



**COFFS HARBOUR CITY COUNCIL**

**ORDINARY MEETING**

**(CITY SERVICES COMMITTEE)**

**COUNCIL CHAMBER**

**COUNCIL ADMINISTRATION BUILDING**

**COFF AND CASTLE STREETS, COFFS HARBOUR**

**18 SEPTEMBER 2003**

**Commencing at the conclusion of  
Planning Environment & Development Committee**

**Contents**

<b>ITEM</b>	<b>DESCRIPTION</b>	<b>PAGE</b>
	<b>CITY SERVICES DEPARTMENT REPORTS</b>	<b>1</b>
65	TRAFFIC COMMITTEE MEETING 8/2003	1
66	HOGBIN DRIVE EXTENSION	12
67	MEMBERSHIP OF THE ARTS AND CULTURAL DEVELOPMENT ADVISORY COMMITTEE	15
68	WORKS BRANCH REPORT	16
69	MAIN ROAD 120 ECONOMIC STUDY	18
70	WATER SUPPLY MANAGEMENT	24

## CONFIDENTIAL ITEMS

The following items either in whole or in part may be considered in Closed Meeting for the reasons stated.

71	TENDERS : CONSTRUCTION OF MAINS, CHARLESWORTH BAY TO PINE BRUSH CREEK	31
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A portion of this report is confidential for the reason of Section 10A (2):

- (d) commercial information of a confidential nature that would, if disclosed:
- (i) prejudice the commercial position of the person who supplied it, or
  - (ii) confer a commercial advantage on a competitor of the council, or
  - (iii) reveal a trade secret.

and in accordance with Section 10A (1) the meeting may be closed to the public.

	<b>CITY BUSINESS UNITS DEPARTMENT REPORTS</b>	36
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E61	ACQUISITION OF EASEMENT AT 29 GREENLINKS AVENUE, COFFS HARBOUR FOR STORMWATER DRAINAGE	36
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**COFFS HARBOUR CITY COUNCIL**  
**ORDINARY MEETING**  
**(CITY SERVICES COMMITTEE)**  
**18 SEPTEMBER 2003**

Mayor and Councillors

**CITY SERVICES DEPARTMENT REPORTS**

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**65 TRAFFIC COMMITTEE MEETING 8/2003**

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**Purpose:**

To confirm minutes from the Traffic Committee Meeting held on 2 September 2003.

**Recommendation:**

**T.50 – Laneway rear of Lyster Street, Coffs Harbour - 'No Parking' signs** (2390 [743518])

That 'No Parking' signs be erected on the northern side of the laneway off Lyster Street, Coffs Harbour, as per Plan T.50.

**T.51 – Camperdown Street, Coffs Harbour - 'No Stopping' signs** (504090 [746983])

That a "Loading Zone" be installed in Camperdown Street, Coffs Harbour, adjacent the Jetty Post Office as per Plan T.51.

**T.52 – Mildura, Collingwood and Edinburgh Streets, Coffs Harbour** (505300; 504220; 504100 [721829])

That "No Stopping" signs be erected in Mildura, Collingwood and Edinburgh Streets, Coffs Harbour, as per Plan T.52.

cont'd

**T.53 – Platts Close, Toormina- Traffic Domes** (510870 / 502060 / 501160 [748673])

That an information brochure be distributed to residents of Platts Close and McFadyen Street, Toormina, regarding driver behaviour at local intersections.

**T.54 – Korora School Road, Korora - Drop-off Zone** (503140 [751659])

That "No Parking" signs be erected on the southern side of the school crossing in Korora School Road, Korora, as per Plan T.54.

**T.55 – First Avenue, Sawtell - Temporary Road Closure** (501520 [755051])

That:

- (a) the temporary road closure of First Avenue, Sawtell, between Second Avenue and Boronia Street between the hours of 12.00noon and 6.00pm on Saturday, 4 October 2003, for the purpose of holding the Buskers Festival, be advertised and providing no substantive objections are received, the closure be approved.
- (b) the organisers of the Buskers Festival liaise with affected traders and obtain traders approval.
- (c) the organisers be responsible for erection of traffic barriers and control of traffic using accredited traffic controllers.
- (d) the organisers be responsible for all costs associated with the temporary closure, including advertising.

