

Minutes for this meeting will be confirmed at the Planning, Environment & Development Committee Meeting to be held in the Council Chambers, Council Administration Building, on 20 March, 2003 commencing 5pm.



COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(ECONOMIC AND COMMUNITY ENTERPRISES COMMITTEE)
COUNCIL CHAMBERS
COUNCIL ADMINISTRATION BUILDING
COFF AND CASTLE STREETS, COFFS HARBOUR
Thursday 6 March 2003
Commencing At 5.00pm

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COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(ECONOMIC AND COMMUNITY ENTERPRISES COMMITTEE)

Thursday 6 March 2003

Mayor and Councillors

ECONOMIC AND COMMUNITY ENTERPRISES DEPARTMENT REPORTS

E15 MEMBERSHIP OF THE WOOLGOOLGA COMMUNITY VILLAGE MANAGEMENT COMMITTEE

Purpose:

To obtain Council approval for the appointment of a new committee member to the Woolgoolga Community Village Management Committee.

Description of Item:

The Woolgoolga Community Village Management Committee recently resolved to recommend to Council that Ms Kim Saunders be appointed to the management committee.

Ms Kim Saunders represents the Woolgoolga Playgroup, a major user group within the Village.

Issues:

There are no adverse issues.

Recommendation:

That Council appoint Ms Kim Saunders to the Woolgoolga Community Village Management Committee.

E16 LOCAL EMERGENCY MANAGEMENT COMMITTEE

Purpose:

1. To present to Council the minutes and recommendations of the Local Emergency management Committee meeting of Tuesday, 3 December 2002.
2. To have Council endorse the creation of the position of Deputy Local Emergency Management Officer.

Description of Item:

Attached to this report is a copy of the minutes of the Local Emergency Management Committee meeting held on Tuesday 3 December 2002.

Council will need to resolve to create the position of Deputy Local Emergency Management Officer (Deputy LEMO).

Sustainability Assessment:

- **Economic**

Local emergency management is not a program item as such and therefore does not have a budget allocation. Staff time and other resources are absorbed by other Council program budgets.

Consequently adopting the recommendations of the Local Emergency Management Committee will not effect Councils budget in any way.

The Local Disaster Plan is only activated in times extreme emergency and usually during a declared state of emergency. During these times funding is normally forthcoming from the state government.

Statutory Requirements:

The State Emergency and Rescue Management Act 1989 (SERM Act) requires Council to establish and maintain a Local Emergency Management Committee and to formulate plans to prepare for, response to and the recovery from a local disaster.

This Local Disaster Plan must allocate responsibilities for certain activities to nominated positions and agencies. One of those positions is that of the Local Emergency Management Officer or LEMO. There is no requirement for Council to appoint a Deputy LEMO.

The role of the LEMO is to provide executive support to the Local Emergency Operations Controller (LEOCON). The LEOCON for Coffs Harbour is Superintendent Wadsworth, Commander for the Coffs/Clarence Local Area Command.

In essence the LEMO administers the various management aspects of emergency management during normal times including keeping the City Disaster Plan (DISPLAN) up to date and ensuring regular emergency management committee meetings are held. During times of trouble the LEMO works with the LEOCON in the emergency centre handling the administrative side of the centre and acting as a liaison officer between the centre and Council.

cont'd

E16 Local Emergency Management Committee (cont'd)

The Act also requires that each local government area have a local emergency management committee. The committee membership is determined by the local council and is dependent on the nature of the local area. For example the Coffs Harbour committee has a State Forests representative because a large proportion of the city is made up of state forest. Other local government areas without forest are unlikely to have a forestry representative.

Membership of the Coffs Harbour Local Emergency Management Committee is:

Councillor and Chair	Councillor Rhoades
LEOCON	Supt. Wadsworth
LEMO	Mr Gary Naismith CHCC
District Emergency Management Officer (DEMO)	An employee of the NSW Police Force but not necessarily a police officer.
Station Commander NSW Fire Brigade	
Local Fire Control Officer NSWRFSS	
Local Controller SES	
NSW Ambulance Representative	
State Forests Representative	
Health Campus Representative	
CHCC Environmental Services Representative	
Telstra Representative	
DOCS Representative	
NSW Agriculture Representative	

Issues:

Creation of the Position of Deputy LEMO

Mr Bevan Edwards, Airport Manager recently stepped down as LEMO. His position has been taken by Mr Gary Naismith, Building & Development Officer, Environmental Services Building and Development Branch.

