



COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(PLANNING, ENVIRONMENT AND DEVELOPMENT COMMITTEE)
COUNCIL CHAMBERS
COUNCIL ADMINISTRATION BUILDING
COFF AND CASTLE STREETS, COFFS HARBOUR
20 MARCH 2003
COMMENCING AT 5.00 P.M.

CONTENTS

ITEM	DESCRIPTION	PAGE
NOTICE OF MOTION		
	NOTICE OF MOTION - SCHOOL GROUPS INVOLVEMENT IN DUNE CARE	2
PLANNING, ENVIRONMENT AND DEVELOPMENT DEPARTMENT REPORTS		
PED15	DEVELOPMENT APPLICATION NO. 915/00 - AMENDED APPLICATION FOR A DUAL OCCUPANCY - LOT 5, DP 843891, 3 MELROSE PLACE, KORORA	4
PED16	DEVELOPMENT APPLICATION NO. 942/03 - MULTI UNIT HOUSING (64 UNITS) AND COMMERCIAL AREA - LOT 1, DP 877905 AND LOT 3, DP 586754, ORLANDO STREET, COFFS HARBOUR	8
PED17	DEVELOPMENT APPLICATION NO. 554/03 - UNLEADED FUEL STORAGE TANK AND BOWSER, FISHERMEN'S CO-OPERATIVE - LOT 2, DP 855465, 69 MARINA DRIVE, COFFS HARBOUR	16
PED18	DEVELOPMENT APPLICATION NO. 575/03 - RESIDENTIAL SUBDIVISION AND MODIFICATION TO COUNCIL APPROVED STORMWATER POLLUTION CONTROL STRUCTURES - NORTH BOAMBEE ROAD, NORTH BOAMBEE	20
PED19	PLANNINGNSW DEVELOPMENT PROPOSAL (DEVELOPMENT APPLICATION 398-11-2002) COMPRISING 60 UNITS, ASSOCIATED CAR PARKING AND RECREATION FACILITY, BAY DRIVE, COFFS HARBOUR	26
PED20	NATIONAL ENVIRONMENTAL LEVY	30
PED21	SUSTAINABILITY: CITIES FOR CLIMATE PROTECTION PROGRAM	32



COFFS HARBOUR CITY COUNCIL

ORDINARY MEETING

(PLANNING, ENVIRONMENT AND DEVELOPMENT COMMITTEE)

20 MARCH 2003

Mayor and Councillors

NOTICE OF MOTION

NOTICE OF MOTION - SCHOOL GROUPS INVOLVEMENT IN DUNE CARE

Cr A D Williams has given notice of his intention to move:

"That Council contact local schools seeking an expression of interest in establishing school student volunteer groups to work with existing dune care groups with the objective of caring and maintaining beaches and dunes along the City coastline."

Comment:

School involvement in dunecare and environmental programmes in general is largely dependent on individual teachers and programmes operating at the particular school. It is also dependent on the nature of the dunecare group and project and whether volunteers have the ability to adequately supervise and assist school children.

Current school involvement in dunecare includes Korora Primary School Coastcare Group and Sandy Beach Primary School (part of Sandy Beach Dunecare). Various dunecare groups such as Jetty Dunecare and Sawtell Dunecare periodically involve school children in working bees.

Coffs Harbour Regional Land Care, through the Landcare Development Officer (DLWC), is responsible for coordinating and forming new dunecare or coastcare groups. This is done in liaison with the relevant land manager (eg, Council or National Parks).

A large proportion of the coastal area will soon be part of the Regional Park. National Parks and Wildlife Service will be responsible for coordinating volunteer group activities.

Council's involvement would be limited to the State Park area which includes Park Beach Dunecare, Jetty Dunecare and Sawtell Dunecare projects.

cont'd

Notice Of Motion - School Groups Involvement In Dune Care (cont'd)

Recommendation:

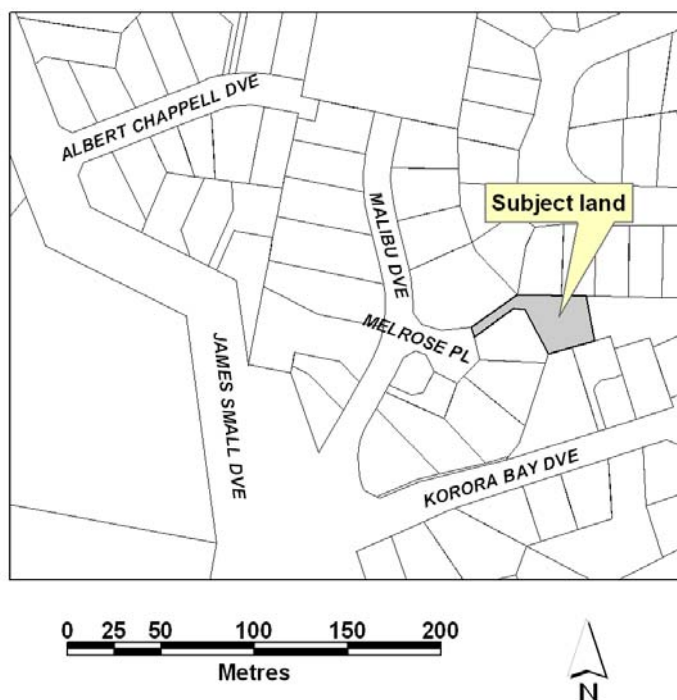
It is recommended that Council refer the proposal to Coffs Harbour Regional Landcare to determine an appropriate course of action through the volunteer groups and relevant land managers. This would aim initially to identify which groups may be interested or able to involve school groups.

PLANNING, ENVIRONMENT AND DEVELOPMENT DEPARTMENT REPORTS

PED15 DEVELOPMENT APPLICATION NO. 915/00 - AMENDED APPLICATION FOR A DUAL OCCUPANCY - LOT 5, DP 843891, 3 MELROSE PLACE, KORORA

Purpose:

The purpose of this report is to advise Council on an application to modify Development Application No. 915/00. The application is for variations to the levels of the dual occupancy under construction at 3 Melrose Place, Korora. The report recommends conditional approval of the application.



Description of Item:

The Development Application for the dual occupancy was considered by Council at the Planning, Environment and Development Committee Meeting on 8 March 2001 where it was resolved that an inspection of the site be undertaken.

The Development Application was again considered at the Economic and Community Services Committee Meeting on 22 March 2001 where it was resolved that the dual occupancy be approved.

Construction began on site in November 2002 and proceeded until the builder was advised to stop work following inconsistencies being revealed with the height of the recently completed brick wall to that of the height shown on the approved plan. The brick wall was to support the ground floor level and balcony of the dual occupancy.

Levels taken by the builder's surveyor revealed that the garage slab was 710 mm above the approved height. The reason for this level was to achieve fall to the stormwater inlet on the site.

cont'd

Ped15 Development Application No. 915/00 - Amended Application For A Dual Occupancy - Lot 5, Dp 843891, 3 Melrose Place, Korora (cont'd)

The applicant was advised that an application to modify the development consent is to be submitted to Council for the variation to the level along with proposed modifications to the building to ensure that the bulk and scale of the building will not exceed that of the approved building.

Amended plans were received showing reduced floor to ceiling heights on each level to compensate for the increase in height of the garage floor. The plans also show the building positioned 820 mm further to the east than the approved plan.

A copy of the plan indicating the approved height in relation to the proposed modified height will be available in the Councillors' room for perusal prior to the Council meeting.

Sustainability Assessment:

- **Environment**

The proposed modifications will have no significant impact on the local natural or built environment.

- **Social**

Property owners within Korora Bay have raised concerns with the perceived precedent that the approval of the proposed modifications will set for future development within the area. The approval of the proposed modifications will not set any undesirable precedent; see "Issues" below.

- **Economic**

There are no economic issues associated with the proposed modifications.

Consultation:

Adjoining landowners were notified of the proposed amendments on 23 January 2003. Council received 28 submissions to the proposal following notification.