**T.56 – Laneway adjacent Elizabeth Street, Sawtell - Temporary Road Closure** (1618 [755052])

That:

- (a) the temporary road closure of the laneway adjacent the Sawtell Uniting Church in Elizabeth Street, Sawtell, between Eleventh Avenue and Second Avenue on Saturday, 1 November 2003, between the hours of 9.00am and 2.00pm for the purpose of holding the Spring Fair, be advertised and providing no substantive objections are received, the closure be approved.
- (b) the organisers of the Spring Fair liaise with affected traders and obtain traders approval.
- (c) the organisers be responsible for erection of traffic barriers and control of traffic using accredited traffic controllers.
- (d) the organisers be responsible for all costs associated with the temporary closure, including advertising.

cont'd

**T.57 – Beach Street, Woolgoolga - Temporary Road Closure** (508400 [747939])

That

- (a) the temporary road closure Beach Street, Woolgoolga, between Bultitude and Carrington Streets on Monday, 6 October 2003, from 7.15am to 8.45am for the purpose of holding the Woolgoolga Triathlon, be advertised and providing no substantive objections are received, the closure be approved.
- (b) the organisers of the Triathlon liaise with affected traders and obtain traders approval.
- (c) the organisers be responsible for erection of traffic barriers and control of traffic using accredited traffic controllers.
- (d) the organisers be responsible for all costs associated with the temporary closure, including advertising.

**Attachments:**

**COFFS HARBOUR CITY COUNCIL  
TRAFFIC COMMITTEE MINUTES 8/2003  
2 SEPTEMBER 2003 - 10.30AM**

Present: Cr Bill Palmer, Coffs Harbour City Council  
Graham Carthew, Roads and Traffic Authority  
Senior Constable Andrew Fowler, Coffs Harbour Police  
Peter West, Coffs Harbour Taxi Cab Network  
George Stulle, Coffs Harbour City Council  
Anne Shearer, Coffs Harbour City Council (from 11.15am)

Minute Taker: Ann Graham

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**T.50 – Laneway rear of Lyster Street, Coffs Harbour - 'No Parking' signs (2390 [743518])**

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Consideration to a request for 'No Parking' signs in the laneway between Lyster Street, Coffs Harbour, and the rear of properties on the corner of Lyster Street and West High Street.

**Recommended: that "No Parking" signs be erected on the northern side of the laneway off Lyster Street, Coffs Harbour, as per Plan T.50.**

Reason: To ensure the laneway remains clear for vehicular access.

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**T.51 – Camperdown Street, Coffs Harbour - 'No Stopping' signs (504090 [746983])**

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Consideration to a request for Australia Post vans to gain access to the Coffs Harbour Jetty Post Office where 'No Stopping' signs have recently been installed.

**Recommended: that a "Loading Zone" be installed in Camperdown Street, Coffs Harbour, adjacent the Jetty Post Office as per Plan T.51.**

Reason: To provide safe parcel pick-up and drop-off for Australia Post vehicles and customers.

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**T.52 – Mildura, Collingwood and Edinburgh Streets, Coffs Harbour** (505300; 504220; 504100 [721829])

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Consideration to the restriction of parking in Mildura, Collingwood and Edinburgh Streets, Coffs Harbour, particularly when the Jetty Memorial Theatre and Promenade are busy.

**Recommended: that "No Stopping" signs be erected in Mildura, Collingwood and Edinburgh Streets, Coffs Harbour, as per Plan T.52.**

Reason: to keep intersections clear of parked vehicles.

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**T.53 – Platts Close, Toormina- Traffic Domes** (510870 / 502060 / 501160 [748673])

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Consideration to installation of traffic domes at the following intersections:

- McFadyn Street and Platts Close, Toormina
- Platts Close and Bower Crescent, Toormina

**Recommended: that an information brochure be distributed to residents of Platts Close and McFadyn Street, Toormina, regarding driver behaviour at local intersections.**

Reason: The majority of traffic is local traffic.

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**T.54 – Korora School Road, Korora - Drop-off Zone** (503140 [751659])

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Consideration to a request for a 'Drop-off' zone in Korora School Road, Korora from the southern end of the school crossing adjacent the Luke Bowen Bridge to the extremity of the southern gateway.

**Recommended: that "No Parking" signs be erected on the southern side of the school crossing in Korora School Road, Korora, as per Plan T.54.**

Reason: To provide a designated pick-up/drop-off zone adjacent the school.

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**T.55 – First Avenue, Sawtell - Temporary Road Closure (501520 [755051])**

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Consideration to a request for the temporary road closure of First Avenue, Sawtell, between Second Avenue and Boronia Street, on Saturday, 4 October 2003 between 12 noon and 6pm for the purpose of holding the Buskers Festival.

**Recommended: that**

- (a) the temporary road closure of First Avenue, Sawtell, between Second Avenue and Boronia Street between the hours of 12.00noon and 6.00pm on Saturday, 4 October 2003, for the purpose of holding the Buskers Festival, be advertised and providing no substantive objections are received, the closure be approved.
- (b) the organisers of the Buskers Festival liaise with affected traders and obtain traders approval.
- (c) the organisers be responsible for erection of traffic barriers and control of traffic using accredited traffic controllers.
- (d) the organisers be responsible for all costs associated with the temporary closure, including advertising.

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**T.56 – Laneway adjacent Elizabeth Street, Sawtell - Temporary Road Closure (1618 [755052])**

---

Consideration to a request for the temporary road closure of the laneway adjacent the Sawtell Uniting Church in Elizabeth Street, Sawtell, between Eleventh Avenue and Second Avenue, on Saturday, 1 November 2003 between 9.00am and 2.00pm for the purpose of holding the Spring Fair.