The Local Emergency Management Committee at its meeting of 3 December 2002 has recommended that Council create the new position of Deputy LEMO. Mr Bevan Edwards has volunteered to hold this position and the committee has ratified this.

The advantages of having a deputy are two fold. In the shorter term it allows for a smoother transition in the duties of LEMO between Mr Naismith and Mr Edwards. In the longer term it provides a seamless transfer of responsibilities when the LEMO goes on leave.

In the past when the LEMO went on leave there was always another council officer nominated as the emergency contact for that period. Usually that nominee had only a rudimentary knowledge of local emergency management, as they were never directly involved with the emergency management committee.

The LEMO was always aware of this and therefore when on leave still felt an obligation to be near the telephone. With a deputy who is actively involved in local emergency management this will no longer be the case.

cont'd

E16 Local Emergency Management Committee (cont'd)

Economic Implications:

Local emergency management is not a program item as such and therefore does not have a budget allocation. Staff time and other resources are absorbed by other Council program budgets.

Consequently adopting the recommendations of the Local Emergency Management Committee will not effect Councils budget in any way.

The Local Disaster Plan is only activated in times extreme emergency and usually during a declared state of emergency. During these times funding is normally forthcoming from the state government.

Implementation Date / Priority:

These arrangements are effectively in place now and can be implemented immediately upon resolution by Council.

Recommendation:

It is recommended that Council:

- 1. Create the position of Deputy Local Emergency Management Officer to be filled internally.**
- 2. Note the minutes of the Local Emergency Management Committee meeting held on Tuesday 3 December 2002.**

Pat Littler
Director Economic & Community Enterprises

Attachments:

**LOCAL EMERGENCY MANAGEMENT COMMITTEE
CITY OF COFFS HARBOUR
HELD ON TUESDAY, 3 DECEMBER 2002**

**NSW FIRE BRIGADE STATION
9 MARKET STREET, COFFS HARBOUR**

Meeting commenced at 10.15 am

- Present:** Cr Keith Rhoades, Coffs Harbour City Council (Chairperson)
Mr Bevan Edwards, LEMO, Coffs Harbour City Council
Mr Duncan Walker, DEMO Northern Rivers
Chief Inspector Matt Sponberg, Coffs Harbour Police (LEOCON)
Mr Warwick Roche, Rural Fire Service
Mr Gary Maloney, SES
Mr Richard Brown, NSW Ambulance
Station Officer Nat La Macchia, NSW Fire Brigade
Mr John Murray, State Forests
Dr Alan Tankel, Coffs Harbour Health Campus
Mr Alan Smith, State Forests
- Observers:** Mr Gary Naismith, Coffs Harbour City Council
Ms Sylvia Henderson, Coffs Harbour City Council
- Apologies:** Superintendent Peter Wadsworth, Coffs Harbour Police
Mr Frank Lauder, District Emergency Management Officer (DEMO)

1. APOLOGIES

LEMC22 **RECOMMENDED** that the apologies from Superintendent Wadsworth and Mr Lauder be accepted.

2. CONFIRMATION OF MINUTES OF MEETING HELD ON 4 SEPTEMBER 2002

LEMC23 **RECOMMENDED** that the minutes of the LEMC meeting held on 4 September 2002 be confirmed.

3. MATTERS ARISING FROM MINUTES OF MEETING HELD ON 4 SEPTEMBER 2002

(a) Eastern Dorrigo Development League

Mr Edwards would address Council in the New Year on the operations of emergency management. Representatives from the Eastern Dorrigo Development League will be invited to attend this presentation. In addition, a community presentation at Lowana/Ulong is planned.

(b) LEMO Position

Mr Edwards advised that Council has appointed Mr Naismith to the LEMO position. Mr Edwards would be willing to assist as the Deputy LEMO.

On behalf of the LEMC, Cr Rhoades expressed appreciation of the invaluable contribution Mr Edwards made during his term as LEMO.

- LEMC24** **RECOMMENDED** that Council:
- 1) appoint a Deputy LEMO to the LEMC;
 - 2) invite Mr Edwards to occupy the Deputy LEMO position; and
 - 3) appoint an airport representative to the LEMC.

4. SUB-COMMITTEE REPORTS

No matters were reported.

- LEMC25** **RECOMMENDED** that the information be noted.

