
  - North Coast Regional Environmental Plan,
  - Coffs Harbour Local Environmental Plan 2000.
- **Strategies**
  - NSW Coast Government Policy,
  - North Coast Urban Planning Strategy,
  - Coffs Harbour Urban Development Strategy.

These documents provide for framework for rules or guidelines for preparation of the LEP and the protection of the natural environment. The LEP addresses all the relevant requirements of these documents.

**cont'd**

## **P62 Sawtell Masterplan (cont'd)**

### **Consultation/Other Departments' Comments:**

These documents have been developed with input from all Departments within Council.

### **Economic Implications:**

The Masterplan promotes the vision: *"To maintain and enhance the character of the existing Sawtell Village Precinct, while also creating an attractive and lively focus for the Sawtell area, reflecting its heritage significance"*.

There are significant pressures for growth and development due to Sawtell's popularity. It is considered important to achieve the vision and to retain the Sawtell Village as a small village, catering for locals and tourists. Larger scale retailing and development is better suited to the nearby Toormina Shopping Centre.

Attached is a schedule of likely costs and sources for the works proposed in the Sawtell Masterplan. These funds would need to be allocated in future budgets.

### **Recommendation:**

#### **That Council:**

- 1. Adopt the Masterplan for Sawtell Village Centre, as previously circulated to Councillors, which includes:**
  - (a) Local Environmental Plan 2000 (Amendment No. 19) as attached to this report for Sawtell and forward it to planningNSW for gazettal;**
  - (b) Development Control Plan – Sawtell;**
  - (c) Development Control Plan - Car Parking Sawtell;**
  - (d) Sawtell Village Contributions Plan 2002 (Car Parking).**
- 2. Advise, in writing, all persons who lodged submissions of Council's decision.**

**Attachments:**

**ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**  
**DRAFT**  
**COFFS HARBOUR CITY LOCAL ENVIRONMENTAL PLAN 2000**  
**(AMENDMENT NO. 19)**

I, the Minister for Planning, make the following local environmental plan under the Environmental Planning and Assessment Act 1979. (G ... ..)

Minister for Planning

Sydney, 2002

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**1. Name of Plan**

This plan is *Coffs Harbour City Local Environmental Plan 2000 (Amendment No. 19)*.

**2. Aims of Plan**

This plan aims:

- (a) to protect and preserve the heritage of Sawtell Village Centre by extending the Conservation Area.
- (b) to protect and preserve individual items by adding them to Schedule 6 of the Coffs Harbour City Local Environmental Plan 2000.

**3. Land to which plan applies**

This plan applies to the Sawtell Town Centre, as shown outlined on the map marked "Coffs Harbour City Local Environmental Plan 2000 (Amendment No. 19)".

**4. Amendment of Coffs Harbour City Local Environmental Plan 2000**

*Coffs Harbour City Local Environmental Plan 2000* is amended as set out in Schedule 1.