**Recommended: that**

- (a) the temporary road closure of the laneway adjacent the Sawtell Uniting Church in Elizabeth Street, Sawtell, between Eleventh Avenue and Second Avenue on Saturday, 1 November 2003, between the hours of 9.00am and 2.00pm for the purpose of holding the Spring Fair, be advertised and providing no substantive objections are received, the closure be approved.
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**T.57 – Beach Street, Woolgoolga - Temporary Road Closure (508400 [747939])**

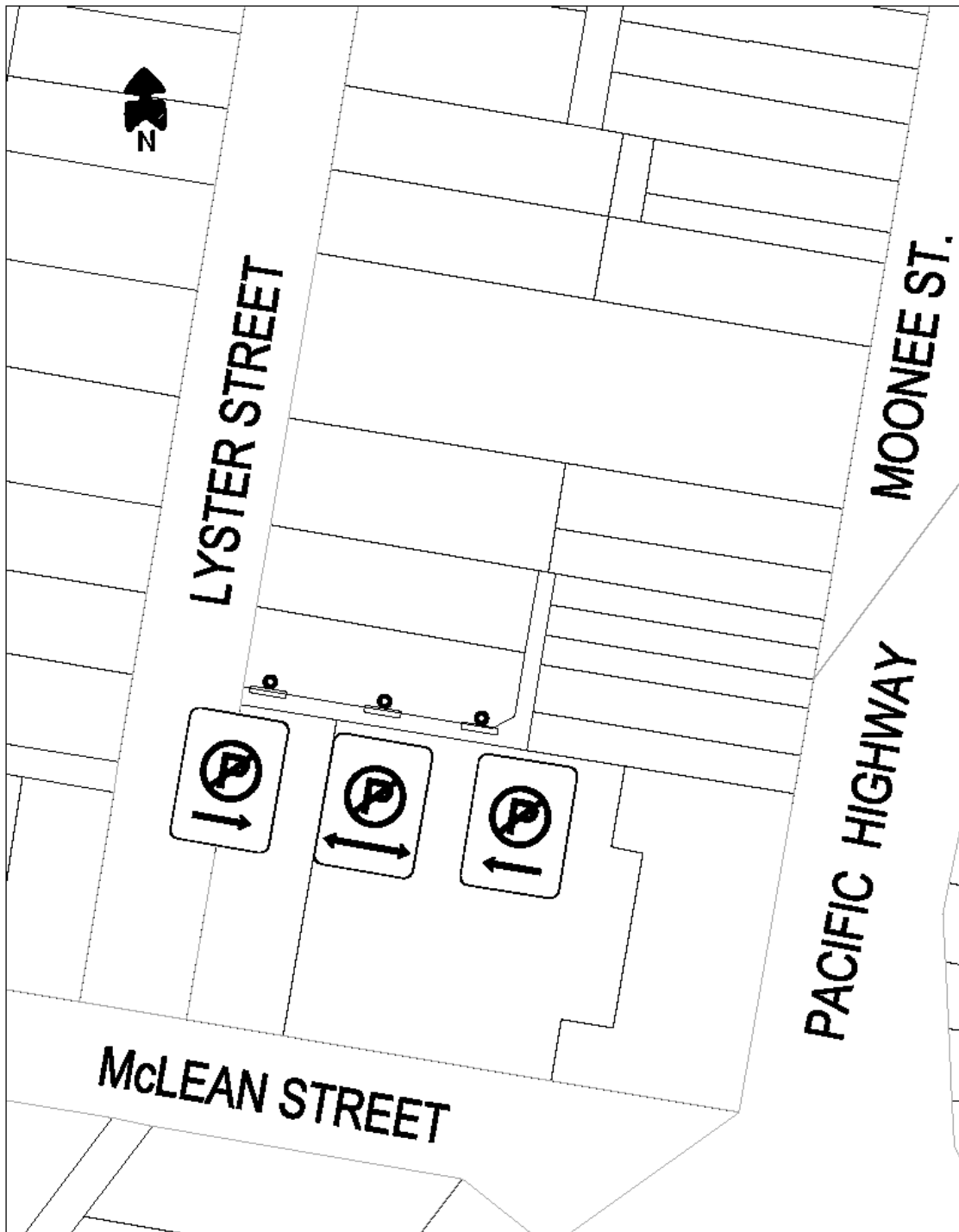
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**Recommended: that**

- (a) the temporary road closure Beach Street, Woolgoolga, between Bultitude and Carrington Streets on Monday, 6 October 2003, from 7.15am to 8.45am for the purpose of holding the Woolgoolga Triathlon, be advertised and providing no substantive objections are received, the closure be approved.**
- (b) the organisers of the Triathlon liaise with affected traders and obtain traders approval.**
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- (d) the organisers be responsible for all costs associated with the temporary closure, including advertising.**