5. REPORT OF THE DISTRICT EMERGENCY MANAGEMENT OFFICER

Mr Walker discussed the following matters:

- the Northern Rivers DISPLAN is on display on the Police website and recommended that the updated Coffs Harbour DISPLAN be made available on Council's website;
- due to terrorist activities abroad, DISPLAN's and contact lists should be kept up to date;
- a state debrief on the recent foot and mouth disease emergency exercise is pending;
- in the event of a [real] cross border foot and mouth disease outbreak, each state would be responsible for establishing their procedures, handling livestock control and disposal issues;
- the Emergency Risk Management Implement Guides have been distributed. Distribution records should be maintained. This is generally required for all reference material and has been under focus in recent coronial inquests;
- a 2 day Emergency Risk Management Workshop would be held in Coraki in March 2003 and attendance was encouraged.

LEMC26 **RECOMMENDED** that the information be noted.

6. CORRESPONDENCE

IN Nil.

OUT Nil.

LEMC27 **RECOMMENDED** that the information be noted.

7. GENERAL BUSINESS

(a) Hazard Analysis

(b) Composite Materials Hazard

Mr Edwards recently attended the Australian Airport Association Conference and provided a recount on a talk on hazardous composite materials in an accident scene.

A copy of the discussion paper and lecturer's contact details would be provided to the hospital, the NSW Fire Brigade and any other interested agency.

(c) Call Management in Emergency Situations

Mr Edwards provided notice that Council is reviewing its call management during emergency situations. Although he considers that this issue is an internal management matter, Council may call on the assistance of agencies.

Mr Walker advised of call centres operating in Lismore, McLean and Grafton City Councils. In addition, the Traffic Management Centre in Sydney may be of assistance as it is primarily responsible for the Pacific Highway.

(d) Oil Spills

Cr Rhoades advised that Council had recently sought information on the operation of single hulled oil tankers in Australian waters due to the recent Spanish incident.

Council was informed that the Marine Oil Spill and Chemical Response Plan detail the protocols to deal with any similar incident and that the Newcastle Port Corporation would be the responsible authority.

(e) NSW Fire Brigade Representative

Station Officer La Macchia advised that Mr Phil Tracey has been appointed as the new inspector for Port Macquarie. Both officers would attend these meetings in future.

(f) Airport Exercise Debrief

A hot debrief was undertaken on completion of the exercise and this also satisfied CASA requirements. As the hospital was unable to participate at this time, a cold debrief was held during this meeting.

The following issues were raised:

- the hospital had some internal communication matters to resolve;
- the NSW Fire Brigade in Newcastle was not involved as the exercise had only a local scope;
- the SES was contacted by phone instead of the pager system;
- the exercise lacked realism;
- an ambulance could have been included to promote a more realistic setting;
- NSW Ambulance commander could not be identified;
- modification of SOP's are required for exercise conditions;
 - it was generally agreed that participating agencies are well developed in the organisation of, and response to the exercise. The real test of the exercise is the management of the event.

LEMC28

RECOMMENDED that the information be noted.