The matters raised in these submissions are considered under the heading "Issues".

Statutory Requirements:

Under the Environmental Planning and Assessment Act, 1979 and Regulations, the application must comply with a number of statutory provisions, which must be taken into account in its assessment. The application has been assessed in accordance with the provisions of the following plans:

- Coffs Harbour City Local Environmental Plan 2000;
- Low Density Housing Development Control Plan;
- Off Street Car Parking Development Control Plan.

cont'd

Ped15 Development Application No. 915/00 - Amended Application For A Dual Occupancy - Lot 5, Dp 843891, 3 Melrose Place, Korora (cont'd)

Issues:

- **Bulk and Scale**

The size, height and bulk of the dual occupancy were addressed in the report to Council on 8 March 2001. The applicant was advised that any proposed modifications should ensure that the height illustrated on the elevation plans approved by Council is not exceeded.

The modified plans nominate reduced floor to ceiling heights to all three levels to compensate for the raised level of the garage floor. These modifications result in an overall height above ground level 230 mm less than that of the approved plan.

It is accepted that the levels shown on the approved site plan and elevation plans are not compatible. However when considering bulk and scale, elevation plans should take precedence over the site plan. Elevation plans represent the configuration of a building above ground level. A comparison of the approved elevation plans and the proposed amended elevation plans prepared by a registered surveyor reveals that the proposed modified building will not exceed the height above ground of the approved building. The impact of bulk and scale has therefore not changed and the amendment is consistent with the original plans approved by Council.

- **Privacy**

The impact on the privacy of adjoining properties was also considered in the report to Council on 8 March 2002. The north eastern section of the rear deck will be 500 mm higher above ground level than the height illustrated on the approved elevation plan. This increase in height will not increase the loss of privacy experienced at the adjoining properties. Solid balustrading proposed with the original plan will be provided along the north facing deck and will serve to minimise overlooking into the rear service yard of 30 Parkes Drive.

Positioning the building 820 mm further to the east will not increase the loss of privacy experienced at the adjoining properties.

- **Precedent**

From the submissions received and consultation with adjoining owners the main concern raised has been the precedent that may be set allowing developers to build contrary to an approval.

Under the Environmental Planning and Assessment Act 1979, an applicant can apply to modify a development consent. An application for modifications is considered on its merits with no guarantee of approval. The modifications proposed in this case are not for a change in design or size of the building, they are adjustments to levels which will result in a building of virtually the same appearance to that of the approved building.

The process undertaken in considering these modifications has stopped work on site for 15 weeks. This lost construction time, along with compromises made to floor to ceiling heights, are not considered positive outcomes which would set a precedence that would encourage others to follow.

cont'd

Ped15 Development Application No. 915/00 - Amended Application For A Dual Occupancy - Lot 5, Dp 843891, 3 Melrose Place, Korora (cont'd)

An on the spot fine of \$600 can also be served on an applicant for failing to comply with the original approval.

Council has the option of ordering demolition of the present work but this is not recommended. The cost of this to the builder is not known, but it might be of the order of \$50,000.

It is unlikely that the Land and Environment Court would uphold any demolition order in this case.

Conclusion:

Construction on the approved dual occupancy commenced at a level that would result in a building that would finish up higher than originally approved. An application has been submitted to modify the Development Application proposing modifications to floor and ceiling heights to compensate for the increase in height. The appearance of the modified dual occupancy will be virtually the same in regards to bulk, scale and height of the originally approved dual occupancy with no additional impacts on adjoining properties.

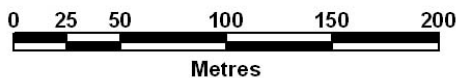
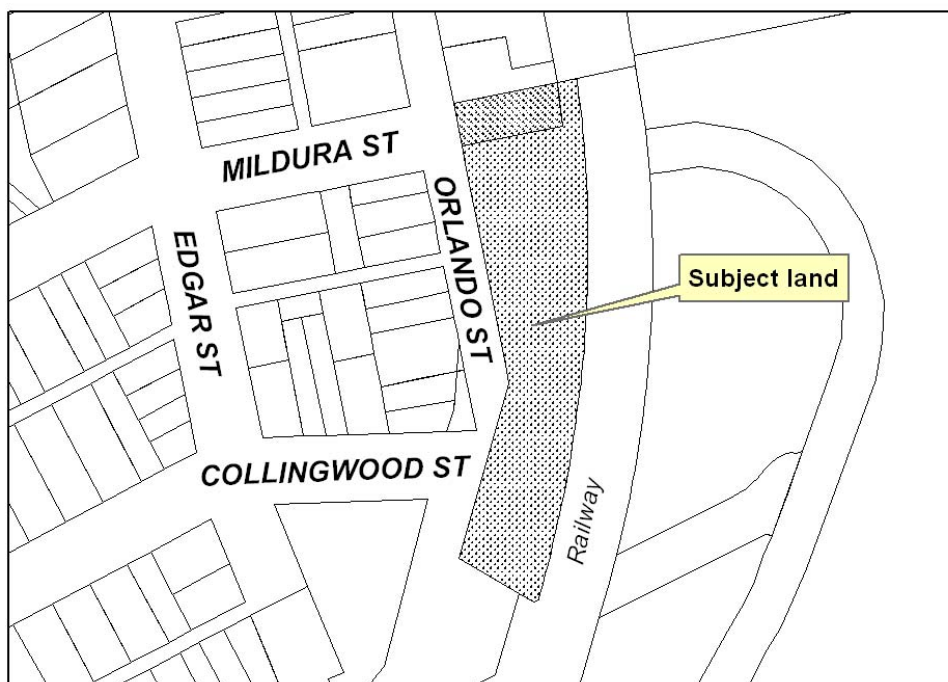
Recommendation:

- 1. That Council approve the application to modify Development Application No. 915/00 for an attached dual occupancy on Lot 5, DP 843891, 3 Melrose Place, Korora subject to the original conditions of approval, together with an additional condition in relation to certification of levels during construction.**
- 2. That Council, under Section 125(1) of the Environmental Planning and Assessment Act 1979, serve an on the spot fine of \$600 on the applicant for construction not in accordance with the approved plans.**

PED16 DEVELOPMENT APPLICATION NO. 942/03 - MULTI UNIT HOUSING (64 UNITS) AND COMMERCIAL AREA - LOT 1, DP 877905 AND LOT 3, DP 586754, ORLANDO STREET, COFFS HARBOUR

Purpose:

The purpose of the report is to advise Council on Development Application No. 942/03 for the erection of three storey buildings (64 residential units and 190 m² of commercial floor area) plus a basement car parking area, in Orlando Street at the Jetty. The report recommends conditional approval of the application.



Description of Item:

The development is proposed on the vacant land, opposite the Jetty Village Shopping Centre, beside the railway line. The site is flat and generally cleared.

The proposed three storey building will comprise of 64 individual two and three bedroom units, with basement car parking, two swimming pools, landscaping and a small commercial area (190 m²) which is proposed to be located at the southern end of the development, fronting Marine Drive and Orlando Street.

cont'd

Ped16 Development Application No. 942/03 - Multi Unit Housing (64 Units) And Commercial Area - Lot 1, Dp 877905 And Lot 3, Dp 586754, Orlando Street, Coffs Harbour (cont'd)

All vehicular and pedestrian access will be from Orlando Street, with a new roundabout proposed in Orlando Street at the intersection of Collingwood Street, to be constructed by the developer. A second vehicular access is also proposed off Orlando Street. The basement car park will provide one or two spaces per unit, depending on the size of the units, plus six spaces for the commercial area. Reconstruction of a part of Orlando Street by the developer will also provide additional on street car parking for visitors to the units and commercial area. A tenant has not been found for the commercial area: once this has been done further consent will be required from Council for the specific use.

The project cost is \$13.7 million.

Background:

The developer has worked with Council and the Urban Design Advisory Service (of planningNSW) on this proposal over the past 12 months to arrive at a design that meets Council's policy objectives for this area.