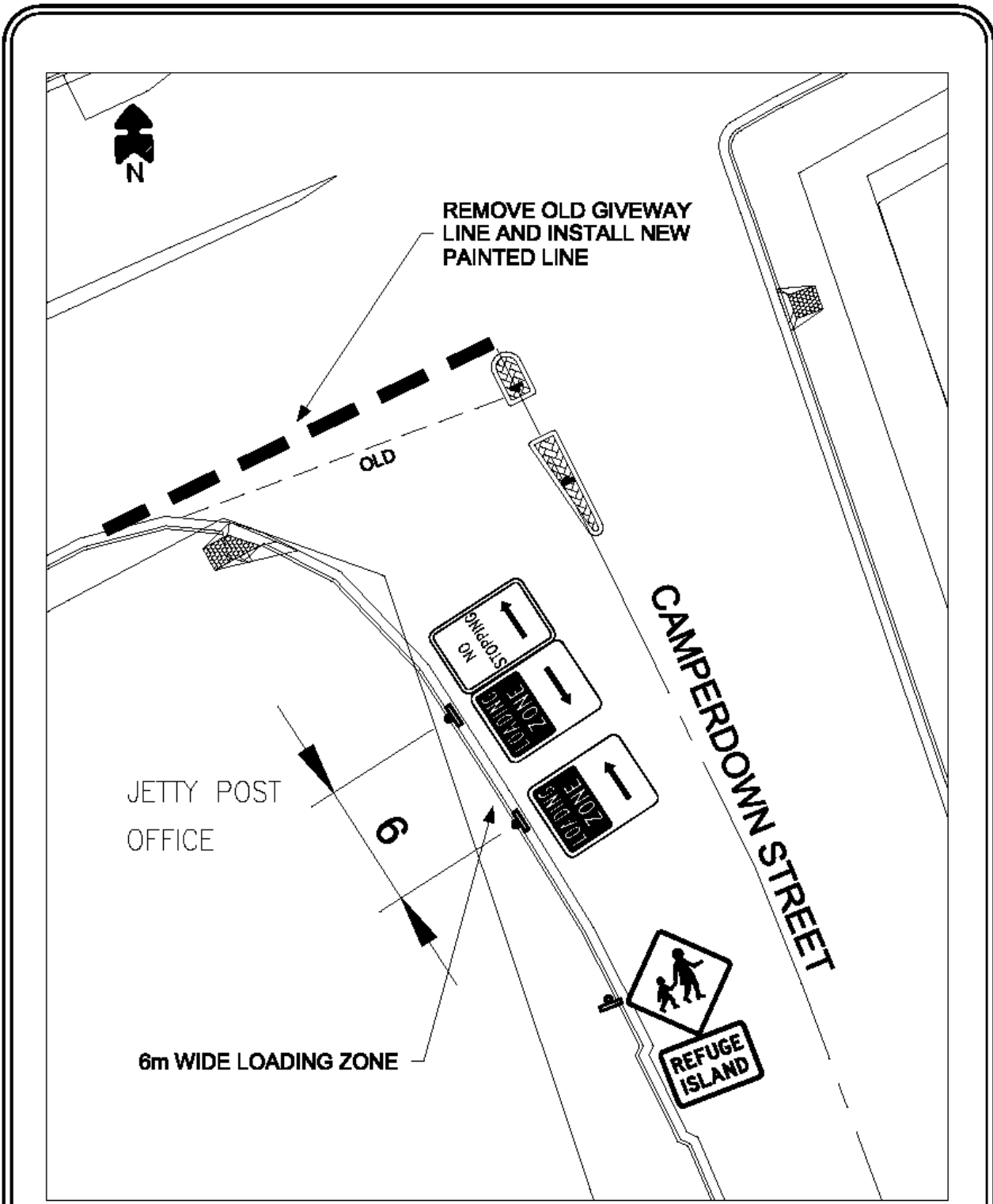
The next meeting will be held on Thursday, 2 October 2003 at 10.30am.