8. NEXT MEETING

TUESDAY, 4 MARCH 2003 AT 10.00 AM – NSW FIRE BRIGADE STATION

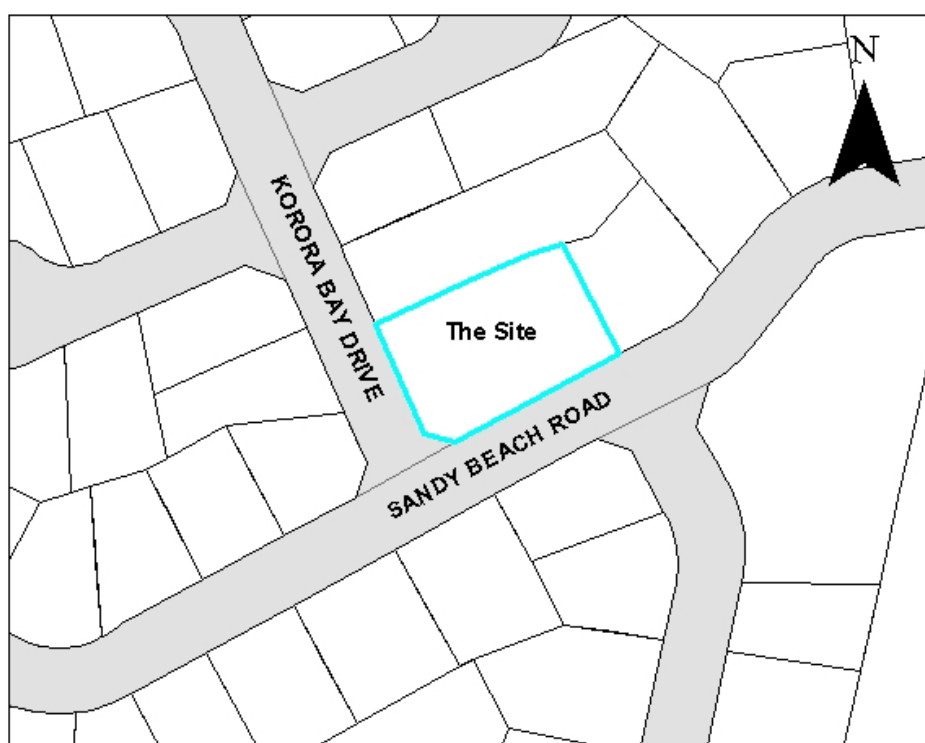
Meeting closed at 10.45 am

PLANNING ENVIRONMENT AND DEVELOPMENT DEPARTMENT REPORTS

PED14 DEVELOPMENT APPLICATION NO. 348/03 - MULTI UNIT HOUSING (SEVEN DWELLINGS) - LOT 80, DP 236115 AND LOT 9, DP 227917, 31 SANDY BEACH ROAD, KORORA

Purpose:

The purpose of the report is to further advise Council on Development Application No. 348/03 which proposes the erection of seven townhouses in Korora. The report recommends conditional approval of the application.



Description of Item:

Council previously considered a report on the application at its Ordinary Meeting on Thursday, 23 January 2003; a copy of the report is appended. The following resolution was made by Council at this meeting:

"...that Council defer consideration of Development Application 348/03 pending consultation:

- 1. On the ingress and egress on the eastern extremity of the frontage opposite Shellcove Lane.*
- 2. Council considers that the development of seven units of the size proposed is an overdevelopment of the site and consideration should be given to reduction of either the number of units and/or their floor areas.*
- 3. That the developers address the matter of setbacks and heights complying with the DCP."*

cont'd

Ped14 Development Application No. 348/03 - Multi Unit Housing (Seven Dwellings) - Lot 80, Dp 236115 And Lot 9, Dp 227917, 31 Sandy Beach Road, Korora (cont'd)

On 28 January 2002 and 5 February 2003 the applicant lodged amended plans with Council for consideration.

The appended report provides a detailed description of the development, and the changes made as a result of the amended plans are discussed later in the "Issues" section of this report.

Consultation:

Upon receipt of the amended plans, the application was again notified to those originally notified, as well as those who had previously provided a submission.

A total of 22 submissions have been received as a result of notification. The submissions raise the following issues, all of which have been discussed within the appended report:

1. The development does not comply with setback requirements.
2. The development is too high and ocean views will be lost.
3. The development is too dense and is out of character with the scale of existing residences in the locality, and does not relate to the desired future neighborhood character.
4. The development will exacerbate stormwater problems in the area.
5. The development does not include visitor parking.

A number of the submissions have stated their satisfaction with the amended vehicular access arrangement now proposed.

Sustainability Assessment:

The sustainability assessment for the development has not changed from that which is provided in the appended report.

Statutory Requirements:

The statutory requirements to which regard has been had in assessing this application have not changed from those listed in the appended report.

Issues:

Council's three part resolution referred to earlier in the report is provided below, with a description of how the changes to the development address each:

- **Access**

"...that Council defer consideration of Development Application 348/03 pending consultation:

1. *On the ingress and egress on the eastern extremity of the frontage opposite Shellcove Lane."*

cont'd

Ped14 Development Application No. 348/03 - Multi Unit Housing (Seven Dwellings) - Lot 80, Dp 236115 And Lot 9, Dp 227917, 31 Sandy Beach Road, Korora (cont'd)

The development now proposes a one-way system of access to and from the site. The entry to the site is provided from Korora Bay Drive, and the exit to Sandy Beach Road, near the site's south eastern corner. This system will reduce the amount of vehicles, which use Korora Bay Drive, as vehicles leaving the development will likely travel up Sandy Beach Road rather than immediately turning right into Korora Bay Drive. A number of the submissions have stated their satisfaction with the amended system.