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## SCHEDULE 1 AMENDMENTS

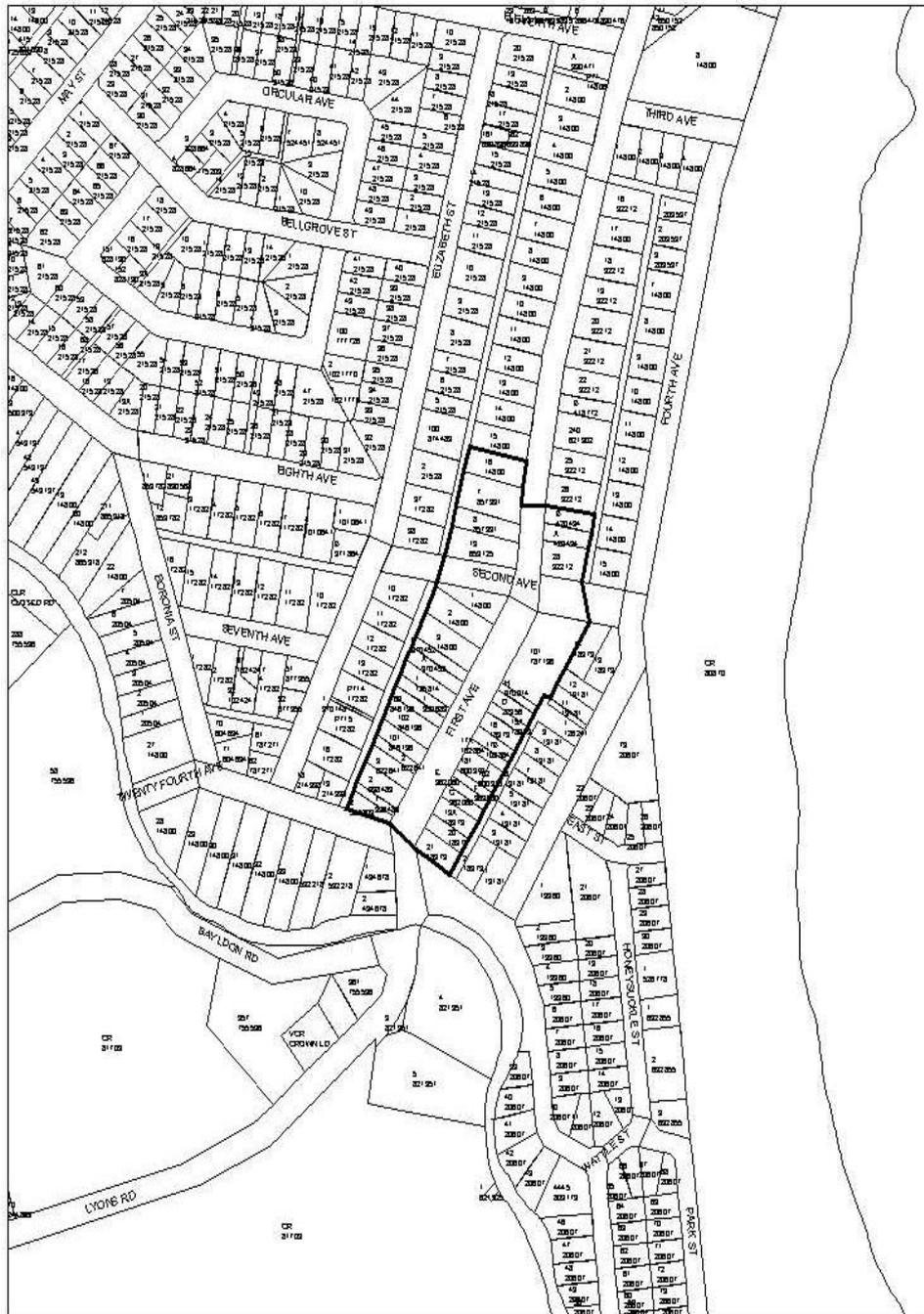
### [1] Schedule 5 – Heritage Items

Add the following items under the heading **Sawtell**:

ITEM DESCRIPTION	LEVEL OF SIGNIFICANCE	PROPERTY DESCRIPTION
Shops & dwellings – 8-12 First Avenue	Local	Lot G, DP362060
Office – 12-16 First Avenue	Local	Lot F, DP362060
Shop – 18 First Avenue	Local	Lot E, DP362060
Bank – 20 First Avenue	Local	Lots 181 & 182, DP600370
Shop – 26-30 First Avenue	Local	Lot 16, DP18379
Office & Dentist – 34-36 First Avenue	Local	Lot D, DP22356
Flats – 66-68 First Avenue	Local	Lot 28, Sec 21, DP32212 Lot A, DP420494
Shops & dwellings – 63-67 First Avenue	Local	Lot 7, DP857331
Shop – 45-49 First Avenue	Local	Lot 3, Sec 19, DP14800
Shop – 31-33 First Avenue	Local	Lot 1, DP359683
Cinema – 25 First Avenue	Local	Lot 102, DP846196
Restaurant – 21-23 First Avenue	Local	Lot 1, DP622641 Lot 6, Sec 19, DP14800
Public Reserve – Noreen Anderson & Dora Climpson Memorial Gardens (central landscaped area)	Local	Road Reserve

[2] **Schedule 6 – Diagram 1 Sawtell Heritage Conservation Area**

Replace Diagram 1 with the following Diagram 1:



 Heritage Conservation Area

LOCALITY: Sawtell

0 50 100 200

DRAWN BY: CKK DATE: MAY 2002 SCALE 1:4000  
 SHEET NO. 1 OF 1 SHEETS  
 COUNCIL FILE NO.  
 DEPT. FILE NO.  
 CERTIFICATE PLAN NO. DATE:

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979  
**COFFS HARBOUR CITY**  
**LOCAL ENVIRONMENTAL PLAN 2000**  
**Schedule 6 Diagram 1**  
 Draft  
 Amendment No. 19

CERTIFICATE ISSUED UNDER SECTION 57(1)(A) OF THE LEP  
 PUBLISHED BY GOV. GAZ. NO. 07  
 CERTIFIED IN ACCORDANCE WITH THE ENVIRONMENTAL PLANNING  
 & ASSESSMENT ACT 1979 AND REGULATIONS.  
 GENERAL MANAGER DATE

## FUNDING SOURCES

Funds required for future works in the Sawtell area will come from the following sources:

- ◆ revenue from the lease of public spaces, outdoor dining/tables/chairs areas;
- ◆ Council contributions; and
- ◆ fund raising/donations from organisations such as:
  - RSL Club;
  - Chamber of Commerce;
  - Progress Association;
  - Lions Club.