PLAN VIEW

'NO PARKING' SIGNS TO BE ERECTED  
ON THE NORTHERN SIDE OF THE  
LANEWAY OFF LYSTER STREET

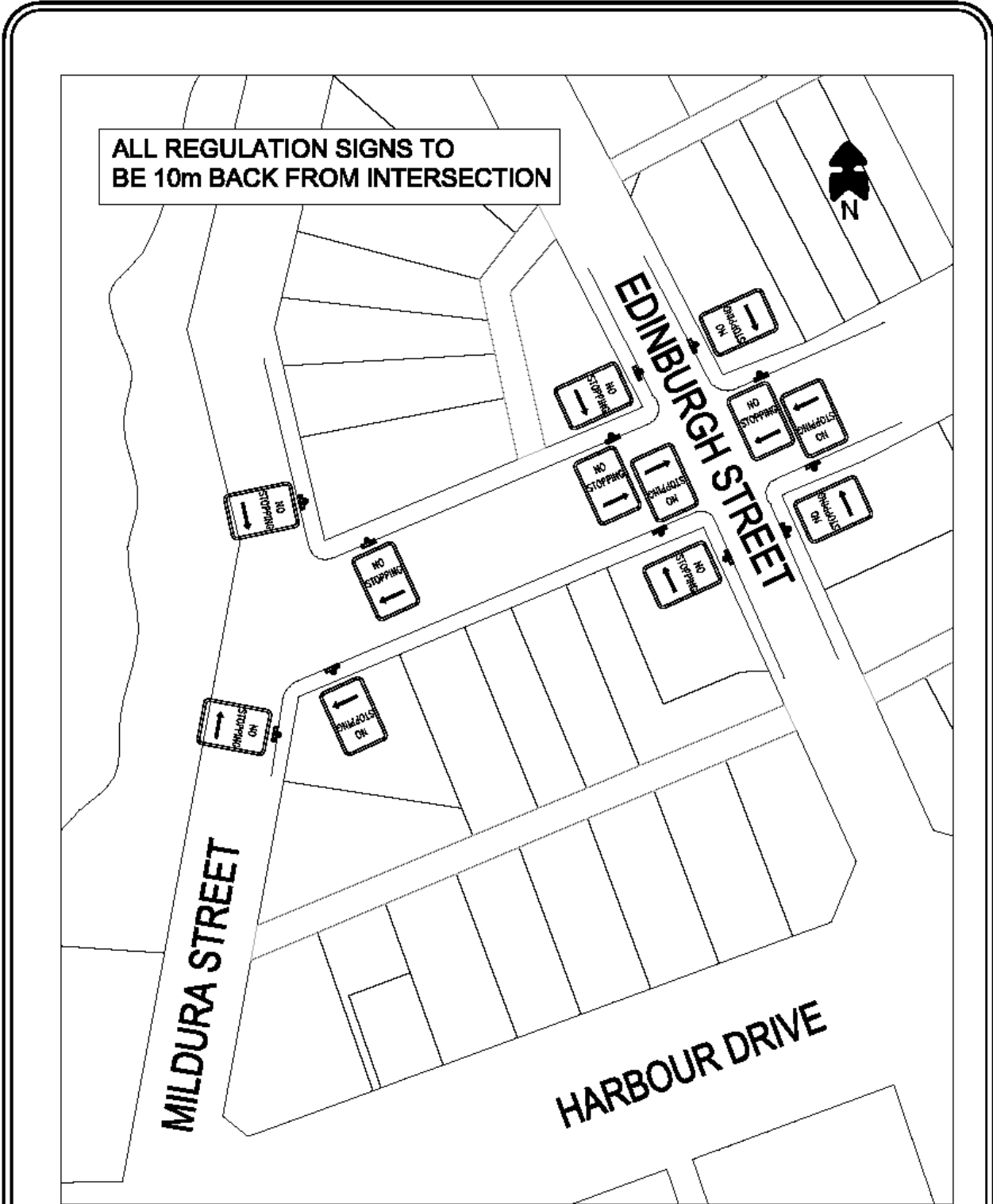
**TRAFFIC INSTRUMENT**  
T-50 2003  
'NO PARKING' SIGN  
LANE OFF LYSTER STREET. COFFS HARBOUR