Consultation:

The application was advertised and notified and seven submissions were received. The main concerns raised were:

- a potential loss of views;
- overdevelopment of the site;
- non compliance with State government and local council policies;
- traffic congestion;
- exacerbate parking problems;
- loss of property values;
- should be used as open space and planted with rainforest trees.

Views will be maintained to the foreshore area from west to east. This has been achieved by designing the building to provide four 'sightlines' through breaks in the building bulk (as outlined in the Development Control Plan), while the height of the building is a maximum of 11.33 m, (3 storeys), allowing residential properties to the west a view over the top of and between the buildings.

The site is not overdeveloped, being below what could be permitted under the Jetty Area DCP and the Medium-High Density DCP – the DCP allowing up to 90 units on this site, with the ratio of one unit per 110 m² of land area. Ample landscaping is provided at ground level, while all car parking is to be provided under the buildings, enhancing the visual appearance of the site.

Council's DCP and State government policies (as outlined below) have been satisfactorily complied with.

cont'd

Ped16 Development Application No. 942/03 - Multi Unit Housing (64 Units) And Commercial Area - Lot 1, Dp 877905 And Lot 3, Dp 586754, Orlando Street, Coffs Harbour (cont'd)

Traffic movement will be improved with Orlando Street to be upgraded by the developer, widening the road and providing kerb and guttering along the eastern side of Orlando Street, a roundabout to be provided at the end of Collingwood Street, allowing for safe access into and out of the basement car park and limited access onto and off Orlando Street for the second basement car park (left hand turns only). It is estimated that an additional 416 traffic movements per day would result from the residential component of the development. This would be less than 3% increase per day (based on the current traffic counts) until the Hogbin Drive extension goes through, which will reduce the amount of traffic on Orlando Street. Orlando Street, in the meantime, is quite capable of handling this increase.

Parking: All units have adequate on site parking for the residents and six spaces are proposed to be provided for the commercial area. With the upgrading of Orlando Street on street parking can occur along the new frontage (allowing for some 20 car spaces). Parking on site within the landscaping was determined (in the consultation/design stage of this proposal) to be inappropriate in that it would create additional traffic conflicts and detract from the appearance of the building and landscaping.

Property values would be likely to be improved with this new development by providing this area of Orlando Street with good quality development and landscaping, improving the appearance of the area.

Open Space: The last point of objection requested that the land be used for open space. However, as the land is privately owned, Council is not in a position to require or create an open space/rainforest area on this site.

Other Council Department's Comments:

• **Strategic Planning**

This proposal is in keeping with the intent of the DCP in that housing is to add to the vitality of the area. Compliance with the sightlines has occurred and this was requested at the Urban Design Workshop held with Council, the proponent and the Urban Design Advisory Service.

The development complies with the design intent of the DCP in that the buildings:

- address the corner;
- have distinguishable tops, middles and bottoms;
- provide livable design elements (balconies, courtyards, terraces);
- is an appropriate scale for the site;
- includes energy efficient design elements;
- the encroachment upon the front setback is acceptable given the urban setting and alignment of adjoining buildings which have a zero setback;
- parking requirement for units is met. The commercial area would require more than the two car spaces which are proposed to be provided in the basement. (The applicant has now increased the parking for the commercial area to six spaces).

cont'd

Ped16 Development Application No. 942/03 - Multi Unit Housing (64 Units) And Commercial Area - Lot 1, Dp 877905 And Lot 3, Dp 586754, Orlando Street, Coffs Harbour (cont'd)

- **Engineering Department**

Details of kerb, guttering, roundabout, parking to meet Council's requirements. All services are available; no objection subject to conditions.

- **Environmental Services**

The conclusions as recommended in the Noise Assessment Report (with regard to the noise from the railway) are to be complied with. In addition to the construction (i.e. external walls, roof/ceiling/sliding glass doors), screens and solid balustrades are required to meet the noise report recommendations.

Waste Management: The application can meet the requirements for storage and collection of waste via bins that provide an 8 m³ domestic waste and 8 m³ recyclables per week. A collection point adjacent to the roundabout has been provided in conjunction with the developer, Council's Waste Management Supervisor and Council's Traffic Engineers. The loading area is to be screened from Orlando Street.

- **Property Branch**

Raises no objection to the development proposal subject to any encroachment on, or use of, the adjacent public footway/road reserve area for outdoor dining purposes being so used in accordance with Council's Outdoor Dining Footway Licensing Policy Guidelines. At this stage no encroachment onto Council land is proposed.

- **Building and Development Services**

Compliance with the Building Code of Australia in terms of egress, travel distances and disabled access will be required. Construction details in terms of securing the site and access onto Orlando Street will be required to be provided to Council prior to construction commencing.

- **Parks and Recreation Branch**

In principle the landscape plan is acceptable. Would like to see the pedestrian access across Marine Drive relocated. Some palms are in the view corridor down Harbour Drive. Amended plans will need to be provided.

State Government Department comments:

- **Rail Estate (property group of State Rail)**

State Rail recommends that bedrooms and living areas be sited the greatest distance possible from the rail corridor and/or shielded by non-sensitive uses/barriers ... and requests that Council impose a condition of consent requiring the applicant to comply with the recommendations of the report. The landscaping plan should incorporate screening between the track and garden/units. Fencing should be secure to prevent persons entering the track.

cont'd

Ped16 Development Application No. 942/03 - Multi Unit Housing (64 Units) And Commercial Area - Lot 1, Dp 877905 And Lot 3, Dp 586754, Orlando Street, Coffs Harbour (cont'd)

Statutory Requirements:

- Coffs Harbour City Local Environmental Plan (LEP) 2000 states that the site is zoned 3G Mixed Use. Units and commercial uses are in accordance with LEP 2000, in respect of the objectives of the zone, landform modification (with regards to the earth removal for the basement car park), and foreshore building line (located outside the foreshore building line).
- Development Control Plans (DCP) – Jetty Area DCP – Precinct 1. The proposal complies with the following requirements of the DCP:
 - Four sightlines (towards the ocean) have been provided through the development, while the DCP only requires three sightlines. This proposal meets this requirement of the DCP.
 - New buildings are limited to 9 m in total height from natural ground level to the highest point on the eaves. This design complies with this requirement.
 - Wall planes shall not exceed 10 m in length without the wall and roof planes being offset by a recess or similar architectural feature. This design meets this requirement.
 - The DCP requires that access off Orlando Street be minimized. This proposal has two access points only, meeting this requirement.
 - The DCP requires a front setback of 6 m. The proposal has a 4 m setback. The applicant argues that the 'architectural design components provide a visual variety along Orlando Street' and therefore this reduced setback is acceptable. See also the Strategic Planning Branch's comments and support of this reduced setback.
- Car Parking DCP - the residential units requirements have been satisfied in that 88 car spaces have been provided for the 40 small units and 24 large units. Six spaces are now proposed in the basement car park for the commercial area (which has a total floor area of 190 m²) providing for staff parking in the basement.
- North Coast Regional Environmental Plan is complied with in terms of height and impact on the coastline and foreshore.
- North Coast Design Guidelines – suggested lighter, smaller elements in the design with hoods, eaves, verandahs and so on. This proposal complies with these guidelines in that there is variety in the design of the development.
- NSW Coastal Policy – relevant goals have been complied with.
- State Environmental Planning Policy (SEPP) 65 (Design Quality of Residential Flat Development) - the principles of this SEPP have been complied with in terms of amenity, aesthetics, safety and security, providing a mix of housing sizes and styles, built form, density and landscaping.

cont'd

Ped16 Development Application No. 942/03 - Multi Unit Housing (64 Units) And Commercial Area - Lot 1, Dp 877905 And Lot 3, Dp 586754, Orlando Street, Coffs Harbour (cont'd)

Issues:

- **Car Parking**

Adequate parking has been provided for the units. But the commercial floor area (now amended to 190m²) would require six car spaces to be provided (assuming a usable floor area of 142 m² and one car space per 23 m² of floor area, for retail use). Six car spaces are proposed to be provided in the basement car park. These spaces would meet the demand by staff and manager/s of the shop/s. Any other use that is proposed in the commercial area would require further consent from Council and a further assessment in terms of parking, should the uses or Council policy change.