Project	Approx. cost	Funding Source
Information Sign	\$3,500	Council/Chamber
Entrance Signs	\$2,000	Council/Chamber
Landscaping		
▪ in footpath (First Ave)	\$5,000	Council/licence fees
▪ in central median	\$2,000	Council/licence fees
▪ in Second Ave east	Main'ce only	Council/RSL
▪ in Second Ave west	\$2,000	Council/Hotel/superm.
▪ in Boronia St east	\$1,000	Council/property owners
▪ in Boronia St west	\$1,000	Council/property owners
▪ in rear laneways	\$1,000	Council/property owners
▪ in front of Surf Club building	\$2,000	Council/surf club
▪ in reserve around toilets in Boronia St	\$1,500	Council/Progress Assoc.
▪ repair/upgrade fencing around beach reserve		Council/Lions Club
▪ in Council car park	\$1,500	Council
Lighting improvements near and around Surf Club	\$2,000	Council/Surf Club
Replace old and dangerous footpaths	\$140/m <sup>2</sup>	Council/developers/property owners
Clean footpaths	\$5/m <sup>2</sup>	Council
Repair and upgrade tables and seats (street furniture)	\$10,000 (new furniture)	Council/licence fees
Kerb, gutter and street corner upgrades	\$10,000 per corner	Council
Entrance paving at north and south end of Centre	\$5,000 each	Council
Footpath paving/bollards at 'walk throughs' to lane	\$2,000 each	Council/property owners
Extension of median at southern end	\$5,000	Council
New bridge	\$750,000	Government/Council
Landscaping - beautify Lyons Rd to Sawtell	\$1,500	Council/Lions Club
Rear laneways re-asphalted	\$15/m <sup>2</sup>	Council
Lighting of rear laneways	\$800/light - on existing poles	Council
New street lights - Village	\$3,000/light on new pole	Council/licence fees
First Ave re-asphalted	\$15/m <sup>2</sup>	Council
Traffic calming devices in First Ave	\$10,000 per device	Council

**Purpose:**

To report on progress in pursuit of a renewable energy source in the Jetty precinct.

**Background:**

The proposed redevelopment of the Jetty Precinct is to have a major focus on the in-principle support and subsequent installation of sustainable and innovative new technologies. This focus is in accordance with Coffs Harbour City Council's recent commitments to sustainability across Council's entire operations and the implementation of Triple Bottom Line accounting across Council's operation. The Jetty Working Party is responsible for identifying and investigating options for the adoption of sustainable and innovative technologies.

The group has discussed and considered at length the generation of electricity from oceanic waves. The uses discussed for the power generated have included:

- creating an "energy self-sufficient" development whereby the Jetty Precinct becomes a fully self contained energy unit;
- selling "greenpower" derived from the device to the power supply grid at a premium/profit;
- offsetting Council's greenhouse gas emissions from other areas of operation;
- trading in "carbon credits" derived from the generation of sustainable electricity or "greenpower".

• **Visits of Representatives of Wave Energy Generation Enterprises**

At the request of the Jetty Working Party approaches were made to the proprietors of the two leading wave energy generation technologies in Australia - Capt. Harry Mansson, Australian representative of WavePlane International, and Dr. Tom Denniss, founder of Energetech Pty. Limited. Both accepted invitations to travel to Coffs Harbour to discuss the benefits and constraints of their respective technologies and to identify potential sites for the installation of these devices.

Both representatives have now visited Coffs Harbour and made representations to the Jetty Working Group and the Council's Executive Team.

• **The WavePlane Wave Energy Generation Device**

WavePlane devices are installed offshore at a minimum depth of approximately 12 m. The WavePlane technology is a pump without moving parts. It operates by sitting statically on the ocean surface and is moored using a number of cables and anchors. The device operates by allowing waves to "break" within the device and create turbulence in a central column, thereby generating electricity (see appended documents) the device pictured is approximately 10 x12 m.



The cost of the WavePlane proposed for installation at Coffs Harbour is approximately \$450,000 (guaranteed).