**PLAN VIEW**

**'LOADING ZONE' TO BE INSTALLED IN CAMPERDOWN STREET ADJACENT TO THE JETTY POST OFFICE**

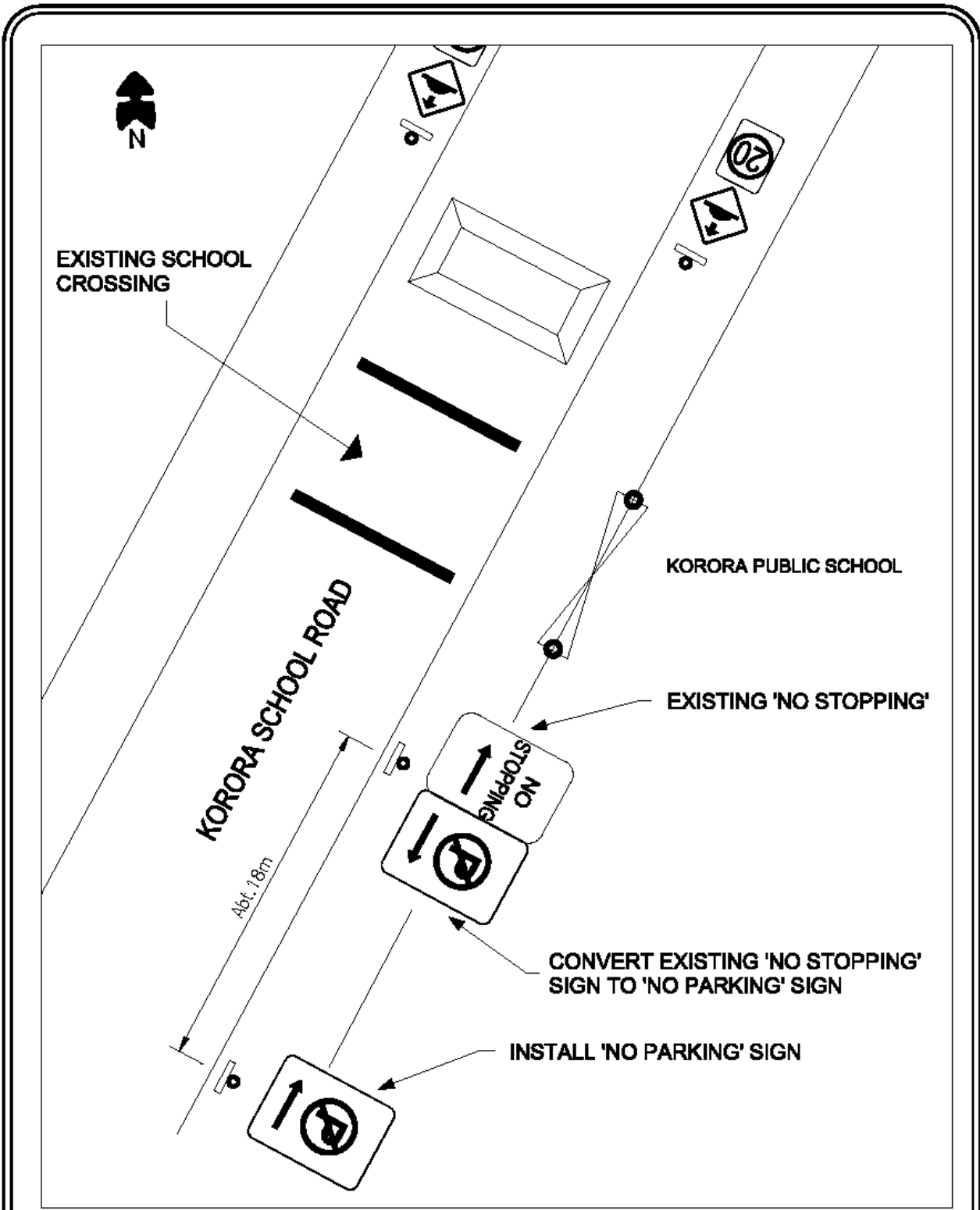
**TRAFFIC INSTRUMENT  
T-51 2003  
LOADING ZONE  
CAMPERDOWN STREET. COFFS HARBOUR**



PLAN VIEW

'NO STOPPING' SIGNS TO BE ERECTED IN MILDURA, COLLINGWOOD AND EDINBURGH STREETS

**TRAFFIC INSTRUMENT**  
 T-52 2003  
 'NO STOPPING' SIGNS  
 VARIOUS STREETS. COFFS HARBOUR JETTY



**PLAN VIEW**

**'NO PARKING' SIGN TO BE ERECTED ON THE SOUTHERN SIDE OF SCHOOL CROSSING IN KORORA SCHOOL ROAD**

**TRAFFIC INSTRUMENT  
T-54 2003  
'NO PARKING' SIGN  
KORORA SCHOOL ROAD, KORORA**

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## 66 HOGBIN DRIVE EXTENSION

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### **Purpose:**

To report on design and cost estimates for the Hogbin Drive extension project.

### **Description of Item:**

Council completed Stages 1 and 2 of the Hogbin Drive Extension project (Orlando Street to Arthur Street) in December 2001 with the opening of the bridge over the North Cost Rail line at Orlando Street. These works were funded by Council as part of its commitment to the Coffs Harbour Future Road Network Plan. Final project cost was \$4.9M.

Completion of Stages 1 and 2 of the Hogbin Drive Extension project has provided significant improvement to traffic safety and access to the Park Beach area, leaving construction of Stage 3 (Albany Street to Orlando Street) as a commitment with the NSW State Government.

In January 2000, Council submitted cost estimates to the RTA based on concept designs for the Albany Street to Orlando Street section. This estimate included land acquisition (\$250,000) and totalled \$8.5M.

Design work for the project, including geo-technical investigations was completed in early 2003. In June 2003 detailed plans and estimates were submitted to the RTA. Total project cost is now estimated to be \$11.7M.

This increase in estimated cost is consistent with the significant increase in land acquisition costs (now in the order of \$1.0M), additional earthworks required from results of geo-technical survey and the appreciation of construction costs in the 3.5 years since the previous cost estimates.

### **Sustainability Assessment:**

- **Environment**

The Hogbin Drive Extension project has been subject to rigorous environmental assessment through the EIS process, first determined by Council in 1995, and through subsequent environmental reviews as detailed design work has been completed.