- **Noise from the Railway**

The applicant has provided a noise consultant's report that advised that rail vibration (caused by train movements) complies with the acceptable limits, whereas the noise levels exceed the acceptable limits adjacent to a residential development. Recommendations for acoustic barriers from train movements have been provided. State Rail support the recommendations in the report and also requests that drainage and landscaping adjacent to the track be addressed as conditions of approval.

- **Compliance with Jetty Area DCP**

The proposal complies with the DCP except for the front setback to Orlando Street and this has been addressed above. The reduced front setback is considered to be appropriate and acceptable for this site and the area.

Sustainability Assessment:

- **Economic**

The development will provide employment for a whole range of sectors within the building industry during construction. Once completed, the development will also require on-going maintenance (i.e. landscaping, on site management) and servicing which will involve local businesses.

The vitality of the Jetty area would be increased with the additional people, business and traffic and the development and commercial use would value add to the locality. The building would also provide a gateway to the Jetty foreshore, providing a residential component to complement the commercial uses that exist in the area at present. It would also be likely to set a standard for likely future projects. By providing additional people into the area, this would enhance the economic viability of the existing Jetty restaurant strip (both shops and restaurants and commercial uses in the area).

cont'd

Ped16 Development Application No. 942/03 - Multi Unit Housing (64 Units) And Commercial Area - Lot 1, Dp 877905 And Lot 3, Dp 586754, Orlando Street, Coffs Harbour (cont'd)

- **Social**

The proposal will provide for 64 units of differing sizes which will cater for a mixture of differing household groups wanting to live closer to the coastal areas and the Jetty restaurant strip. The development will also provide a commercial component that will benefit the whole community by providing a commercial use or shops for the whole of the community and not just the residents on site.

The foreshore will be 'overlooked' by residents of these units, providing a safer environment for the users of the foreshore area. This will promote community well being for all.

The high demand for living in the Jetty area (for a 'change of lifestyle') will be partially met by this proposed development, with the 64 units of varying sizes and outlooks.

- **Environmental**

The proposal will greatly enhance the appearance of the vacant, partly overgrown block in Orlando Street and provide a development that is in keeping with the character and scale of development nearby. It will also provide for an upgrading of Orlando Street, with a roundabout, providing for safe access onto and off Orlando Street for residents and those leaving Collingwood Street.

The site does not have any heritage significance or habitat/biodiversity that is required to be protected. The proposal will comply with acid sulfate soil management procedures. Substantial landscaping will also be a significant enhancement to the street and buildings, with nearly 50% of the site to be landscaped with substantial vegetation. On site detention of stormwater will also be a requirement of the consent so that no additional load on the current stormwater infrastructure will be imposed.

Use of cars will be greatly reduced with many residents choosing to walk or cycle to nearby parks, beaches, restaurants, shops and waterways.

Finally the proposal has received an Energy Efficiency rating of 3.5 – 4.5 stars for the 64 units due to their construction and environmental features to capture the breezes, provide for outdoor living areas facing north and east and design features of the building to direct sunlight and breezes.

Summary:

The three storey development (with basement car parking) will enhance this section of Orlando Street and the Jetty precinct. This is a significant site, having a substantial street frontage to Orlando Street, together with a high profile over the foreshore area. It is a gateway site, providing an entrance to the foreshore and it is imperative that the development enhances the area. With all car parking in the basement and the street appearance being a well landscaped, architecturally interesting and appealing building, together with an upgraded Orlando Street and street tree planting, the proposal will complement the area.

The proposal complies with the Jetty Area DCP (except for the variation to the front setback) and SEPP 65.

cont'd

Ped16 Development Application No. 942/03 - Multi Unit Housing (64 Units) And Commercial Area - Lot 1, Dp 877905 And Lot 3, Dp 586754, Orlando Street, Coffs Harbour (cont'd)

Loss of views will be minimal as four sightlines have been provided (which is one more than required in the Jetty Area DCP), and the height is a maximum of 9 m to the highest point on the eaves, with a total overall height of 11.33 m. The development will also provide a roundabout at the end of Collingwood Street to provide safe and easy vehicular access to the basement car park (of this development) and from Collingwood Street.

It is recommended that the development be approved, subject to conditions.

Recommendation:

That Development Application No. 942/03 for multi unit housing (64 units) and commercial area on Lot 1, DP 877905 and Lot 3, DP 586754, Orlando Street, Coffs Harbour be approved subject to technical conditions as well as conditions relating to details required prior to the issue of a Construction Certificate, with regard to Engineering Department requirements, noise attenuation measures, landscaping, road construction and maintenance, waste management and Building Code of Australia requirements.

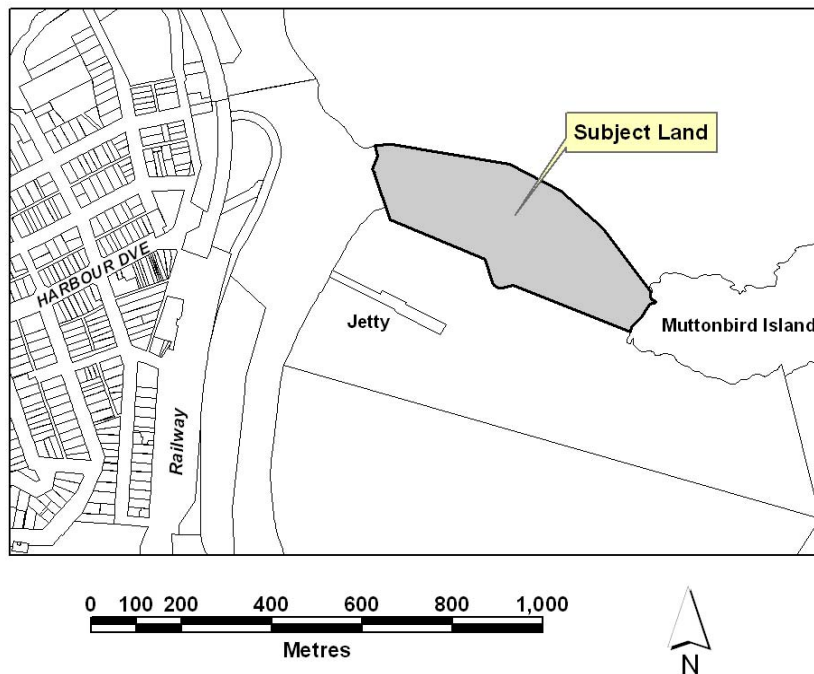
PED17 DEVELOPMENT APPLICATION NO. 554/03 - UNLEADED FUEL STORAGE TANK AND BOWSER, FISHERMEN'S CO-OPERATIVE - LOT 2, DP 855465, 69 MARINA DRIVE, COFFS HARBOUR

Purpose:

The purpose of the report is to advise Council on Development Application No. 554/03. The application is for a 10,000 litre fuel storage tank (to store unleaded petrol) and an associated fuel-dispensing bowser.

The site is the Fishermen's Co-Operative at 69 Marina Drive, Coffs Harbour.

The report recommends a deferred approval of the application.



Description of Item:

The site is adjacent to the Fishermen's Co-Operative at 69 Marina Drive, Coffs Harbour.

The application is for a 10,000 litre fuel storage tank (to store unleaded petrol) and an associated fuel-dispensing bowser. The facility will provide fuel for boats using unleaded petrol. It will be an additional service provided by the Fishermen's Co-Operative.

The proposed fuel tank will be located between the existing buildings on the site and the northern breakwall. The tank is a typical cylinder type with a diameter of 2.47 m. It will sit vertically to a height of 3.72 m with a further 1 m height for protective balustrades on the top of the cylinder. The tank includes a ladder and platform.