**cont'd**

## P63 Wave Energy Generation At The Jetty Foreshores (cont'd)

- **The Energetech Wave Energy Generation Device**

The Energetech Wave Energy Generation device is largely a shore-based installation (up to 100 m offshore). The Energetech device concentrates oceanic waves into a central chamber using a 40m wide parabolic arc, and drives pressurised air through a two-way turbine located in the central column of the device. The total size of the device is in the order of 40-45 m wide, 15-20 m depth and 8-12 m height. The cost of the device is high (approximately \$1.5 - 2 million).



### Discussion:

- **Progress To Date**

At the request of the Jetty Working Party invitations were extended to the proprietors/representatives of the two leading Wave Energy generation technologies in Australia. Both representatives have now visited Coffs Harbour and met with members of the Jetty Working Party and the Council's Executive Team to discuss the merits and constraints of their respective technologies and to identify potential sites for installation.

Recent correspondence from Dr Tom Denniss, Chief Executive of Energetech, indicates that the Energetech device is potentially more flexible than earlier envisaged. Energetech has indicated that it would be supportive of installing its first offshore device – potentially on the easement for the deep ocean outfall. The installation of the Energetech device offshore is also likely to substantially lower the earlier estimate of \$2 million for commissioning the device along the southern breakwall.

- **Preliminary Comparison**

Both technologies are of great technical merit and align closely with Coffs Harbour City Council's corporate drive toward sustainability. Both technologies are ideally suited for installation either adjacent to the southern breakwall of the harbour, or along the easement for the deep ocean outfall, an area for which development consent has been issued and along which minimal planning constraints will operate.

The merits of each of the technologies are apparent, although the constraints of the Energetech device appear greater than those of the WavePlane device, particularly the large capital cost component of the proposal (up to four times the cost of the WavePlane). In addition, the operation of the WavePlane has been field-tested and the proprietors of the technology offer a guarantee of the operational capacity of the device.

External grants and funding partners are more likely to be available if the Energetech device was to be pursued. Dr Denniss has indicated that he is confident that installation of an Energetech device at Coffs Harbour will be eligible for both State and Federal Government assistance. The representations made by Dr Denniss to Coffs Harbour City Council were of a higher order of professionalism than those of WavePlane, and Dr Denniss appears highly conversant with the global wave energy generation industry and opportunities for installation and development of the technology.

cont'd

### **P63 Wave Energy Generation At The Jetty Foreshores (cont'd)**

Substantial opportunities for stimulation of a regional manufacturing base exist with the proposal for WE Smith Hudson Pty. Limited to undertake manufacture and development of the WavePlane device – progression of a Memorandum of Understanding (between Coffs Harbour City Council, WavePlane Australasia and WE Smith Hudson) is to be the mechanism for progressing these avenues of development. Local fabrication of the Energetech device is also likely to be undertaken, although only for the device to be installed locally, unlike the WavePlane device.

#### **Recommendation:**

**That this report be noted as an initial step towards determining a course for the installation of a wave energy generation device in Coffs Harbour.**

Kerry Power  
Director, Planning Environment  
and Development

**Attachments:**

**Table 1: Benefits and Constraints of the Technologies**

<b>WAVEPLANE</b>	<b>ENERGETECH</b>
<b><i>BENEFITS</i></b>	
New technology – only in operation in the northern hemisphere (Denmark and Japan)	New technology – first plant to be installed at Port Kembla. Other plants to be installed in Canada, USA and Spain
Relatively inexpensive (approximately \$450 000)	Has the potential to generate substantial amounts of electricity over a longer period
Operational Guarantee (Power generation and investment returns)	Greater potential for State and Federal Agency financial assistance
Local manufacture by WE Smith Hudson Pty Limited with potential for growth and expansion of markets (Pacific rim) and diversification of local manufacturing and employment base	Local fabrication only for devices to be installed locally
Minimal planning and approval constraints (able to be installed along the existing approved pipeline for the regional sewage deep ocean outfall)	Great potential for installation of a “hybrid device” mixing wind and wave energy generation technologies – a world first
Multiple uses of technology – from electricity generation to desalination and water column mixing	Highly professional company and representative – conversant with the entire global sustainable energy generation industry: global contacts
Smaller size – less visually obtrusive and integrated	Potential offshore hybrid model that may attract Government funding
Energy equivalent to the needs of 300 residents	Energy equivalent to the needs of 300 residents
<b><i>CONSTRAINTS</i></b>	
Little opportunity for State and Federal Agency Assistance	High cost up to \$3 million (land based).
Installed technology will only generate one product (electricity, desalinated water or hydraulic pressure)	Difficulties with approval – shore-based with no existing oceanic development approvals
Proprietor is an entrepreneur – not conversant with global sustainable energy generation industry.	Not field tested
	Large size – major aesthetic and visual amenity impacts