In 2000/01 Council undertook a comprehensive review of the Hogbin Drive Extension EIS, adopted by Council in 1995. Council at its meeting of 12 July 2001 resolved:

- To implement the Hogbin Drive project without seeking the approval of the Federal Environment Minister for its action as this action is assessed as not having significant impact on any of the listed matters of national environmental significance.*
- To implement the Hogbin Drive project without preparation of a Species Impact Statement as this activity has been assessed as not having significant effect on the assessed threatened species and their habitat.*
- To advise Roads and Traffic Authority of its decisions on these two matters.*

cont'd

## 66 Hogbin Drive Extension (cont'd)

- **Social**

The Hogbin Drive Extension EIS included community consultation and assessment of broad social impacts. Some traffic management issues such as access to Watsonia Avenue and road configuration in the Harbour Drive/Barrie Street area are still to be finalised.

- **Economic**

Council has made numerous submissions to the State Government at various levels on funding for the Hogbin Drive Extension. The Mayor and General Manager have met with the Minister for Roads and put Council's case, seeking a partnering arrangement with the New South Wales Government for construction of the Hogbin Drive Extension.

The Government has supported and acknowledged that the creation of an auxiliary road that removed local traffic from the Highway was to its advantage, and that it would support the project in partnership with Coffs Harbour City Council. A key outcome of this agreement was that Council would commit to deal with the Regional Office of the RTA to develop the proposal.

The key issue agreed to with the RTA Regional Office was that construction of the Hogbin Drive Extension should be staged, with Council fully funding Stages 1 and 2 along with other local road improvement works to provide immediate traffic relief to key sections of the Pacific Highway. Stage 3 would be funded by the RTA to follow completion of Stages 1 and 2 and to take a further 10,000 vehicles per day off the Pacific Highway on opening.

The northern sections of the Hogbin Drive Extension were opened in December 2001. The road now attracts in the order of 5,000 vehicles per day, mostly off the Bray Street to Arthur Street section of the Highway, allowing key Highway intersections such as Bray Street to operate more effectively.

This demonstrates to the State Government Council's commitment to the project and adds weight to Council's submission on funding for the remainder of the works.

Funding submissions are currently with the RTA for the \$11.7M required to complete the Hogbin Drive Extension project.

There has been ongoing support for the project at a regional level. In the last financial year \$150,000 was allocated for completion of engineering designs and to undertake land acquisitions.

A submission has also been made to the Federal Government under the National Blackspot Program for \$500,000 to fund the Harbour Drive roundabout component of the Hogbin Drive Extension project. Forward funding of the project at \$11.7M would cost approximately \$1.4M pa to fund. This would not be recommended as it is unlikely that State Government would fund the project retrospectively.

cont'd

## 66 Hogbin Drive Extension (cont'd)

### Statutory Requirements:

Council resolutions on the Hogbin Drive Extension project since 1999 have been as follows.

On 24 June, 1999 a Notice of Motion by Councillor Williams was considered by Council and it was resolved that:-

*The section of the Hogbin drive to Arthur Street upgrade between Howard Street and Orlando Street be constructed in conjunction with proposed Stage 1 being the Orlando Street overpass to Arthur Street. This proposal would be subject to funding.*

At a meeting of 16 December, 1999 Council considered a report setting out the status of the project at that time and recommending approval to proceed with tenders for construction of the rail bridge and three roundabouts.

Council resolved at its meeting of 16 December, 1999 that :

1. *Work on service relocations for the Hogbin Drive Extension Stage 1 proceed as soon as practicable.*
2. *Preparation of documentation required to call tenders for major structures associated with the Hogbin Drive Extension Stage 1 proceed.*
3. *That tenders for the Watsonia/Orlando roundabout be called on the basis of a temporary connection of Watsonia Avenue.*
4. *Further consultation with Watsonia Avenue residents regarding long term access to the Hogbin Drive Extension proceed.*

### Recommendation:

1. **That the report on design and cost estimates for the Hogbin Drive Extension project be noted.**
2. **That Council continue to lobby the State and Federal Government for funding required for completion of the Hogbin Drive Extension project.**



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## 67 MEMBERSHIP OF THE ARTS AND CULTURAL DEVELOPMENT ADVISORY COMMITTEE

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### **Purpose:**

To obtain Council approval for the appointment of two positions to the Arts and Cultural Development Advisory Committee from the Youth Arts Council.

### **Description of Item:**

The Arts and Cultural Development Advisory Committee recently resolved to recommend to Council that Ms Aimee van Santen and Ms Becky Cole be appointed to the committee. Both individuals are members of the Youth Arts Council.

As both potential members have commitments to study and further education, it is necessary to appoint both representatives to ensure input into decision making. There are currently 14 people on the committee and two vacancies.