- **Dwelling size**

"...that Council defer consideration of Development Application 348/03 pending consultation:

2. *Council considers that the development of seven units of the size proposed is an overdevelopment of the site and consideration should be given to reduction of either the number of units and/or their floor areas.'*

Dwellings 3-7 have all been reduced in width. This has reduced the length of the building to Sandy Beach Road to a total of 1.4 m, and has made available enough width alongside the development so as to provide for the driveway exit onto Sandy Beach Road and landscaping between the driveway and adjoining property. This reduction in width amounts to a total loss in floor space within the development of 45 m². With this change has come the inclusion of a courtyard to the rear of dwelling 3, providing it with a larger more functional private space.

- **Setbacks and heights**

"...that Council defer consideration of Development Application 348/03 pending consultation:

3. *That the developers address the matter of setbacks and heights complying with the DCP."*

The amended plans do not propose any changes to the development in terms of setbacks to Korora Bay Drive or Sandy Beach Road or a reduction in height. The applicant does however provide the following justification:

"This development has been designed with variable setbacks to the Sandy Beach Road frontage ranging from 7.4 metres at the eastern end to 4.0 metres at the western. The design intention of this is to articulate the building elevation and not present a long unbroken façade along the street. The average setback is approximately 6.0 metres. The reduction in the size of the development hereby proposed also reduces the overall length of the building fronting Sandy Beach Road by 1.4 metres.

The building setback to the eastern boundary has been increased from 2.0 metres to 3.4 metres."

cont'd

Ped14 Development Application No. 348/03 - Multi Unit Housing (Seven Dwellings) - Lot 80, Dp 236115 And Lot 9, Dp 227917, 31 Sandy Beach Road, Korora (cont'd)

Conclusion:

The amendments to the development include an improved means of vehicular access to and from the site, a reduction in the size of dwellings 3-7, and an increase in the setback of the development to Korora Bay Drive.

The amended plans have continued to generate objections from residents in the locality, with the concerns outlined above. These concerns have previously been discussed in the appended report.

It is recommended that consent, subject to conditions, be granted to the application.

Recommendation:

That Council approve Development Application No. 384/03 for multi unit housing (seven dwellings) on Lot 80, DP 236115 and Lot 9, DP 227917, 31 Sandy Beach Road, Korora subject to conditions foreshadowed within the appended report as well as technical conditions.

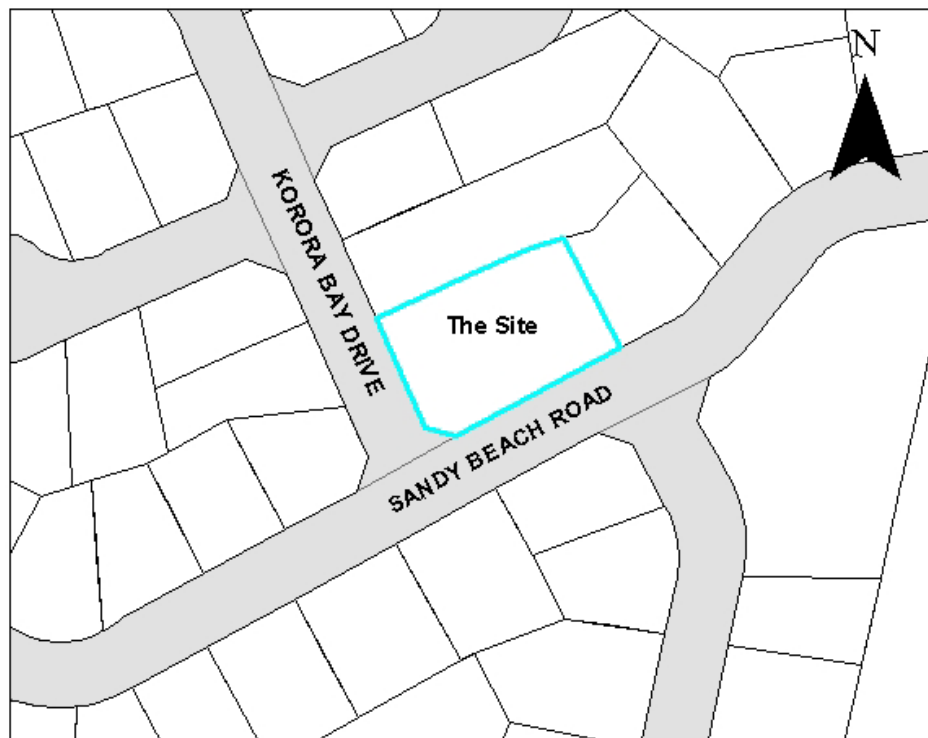
**KR Power
Director Planning Environment and Development**