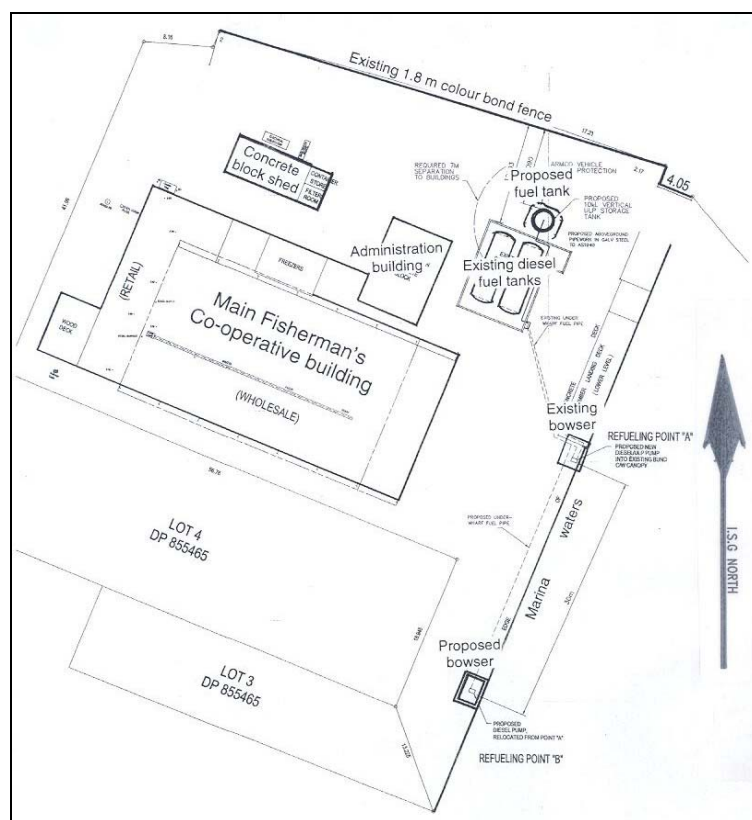
The tank consists of an inner and outer chamber. The outer chamber provides protection against leaks from the inner chamber; any leaks are contained within the two chambers.

Council referred the application to the Marine Parks Authority who expressed concern about accidental spillage and overflowing of the tank during filling. They specified that any approved fuel tank structure is to include bunding and a roof structure over the tank and bunded area.

Roofing over the proposed tank will provide additional height to the development which requires consideration. Two 40,000 litre diesel fuel storage tanks already exist on the site. These existing tanks have a roof structure over them.

The roofing over the existing two diesel storage tanks did not receive any visual consideration. Roofing of these tanks was completed in accordance with a condition of development consent. There is opportunity for a single and consistent roofing structure to be provided over all (existing and proposed) fuel storage tanks.

It is recommended that the application receive deferred approval subject to plans being provided for a single and consistent roofing structure over the whole of the fuel storage area.



Consultation:

Council consulted with the Marine Parks Authority. They expressed concern about accidental spilling during filling of the tank and accidental overflowing also during filling of the tank.

Their concerns about this proposal relate to potential pollution of the Solitary Islands Marine Park. Environmental issues of the proposal are considered further under Issues.

The application was considered by Council's Foreshores Project Team who raise no objections.

cont'd

Ped17 Development Application No. 554/03 - Unleaded Fuel Storage Tank And Bowser, Fishermen's Co-Operative - Lot 2, Dp 855465, 69 Marina Drive, Coffs Harbour (cont'd)

Sustainability Assessment:

- **Environment**

The proposed fuel storage tank will be constructed and arranged in a manner that minimises the potential for impact on the environment.

- **Social**

The proposal will provide a bulk supply of unleaded fuel to users of the marina.

- **Economic**

There are no significant economic issues associated with the development. Individual users will purchase fuel from the facility and the operator will receive income from sales.

Statutory Requirements:

Under Coffs Harbour City Local Environmental Plan 2000, the site is zoned 5A Special Uses. The development is permissible in the zone with Council approval.

The Environmental Planning and Assessment Act 1979 specifies that some fuel storage tank development proposals are "designated development". These proposals require submission of an Environmental Impact Statement and require an involved process of public consultation and concurrent approval by State government departments.

This proposed development does not fit the parameters of designated development as the proposal is an addition to fuel storage facilities that are on the site.

A detailed "Statement of Environmental Effects" is still required and Council must be satisfied the proposal will not have an adverse impact on the environment. A detailed Statement of Environmental Effects has been provided and the environmental issues of the proposal are considered below.

Issues:

- **Environmental Issues**

The subject site is located near a sensitive marine environment. Issues which require consideration are potential for petroleum to escape during accidental overflow, spills or at any other time.

The inner and outer chamber of the proposed tank arrangement satisfactorily addresses concerns about long-term leaks from the inner chamber.

Overflow spills during filling are normally addressed by the provision of bund walls around the tank. This means that any petroleum is contained to within the bund wall.

cont'd

Ped17 Development Application No. 554/03 - Unleaded Fuel Storage Tank And Bowser, Fishermen's Co-Operative - Lot 2, Dp 855465, 69 Marina Drive, Coffs Harbour (cont'd)

It is also important that the tank and area contained within bund walls is roofed to exclude rainwater. Without roofing the bund walls can overflow with a fuel and water mixture escaping to the harbour waters. It is recommended that bund walls and a roof structure be provided for the proposed tank.

- **Visual Appearance**

The site is located alongside a common pedestrian, tourist route. The proposed fuel storage tank will be prominent from this route.

The height of the tank plus protective balustrades on top will be a total height similar to the roof structure over the existing diesel fuel storage tanks. A roof over the proposed tank will provide additional height.

The Fishermen's Co-Operative is characterised by a number of ad-hoc building additions. The proposed fuel storage tank will add to this; it will not "tie-in" with any existing buildings on the site.

Integration with the site will be assisted by providing a single roof structure over all the fuel storage tanks in the area. This will reduce the visual impact of the proposal in this prominent area to an acceptable level.

A roof structure over the tank has not been provided with this application; this is a specific recommendation of the Marine Parks Authority.

It is recommended that the proposal receive deferred approval subject to the provision of plans showing a single consistent roof structure over all fuel storage tanks.

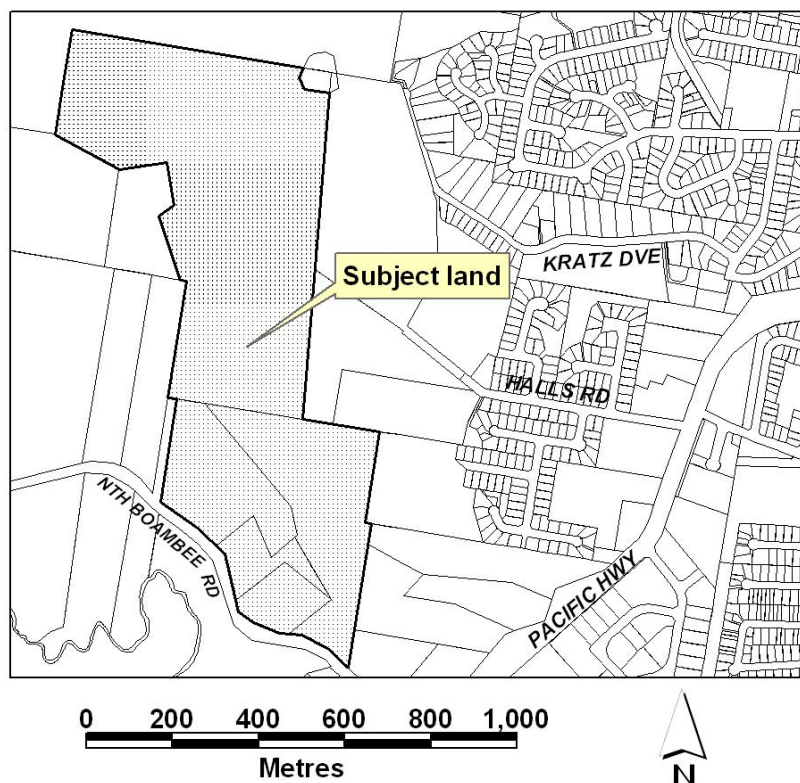
Recommendation:

That Council grant "deferred commencement" approval to Development Application No. 554/03 for a fuel storage tank and associated fuel dispensing bowser on Lot 2, DP 855465, 69 Marina Drive, Coffs Harbour in accordance with the deferred commencement provisions of the Environmental Planning and Assessment Act 1979, subject to a condition requiring submission and approval of detailed plans for a single roof structure over all fuel storage tanks before the consent begins to operate and subject to technical conditions, including bunding of the appropriate area.