Attachments:

PED2 Development Application No. 348/03 - Multi Unit Housing (Seven Dwellings) - Lot 80, DP 236115 and Lot 9, DP 227917, 31 Sandy Beach Road, Korora

Purpose:

The purpose of the report is to advise Council on Development Application No. 348/03 which proposes the erection of seven townhouses in Korora. The report recommends conditional approval of the application.



Description of Item:

The development is proposed on land located at the corner of Korora Bay Drive and Sandy Beach Road within Korora.

The site is vacant and slopes up gently from east to west and from south to north.

Seven townhouses are proposed for the site, with access provided by a common driveway to Korora Bay Drive. This access is located in the north western corner of the site.

The townhouses are mostly two storey, and each dwelling has been provided with a double garage, with the exception of dwelling 1, which has a single garage and car space allocated off the driveway.

The development terraces down both Korora Bay Drive and Sandy Beach Road with each townhouse designed to achieve a view of the ocean.

The ground floor of the development will be constructed of split face blockwork, with the first storey to be texture coated. A combination of curved and skillion roofs are proposed, as well as powder coated aluminium windows with bi-fold doors to decks.

Curved and angled courtyard walls are proposed around the street frontage of the development, reaching a maximum height of 1.8 m. Room has been left between the courtyard walls and the front boundary for landscaping purposes.



Consultation:

The application was initially notified to landowners within the locality on 9 September 2002. As a result of this, 29 submissions were received, with all but one raising concerns with the application.

The applicant was then asked to address these concerns, as well as erect profiles for specific points of the development so as to give an indication of its height.

On the 9 October 2002 the applicant lodged amended plans and supporting report with Council, and erected the said profiles. The amended plans included a change to the driveway (entry) as well as a reduction in the height of proposed landscaping.

On 14 October 2002 letters to those originally notified as well as those others who had provided a submission were notified of the amended plans and the profiles. A further 31 submissions were received, with all either objecting or raising concerns with the proposal.

Toward the end of this notification period, it was determined that two of the profiles had been erected too close to the Korora Bay Drive frontage, and were therefore misleading. The applicant subsequently moved these profiles to their correct positions.

On the 12 and 14 November 2002 Council officers met with the applicant, outlining the following matters as still requiring attention:

- the extremely long southern elevation, which was out of character with other adjoining developments;
- the repetition in the appearance of dwellings along the southern elevation;
- the number of turning movements required by vehicles to egress from dwellings 1, 2 and 7.

On the 2 December 2002 the applicant lodged further amended plans with Council, and letters were again sent to those originally notified as well as those who had provided a submission previously. These plans detailed changes to the development, which included:

- changes to vehicular turning areas;
- the inclusion of a courtyard between dwellings 1 and 2, covered by a 'butterfly' roof, with similar style roof provided to dwelling 5;
- reduction in the height of dwelling 1 by 1 m.

To date, a further 19 submissions have been received, all objecting to the application.

Comments from Council's Engineering Department and Parks and Recreation Branch have also been received.

Sustainability Assessment:

- **Environment**

It is considered that the proposal will have no significant impacts upon the local natural or built environment. The development will be a notable addition to the built environment, given the site's prominent location and the size of the development. A number of the concerns raised by the community relate to impacts upon the environment and these are discussed within the following section "Issues".

- **Social**

The notification process has shown that there is an amount of dissatisfaction within the local community with the proposal. Regardless, the concerns raised within the submissions have been addressed in the latest plan, are minor in nature, or can be addressed by a condition of consent. These concerns are discussed within the following section "Issues".

- **Economic**

There are no significant economic issues associated with the development, save that were consent granted to the application and the development constructed, then a brief period of employment during the construction phase for local trades people would likely occur, with possible ongoing maintenance jobs available. As well, the development will provide housing in an established urban area, achieving a density commensurate with its zoning.