PED18 DEVELOPMENT APPLICATION NO. 575/03 - RESIDENTIAL SUBDIVISION AND MODIFICATION TO COUNCIL APPROVED STORMWATER POLLUTION CONTROL STRUCTURES - NORTH BOAMBEE ROAD, NORTH BOAMBEE

Purpose:

This report recommends that Council approve the development of 155 residential lots, three residue lots, a community centre lot, and land for public reserves on the above property. The report also recommends that Council approve a proposed modification to stormwater pollution control structures to be developed on the site simultaneously with the subdivision works.



History:

The site forms part of Stage 1 of the North Boambee Residential Release Area. It is currently used for cattle grazing. The land drains through a central basin into North Boambee Road and thence into Newports Creek.

That part of the site proposed for residential subdivision and stormwater pollution control is generally clear of vegetation.

The Development Control Plan (now an Information Sheet) for the North Boambee Valley Residential Release Area, Stage 1, came into force in December 1996. This Release Area has a projected dwelling yield of 1,145 lots.

cont'd

Ped18 Development Application No. 575/03 - Residential Subdivision And Modification To Council Approved Stormwater Pollution Control Structures - North Boambee Road, North Boambee (cont'd)

This application proposes the first subdivision in the Release Area to be accessed from North Boambee Road. Consents have been issued previously for subdivisions off Halls Road and Kratz Drive. The Churches of Christ aged care facility, located off Burridge Avenue, is also located within this Release Area.

The development of this subdivision will require the provision of certain infrastructure, including, but not limited to, sewer pumping station, roundabout, public reserves and stormwater pollution control structures. This infrastructure will be funded from developer contributions. Council will forward fund some of the infrastructure.

In 1997 Council prepared and approved designs for the stormwater pollution control structures that will be constructed on this site. This process was subject to an Environmental Impact Statement and determination by Council under Part 5 of the Environmental Planning and Assessment Act 1979. The major benefits and purpose of the construction of these structures is that it will facilitate residential development and will maintain and improve water quality standards of Newports Creek even though land use in the Release Area will change from horticulture and grazing to urban residential development.

Description:

The subject site is known as Lots 1 and 2, DP 773626, Lot 1, DP 402432, Lot 4, DP 852521 and Part Lot 9, DP 401212, North Boambee Road, North Boambee.

The proposal before Council for determination seeks approval to:

- staged subdivision;
- modification to the existing Part 5 approval for the stormwater pollution control structures.
- **Subdivision**

The development application is for a staged development with Stage One comprising:

- 37 residential lots;
- one lot for a future retirement village (5.47 ha);
- two residue lots containing existing dwellings;
- stormwater pollution control structures;
- public reserves located within this Stage;
- associated infrastructure.

Further stages comprise 116 residential lots, a community centre lot, public reserves, stormwater pollution control structures and associated infrastructure.

The developer has also nominated a deferred area located towards the northern part of the site as a future development lot. The lot yield in this deferred area has not, to date, been determined.

cont'd

Ped18 Development Application No. 575/03 - Residential Subdivision And Modification To Council Approved Stormwater Pollution Control Structures - North Boambee Road, North Boambee (cont'd)

- **Modification to the existing Part 5 approval for the Stormwater Pollution Control Structures**

A Part 5 approval for these structures was issued by Council in 1997. This determination was made following consideration of an Environmental Impact Statement (EIS) for the structures. The developer seeks to modify the 1997 Part 5 determination. The modification comprises a five pond system in lieu of two lakes. The developer's environmental consultant, Umwelt (Australia) Pty. Limited has justified the modified arrangement as being consistent with the Part V determination and meeting the water quality and detention objectives of the original EIS. Proposed modifications to the approved structures does not constitute designated development and/or the need for a new EIS. The modification may be approved conditionally.

Sustainability Assessment:

The Release Area was subject to a comprehensive Local Environmental Study preceding the rezoning of the land from rural to residential in 1996.

The Release Area is subject to stringent planning controls framed by zonings and the North Boambee Valley Information Sheet (previously a Development Control Plan).

The Release Area controls include **environmental** protection - flora and fauna, on site soil and water management, establishment of wetlands and detention basins, the establishment of landscape controls to enhance koala habitat and the maintenance of the Valley's green backdrop. The area will incorporate **social** infrastructure including a multi purpose centre and a neighbourhood centre, pedestrian and cycle links, recreation facilities and schools.

There are a myriad of **economic** benefits from the urbanisation of this Release Area. The Release Area will complement existing infrastructure and is positioned in close proximity to employment, business and retail zones. Subdivision works and housing construction will contribute positively to the City's economy.

Statutory Requirements:

The application has been assessed having regard to:

- Environmental Planning and Assessment Act 1979;
- Environmental Planning and Assessment Regulations 2000;
- North Coast Regional Environmental Plan;
- Coffs Harbour City Local Environmental Plan 2000;
- North Boambee Valley Information Sheet;
- Subdivision Development Control Plan;
- Notification Development Control Plan;
- Coastal policy.

cont'd

Ped18 Development Application No. 575/03 - Residential Subdivision And Modification To Council Approved Stormwater Pollution Control Structures - North Boambee Road, North Boambee (cont'd)

The application has an integrated development category and has been referred to the Department of Land and Water Conservation (DLWC) for approval terms and to the Rural Fire Services (RFS) for a Bush Fire Safety Authority; approval terms have issued from DLWC.

The developer is currently negotiating the requirements and consent conditions recommended by the RFS. Until these conditions are resolved a consent cannot issue.

The application was also reviewed by the Regional Advisory Committee, Traffic.

The Environment Protection Authority has reviewed the modified stormwater pollution control structures in terms of its statutory responsibilities.

Consultation:

The development application was advertised for public comment in November 2002; eight submissions were received.

Issues raised were:

- A moratorium on development should be imposed until a permanent source of water is available.
- Failure to consider water supply within a regional context and associated issues of biodiversity, environmental flows, equity and ecological footprint.
- How would Council reconcile approving this development application which would add continuing pressure to a water supply scheme which does not appear to be able to pass the test of sustainability?
- The development will result in the loss of koala habitat.
- Further information should be obtained on traffic, pedestrian and cycle access and drainage provisions.
- Potential for adverse health impacts from the proposed lakes (mosquitoes).
- Support for stormwater reuse by new development.
- North Boambee Road and the roundabout must satisfy quarry trucks.
- Concerns re dividing fencing, drainage and flood impact from subdivision works.

Comments

- North Coast Water is implementing the Regional Water Supply (RWS). Stage 1A of this scheme, scheduled to supplement the current supply from the Orara River by linking the Nymboida Weir to the Karangi Dam, is now operational and increases the security of supply, with Stage 1B due for completion in 2004 further increasing the security of the region's supply. Further stages of the RWS are underway. At the same time substantial resources have been allocated to Council's Water Efficiency Program. Coffs Harbour residents are efficient water users and this situation will not change in new release areas. Representations that water infrastructure are not sustainable or adequate for this development is not founded. This subdivision will be staged (as is the Regional Scheme).
- The Release Area will preserve and enhance areas for koala habitat.

cont'd

Ped18 Development Application No. 575/03 - Residential Subdivision And Modification To Council Approved Stormwater Pollution Control Structures - North Boambee Road, North Boambee (cont'd)

- The Release Area makes provision for efficient and safe vehicle, pedestrian and cycle access and transport.
- Design standards for the stormwater pollution control structures will address potential health impacts and flooding impacts on adjoining properties.