Statutory Requirements:

The application has been assessed having regard to, amongst other things:

- NSW Coastal Policy;
- North Coast Regional Environmental Plan 1988;
- Coffs Harbour City Local Environmental Plan 2000;
- Medium Density Development Control Plan;
- Notification Development Control Plan.

Under Coffs Harbour City Local Environmental Plan 2000, the site is zoned Residential 2B Medium Density.

Issues:

The following is a list of relevant issues raised by the submissions each of which are discussed:

- **The development does not comply with setback requirements**

The development is located on a corner allotment. The Sandy Beach Road frontage is considered as the front boundary, given that it is the longer and more prominent frontage. The Medium Density Development Control Plan (DCP) requires a 6 m front boundary setback and 3 m to side and rear boundaries.

The development provides varying setbacks to the front boundary. At the intersection of Korora Bay Drive and Sandy Beach Road, it is 4 m, with successive setbacks applied to each dwelling moving eastward. The easternmost dwelling (7) achieves a setback of 7.4 m and, importantly, leaves the development level with the adjoining two-storey building, providing for continuity in the streetscape.

The applicant has stated that:

"The varying setbacks to the Sandy Beach Road frontage have been designed to articulate the building elevation and not present a single long wall to the street. The setting back of each townhouse by 830 mm not only articulates the elevation but also allows for improved views from the upper levels of the building.

The setbacks along Sandy Beach Road average approximately 6 metres and as such do not have a detrimental effect on the streetscape or access to views."

The development provides varying setbacks to Korora Bay Drive, given its design. At its closest, the building has a 3.6 m setback, with 4 m the predominant setback. There is little in the way of an established streetscape along this part of Korora Bay Drive, as the two dwellings immediately to the north have large setbacks, and effectively have no relationship with the street.

The setbacks to Korora Bay Drive and Sandy Beach Road are considered sound in that they have no adverse impact upon the existing streetscape, with the reduced setbacks at the intersection helping give form to the corner.

- **The development including landscaping is too high and ocean views will be lost**

The Medium Density DCP provides that buildings are generally not to exceed two storeys in height.

The elevation for the Korora Bay Drive frontage shows that the development will present as a maximum of two storeys. Along the Sandy Beach Road frontage, the development will present as two storeys immediately to the street. The dwellings within this frontage (dwellings 3-7) are split level, with a 1.4 m high internal step up within their rear portions. This internal step up is depicted within the elevation by highlight windows.

Part of dwelling 1 may be described as three storey. The three storey element will only be apparent from the adjoining residence to the north, as well as from within the development itself. It does not adversely impact upon adjoining properties.

A number of submissions objected to the conceptual landscaping shown for the development on the basis that ocean views would be lost. The applicant subsequently provided an amended plan, which reduced the height of some of the landscaping to preserve such views, and this is considered satisfactory.

Landscaping will form an integral component of the development and will play an important role in softening its appearance; a detailed landscaping plan will need to be provided as a condition of consent.

In terms of loss of views, it is the residences opposite the site in Korora Bay Drive which will be most affected. However, the losses to be experienced are considered to be acceptable given that:

- the height of the development facing these properties is a maximum of two storeys – consistent with other developments in the locality;
- these properties retain significant views of the ocean;
- it is not unreasonable to have assumed that development of the site would eventually occur and that such development would be two storeys high.

- **The development is too dense, out of scale and character with existing residences in the locality, and does not relate to the desired future neighbourhood character**

The development complies with the density and landscaping requirements of the Medium Density DCP.

Many of the submissions commented on the appearance, size and design of the proposal, and its inconsistency with the “desired future character of the area”.

The Korora Bay Drive elevation of the development faces large residences, with others to the north and south east. The proposal at this frontage consists of two dwellings (1 and 2), with dwelling 1 presenting as a two storey building, connected to dwelling 2 by a ‘butterfly’ roof, with this dwelling presenting as a one and a half storey building. This elevation is considered consistent in terms of size and scale with other residences in the locality, and provides articulated wall planes and a varied roofline.

The southern elevation of the development, as a result of highlight windows in the roof of each dwelling, appears as two and a half storeys. The development is however two storeys at the street, and the internal step up represents the increase in the slope of the site. A cross section of a dwelling in this frontage shows the internal step up.

The development along Sandy Beach Road will be a long building – 45 m in length. To reduce the apparent length of the building, the applicant has:

- staggered individual dwellings (2-7) so that none share the same wall plane;
- broken the building form by incorporating a ‘butterfly’ roof for dwelling 5;
- provided a collection of curved and angled courtyard walls to the street.