Issues raised by persons commenting on the application do not justify amendment to or refusal of the application.

Developer Contributions:

Developer contributions on the subdivision will be levied in accordance with Council's adopted 1999 Contributions Plan for this Release Area, with the exception of a contribution for fire services. The Contributions Plan levies a contribution towards a Brigade Station for the Rural Fire Service. Urban residential areas are now serviced by the NSW Fire Brigades and not the RFS. Consequently the contribution is not valid.

The Contributions Plan will be reviewed following resolution of the Pacific Highway corridor and its impact, if any, on the Release Area.

Other Departments' comments:

The application for subdivision and the modification of the stormwater pollution control structures has been reviewed by Council's Valuation and Commercial Services, Parks and Recreation, Community Services, Engineering, Strategic Planning and Environmental Services Branches/Departments. No Branch/Department has objected to the proposal and each Branch/Department has provided conditions for the subdivision consent/modification as relevant.

Issues:

The subdivision proposal is generally in accordance with the North Boambee Valley Information Sheet. Minor variations to the subdivision layout from the Information Sheet have been reviewed by various government agencies and technical branches within Council and supported.

The modified stormwater pollution control structures have similarly been reviewed externally and internally and it is agreed that this modified arrangement will have less environmental impact than that previously determined by Council because the volume of excavation will be reduced significantly.

At the time of preparing this report, negotiations with the RFS concerning bush fire hazard issues had not been resolved. Until such time as the Service issues suitable conditions for the subdivision, the consent cannot issue. To facilitate prompt issue of the consent it is recommended that the General Manager be granted delegation to issue the development consent. The modification of the Part 5 determination for the stormwater pollution control structures may be approved subject to technical conditions.

cont'd

Ped18 Development Application No. 575/03 - Residential Subdivision And Modification To Council Approved Stormwater Pollution Control Structures - North Boambee Road, North Boambee (cont'd)

Recommendation:

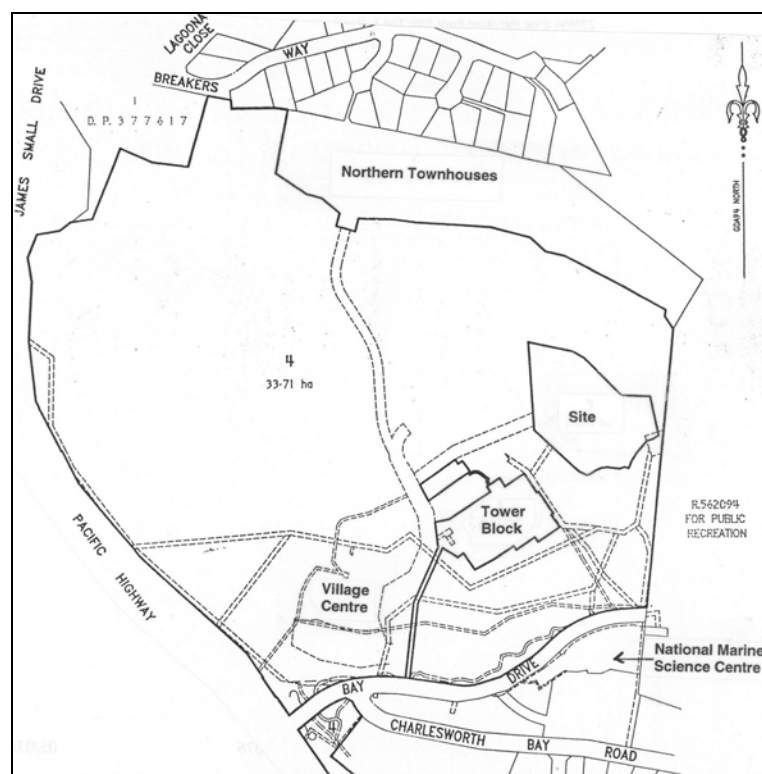
- 1. That the General Manager be authorised to issue development consent for the subdivision of Lots 1 and 2, DP 773626, Lot 1, DP 402432, Lot 4, DP 852521 and Part Lot 9, DP 401212, North Boambee Road, North Boambee upon resolution of conditions recommended by the Rural Fire Service.**
- 2. That the modification to the Part 5 determination for the stormwater pollution control structures be approved subject to technical conditions.**
- 3. That objectors to the development application be informed of Council's decision.**

PED19 PLANNINGNSW DEVELOPMENT PROPOSAL (DEVELOPMENT APPLICATION 398-11-2002) COMPRISING 60 UNITS, ASSOCIATED CAR PARKING AND RECREATION FACILITY, BAY DRIVE, COFFS HARBOUR

Purpose:

This tourist proposal is to be developed at the Pacific Bay Resort.

This development proposal falls within the ambit of State Environmental Planning Policy (SEPP) 71 - Coastal Protection. The Minister for Planning is the consent authority. The report recommends that Council raise no objections to the proposal subject to certain technical conditions being applied to the Development Consent if granted by the Minister for Planning.



Process:

SEPP 71 - Coastal Protection commenced on 1 November 2002. This policy categorises this proposal as State significant development, consequently the Minister for Planning is the consent authority.

The development application has been publicly advertised and notified (by planningNSW). This agency has liaised with relevant government departments (e.g. Rural Fire Service and Department of Land and Water Conservation).

PlanningNSW has referred the application to Council for comment. On receipt of Council's comments on the proposal and evaluation of the application in accordance with statutory requirements, planningNSW will determine the application.

cont'd

Ped19 PlanningNSW Development Proposal (Development Application 398-11-2002) Comprising 60 Units, Associated Car Parking And Recreation Facility, Bay Drive, Coffs Harbour (cont'd)

Description of Item:

This development site is located at the Pacific Bay Resort and positioned north east of the tower blocks.

Council issued consent to excise this development site from the Pacific Bay Resort in April 2002. The site will be accessed by a right of way, from Bay Drive, over the resort land.

The site is isolated from the resort proper by a substantial vegetation screen. The vegetation also screens the site from the foreshore.

The development comprises 60 self-contained apartments to be accommodated in three blocks. The buildings will be constructed on a cleared section of the site. Each block contains three storeys.

The development also comprises a swimming pool, spa, wading pool, barbecue leisure area and car parking.

Thirty seven car spaces will be located on the development site. Forty two spaces are proposed to be located off the site, and just north of the existing tower blocks. It is proposed to attach these spaces to the development site via an easement, this legal restriction covering access and services in addition to the 42 car parking spaces. The developer proposes that Coffs Harbour City Council be a party to this legal restriction. This arrangement is supported.

The applicant has indicated that the development will not block or impede coastal views from any public area, and states that only filtered glimpses of the development will occur from some points along Bay Drive which is approximately 160 metres to the south of the site.

The project cost is \$11.2 million.

Statutory Requirements:

Responsibility for the statutory assessment of the application lies with planningNSW. Matters for consideration under North Coast Regional Environmental Plan, North Coast Design Guidelines, Coastal Policy, SEPP 71, Coffs Harbour City Local Environmental Plan (LEP) 2000 and Council's Development Control Plans will be evaluated by planningNSW.

The site is zoned 2E Residential/Tourist and 7A Environmental Protection Habitat and Catchment under Council's LEP 2000. The main development is contained in the 2E zone with roads encroaching onto the 7A zone. Under these zones the development is permissible with the consent of the Minister.

Other Departments' Comments:

The application has been reviewed by Council's Parks and Recreation, Engineering and Environmental Services Branches/Department. No objections to the development were raised by these Branches/Department.

cont'd

Ped19 Planning NSW Development Proposal (Development Application 398-11-2002) Comprising 60 Units, Associated Car Parking And Recreation Facility, Bay Drive, Coffs Harbour (cont'd)

Issues:

- **Residential Tourist Lands DCP**

The development proposal departs from the density and height controls listed in Council's Residential Tourist Lands DCP.