The eventual colour scheme will also play an important role in breaking this southern elevation into smaller building forms, as will landscaping. In this regard, further details of the colour scheme will be required by a condition of consent, with darker, recessive colours to be required.

A number of the submissions have stated that the development will not be in accordance with the “desired future neighbourhood character”, this being an objective of the Medium Density DCP. Such a character is a difficult thing to define. The site does sit at the edge of the medium density zone. To the north, west and south west land is zoned for low density residential purposes and is developed by way of large residences, while to the east the Medium Density zone continues. The land to the east has mostly been developed by way of two storey buildings, many of which are used for tourist accommodation. It is considered that townhouses provide a reasonable transition from low density (single dwelling houses) to medium density (townhouse and tourist developments).

- **The development does not include visitor parking**

Council no longer requires visitor parking for any form of residential development. Previously, developments of this type were required to provide visitor spaces at the rate of 1 space per 4 dwellings or part thereof, however it was found that tenants would often park their second vehicle in such spaces. Consequently, Council has moved to requiring car parking based on the size of a dwelling, with each dwelling having a double garage, except for dwelling 1 which has a single garage and car space. A total of 14 spaces are provided and this complies with Council's controls.

- **The development will exacerbate flooding and stormwater problems in the area**

A number of submissions have advised that the end of Sandy Beach Road, just past the site, is subject to minor flooding during heavy rain. The inclusion of stormwater detention within the development will ensure that it does not exacerbate this problem.

- **The access is located in a position which is unsafe and an alternative system of vehicular movement should be provided**

The driveway is located a reasonable distance from the Korora Bay Drive and Sandy Beach Road intersection, and good sight distances are capable of being achieved along Korora Bay Drive so as to enable the safe entry and exit of vehicles from the development. In this regard, vegetation which presently overhangs the road reserve immediately north of the site will need to be trimmed, and a power pole located just north of the access will need to be relocated.

The proposal has been amended so that vehicles require only one turning movement within the site, to enable them to leave in a forward direction. Given the grades and width of the driveway, it is unlikely that vehicles will attempt to reverse out of the development.

A number of submissions have cited the need for a 'one-way' system of vehicular movement within the development, incorporating an exit onto Sandy Beach Road in the area where dwelling 7 is located. While this may be a more desirable system, the one proposed is acceptable, and insufficient grounds exist to require such a 'one-way' system to be provided.

- **Noise pollution to 39 Korora Bay Drive**

The adjoining residence to the north east will experience some noise pollution as a result of the development, particularly from vehicles within the site. This nuisance, however, is not considered to be so detrimental as to warrant amendment of the proposal. The driveway of this residence adjoins that of the developments, with a landscaped bank between them. The residence itself sits adjacent townhouses 6 and 7.

- **Garbage bins will be left on the street given the grades of the driveway**

It is considered unlikely that this will occur given the impracticalities that such a situation would create (residents having to continually ferry garbage out to the bin). Space exists within each garage for the storage of bins, and the driveway grades are not dissimilar from others in the locality.

- **Trade and delivery vehicles will be unable to access the site**

Large delivery vehicles, e.g. furniture removal, and the like will be unable to access the site. This is considered acceptable given that such vehicles are likely to only be present occasionally, and for limited lengths of time. Council does not require such access to be provided.

Conclusion:

The application provides a typical medium density development, which has not occurred within this area of Korora for some time. It has generated objections from landowners in the locality, with concerns extending to the size and appearance of the development, its compatibility with the local built environment, the location and function of vehicular access and its safety implications, and the loss of views.

The development is considered satisfactory from the terms of providing an appropriate transition from the low to medium density zone or, in other words, the large residences to the west to the tourist accommodation to the east. While the development will be one of the larger buildings in the locality, it is considered that between its design and the careful use of colours and landscaping, a building of acceptable size and scale will result.

The access arrangement proposed is satisfactory, and the loss of views which will result are not unreasonable in the circumstances.

It is recommended that consent, subject to conditions, be granted to the application.

Recommendation:

That Council approve Development Application No. 348/03 for multi unit housing (seven dwellings) on Lot 80, DP 236115 and Lot 9, DP 227917, 31 Sandy Beach Road, Korora subject to conditions foreshadowed within the report as well as technical conditions.