The DCP density control for Charlesworth Bay is one tourist unit / 300 m². The proposed density is approximately one unit / 210 m². The DCP height control for Charlesworth Bay is 7.5 metres to eave. The development has varying height measurements due to topography, however at no point exceeds 14 metres.

The developer has justified variation from the DCP provisions due to the unique position of the site and the design response to the site's characteristics.

Site inspection confirms that the development will not exceed the height of the surrounding vegetation to the east, north and west. The development will not enjoy beach or near ocean views and the development will be screened from the foreshore. The nearest building to the development site is the resort tower blocks which comprise eight levels so in this respect the proposal is not out of scale with surrounding development.

No objection is raised to the proposed height of the development.

Due to the unique site circumstances, the density control set by the DCP is not considered relevant. The development proposal is considered to be site responsive, of a scale and bulk suited to the site's characteristics. The development is contained, by and large, to the cleared part of the site and is positioned below the top of the surrounding tree canopy.

No objection is raised to the proposed density of the development.

- **Biodiversity and Stormwater Management**

Whilst the primary development area is cleared, the surrounding vegetation is sensitive and requires effective management during and post construction. Any consent issued for the tourist development requires the preparation of Biodiversity and Stormwater Management Plans.

- **Consent Authority**

Whilst the Minister for Planning is the consent authority for the application, Council should have "ownership" of the proposal and indicate its view on the development to the Minister.

Sustainability Assessment:

- **Environment**

The tourist facility will be located in a sensitive environment and has the potential to impact on flora, fauna and natural drainage systems. The design is responsive to these constraints and it is proposed to condition the consent to address environmental controls, particularly biodiversity and stormwater management.

cont'd

Ped19 PlanningNSW Development Proposal (Development Application 398-11-2002) Comprising 60 Units, Associated Car Parking And Recreation Facility, Bay Drive, Coffs Harbour (cont'd)

- **Social**

The tourist facility will have no adverse social impacts on the locality; the development will contribute positively to the tourist industry by improving the range of available accommodation in the City.

- **Economic**

The development will have positive economic impacts from the construction phase to operation of the facility.

Summary:

PlanningNSW is the determining authority for this Development Application. Council has the opportunity to comment on the application and should express an opinion on the proposal to planningNSW. The proposal has been reviewed by Council's technical sections and is supported subject to conditions. Whilst the development will vary from the height and density controls of the Residential Tourist Lands DCP, the design response and the site's attributes support such variation. The 60 unit tourist development has been sensitively designed and will have positive economic benefits for the City.

Recommendation:

1. **That the Minister for Planning be advised that Council raises no objections to Development Application (Development Application No. 398-11-2002), Bay Drive, Coffs Harbour for a tourist facility comprising 60 units, associated car parking and recreation facilities.**
2. **That Council forward to the Minister for Planning recommended technical conditions to accompany the development consent where determined by the Minister.**

PED20 NATIONAL ENVIRONMENTAL LEVY

Purpose:

To inform Council on recent correspondence between Lgov NSW and the Commonwealth Environment Minister, the Hon David Kemp MP, regarding a National Environmental Levy and to seek Council support for its pursuit with Coffs Harbour State and Federal members.

Description of Item:

In 2001 the Shires Association Annual Conference considered a motion proposing an environmental levy, specifically: *“That this conference seek government support for the establishment of an environmental levy to meet the cost of environmental restoration and improvement.”*

This position was subsequently considered by the Local Government Association (LGA) Conference in 2001 and subsequently by both the LGA and the Shires Executives.

The outcome is that Lgov NSW has adopted as policy a position supporting a national environmental levy, centrally collected through the Commonwealth Taxation System, which would be fully allocated to environmental restoration and improvement.

A letter was sent to the Commonwealth Environment Minister, the Hon David Kemp MP, seeking support for such a levy.

Subsequently, the Minister advised that he is not supportive of such a levy, stating that: *“In general, the Government is cautious about introducing special purpose levies, such as a national environmental levy. Such levies go against the Government’s overall financial management strategy and are not subject to normal review processes for assigning public funds across competing priorities”.*

The Lgov NSW Executives in their December 2002 meeting considered that this matter was worth pursuing, given the high level of support from many sectors of the community for such a levy. It was resolved that Councils be encouraged to lobby their relevant Federal and State members for a national environmental levy. It was also resolved that the State government be encouraged to pursue a national environmental levy, in partnership with local government. Further, it was resolved to stress that funds should be allocated in part direct to local government for local projects, and that the focus be on environmental restoration and rehabilitation, rather than “improvement”.

Sustainability Assessment:

- **Environment**

The proposed levy would assist in further funding environmental projects and programs within the region. This would have short and long term positive effects on ecological communities.

cont’d

Ped20 National Environmental Levy (cont'd)

- **Social**

Engagement of the community through the application process and judgment would assist in empowering the community in decision making and outcomes. Amenity of the area would be improved. This would have short and long term positive effects.

- **Economic**

There may be job creation prospects upon the structure of the program and the projects. This has not been calculated.

There is the issue of "double dipping". This levy may be in addition to the local levy on property owners. However taxpayers may not be funding the Coffs Harbour City Council program for a variety of reasons, for example renting or living outside the city.

A levy that would ensure environmental restoration and conservation would protect tourism industry and associated economic benefit.

Consultation:

Coffs Harbour City Council has an existing environment levy operating. This is a most successful program and any attempt to introduce a levy on a national basis should be supported.

With the funds specifically directed to environmental restoration and improvement there would be a positive move in terms of national sustainability. This move would provide synergy regionally to Council's efforts in regard to Biodiversity, Greenhouse Action and Environmental Awareness.

Recommendation:

1. **That Coffs Harbour City Council supports the proposal for a national environmental levy.**
2. **That letters, as requested by Lgov NSW, be sent to the Federal and State members seeking their commitment to the proposed National Environmental Levy.**

PED21 SUSTAINABILITY: CITIES FOR CLIMATE PROTECTION PROGRAM

Purpose:

To report on recent Council success under the Cities for Climate Protection Program and to recommend Mayoral attendance to accept an award from the Hon. Dr David Kemp, Federal Minister for the Environment and Heritage.

Background:

Council is a member of the Cities for Climate Protection (CCP) Program which is conducted through the International Council for Local Environmental Initiatives. One hundred and sixty nine local governments, representing over 66% of the country's population have committed to reducing emissions by being members of the CCP Program. Recently Council had achieved Milestone Three of the Five Milestone process.

It has been advised by ICLEI that Council has now achieved Milestone Four. Milestone Four is a major component of the process and to honour that success Coffs Harbour City Council will be presented with its Milestone Four award by the Hon. Dr David Kemp, Federal Minister for the Environment and Heritage at the upcoming CCP Conference to be held on the 8 and 9 April 2003 in Melbourne.

Council's status in respect to the CCP Program is now as follows:

- | | | |
|---------------|--|--------------|
| • Milestone 1 | Audit greenhouse gas emissions | Achieved |
| • Milestone 2 | Set emission reduction targets | Achieved |
| • Milestone 3 | Develop greenhouse gas action strategy | Achieved |
| • Milestone 4 | Verified emission reductions | Now achieved |
| • Milestone 5 | Monitor and review | Pending |

Conclusion:

This is an outstanding achievement that sees Council drawing close to a successful completion of the CCP Program. Milestone Five completion is imminent. It is considered important that Council avails itself the opportunity to attend the CCP Conference for presentation of the award.

Recommendation:

- 1. That Council note its recent success in the Cities for Climate Protection Program on achieving Milestone Four.**
- 2. That the Mayor, on behalf of Council, attend the Victorian Cities for Climate Protection Conference to be held on the 8 and 9 April 2003 to accept the award for this achievement from the Hon. Dr. David Kemp, Federal Minister for the Environment and Heritage.**

Kerry Power
Director, Planning Environment and Development