### **Sustainability Assessment:**

- **Environment**

There are no environmental issues.

- **Social**

That the appointment of members Ms van Santen and Ms Cole will expand the Council's interaction with the youth arts sector.

- **Economic**

There are no economic implications.

### **Consultation:**

The Arts and Cultural Development Advisory Committee.

### **Issues:**

There are no adverse issues.

### **Recommendation:**

**That Council appoint Ms Aimee van Santen and Ms Becky Cole as members to the Arts and Cultural Development Advisory Committee.**

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## 68 WORKS BRANCH REPORT

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### Purpose:

To advise Council of the progress of construction and maintenance programs undertaken by Works Branch up to 8 September 2003.

### Description of Item:

#### 1. Completed Works

- Footpath Construction: Ocean Street, Woolgoolga, Carrington Street to Alexander Street.
- Diamond Head Drive, pavement rehabilitation from Pine Crescent to Sandy Beach Drive.
- Sewerage main extension Beacon Hill.
- Repairs to spillway at Woolgoolga Dam.
- Realignment of stormwater line in Parkes Drive, Korora

#### 2. Works in Progress and Commencing in May 2003

- Footpath Construction: Sawtell Road, Hogbin Drive to North Coast Rail bridge.
- Park Avenue street refurbishment and upgrade.
- Watermain extension, Myuna Place to Namoi Place.
- Sawtell Road pavement reconstruction and kerb and guttering from Lamberts Road to Boambee Creek.
- Upgrade of storm water pipe capacity in Park Avenue.
- Coramba Road, Nana Glen, Church Street to Brewers Road.

A financial attachment detailing expenditure verse budget for the 2003/2004 financial year is included for Council's information.

The percentage of funds expended in the footpath construction program appears high, however this figure will be less when the revoted budgets are taken into account.

### Recommendation:

1. **That Council note the progress report on construction and maintenance works undertaken by Works Branch up to 8 September, 2003.**
2. **That Council note that individual program expenditures are being monitored to ensure that the total program costs for 2003/2004 are contained within the approved budget.**

**Attachments:****Works Branch-Construction Projects Budget/Expenditure****2003/2004 Program****AS AT DATE: 8-Sep-03**

<b>Description</b>	<b>Original Budget</b>	<b>Actual Expenditure</b>	<b>% Project Complete</b>	<b>% Costs Expended</b>
<b>Local Roads</b>				
Sealed Roads Reseals	\$543,000	\$8,191	1%	2%
Sealed Roads Reseals - Asphalt	\$55,000	\$455	0%	1%
Sealed Roads Rehabilitation	\$857,000	\$195,400	22%	23%
Gravel Resheets	\$109,000	\$0	0%	0%
Dust Sealing	\$200,000	\$453	0%	0%
Total:	\$1,764,000	\$204,499		
<b>Federal Roads to Recovery</b>				
Residential Street Rehabilitation	\$255,000	\$0	0%	0%
Gravel Resheeting	\$50,000	\$2,840	0%	6%
Bitumen Sealing	\$68,581	\$0	0%	0%
Sawtell Rd reconstruction, Boambee Ck to Hamilton Dr	\$469,960	\$47,720	9%	10%
Total:	\$843,541	\$50,560		
<b>Regional Roads</b>				
3 X 3 Program	\$131,000	\$0	0%	0%
Total:	\$131,000	\$0		
<b>Drainage</b>				
Drainage Impts / Nuisance Flooding	\$227,000	\$48,618	2000%	21%
Total:	\$227,000	\$48,618		
<b>Bridges</b>				
Hartleys Rd	\$53,000	\$0	0%	0%
Finlays Bridge, Korora	\$30,000	\$0	0%	0%
Strides Bridge, Molten	\$90,000	\$0	0%	0%
Total:	\$173,000	\$0		
<b>Footpaths / Cycleways</b>				
Footpath Construction	\$245,000	\$167,847	22%	69%
PAMPS Footpath Works	\$70,000	\$0	0%	0%
Cycleway Projects	\$109,000	\$11,041	9%	10%
Total:	\$424,000	\$178,888		
<b>Water Mains</b>				
Mains Renewals	\$275,000	\$24,449	10%	9%
Mains Extensions	\$70,000	\$172	0%	0%
Total:	\$345,000	\$24,621		

**Purpose:**

To advise Council of the final report on options for upgrading MR120 (The Eastern Dorrigo Way) and recommend further joint action with Bellingen Shire Council to progress a preferred upgrading option.

**Description of Item:**

In September 2002, Bellingen Shire Council and Coffs Harbour City Council jointly engaged a consultant, LGInfo Group, to undertake an economic feasibility study for upgrading the unsealed section of MR120.

During the investigation for the study, there was consultation with various individuals, groups and State Government agencies. This consultation process highlighted a preference from some local residents for an upgraded road from Megan through Briggsvale and Cascade, rather than the existing route of MR120 through Brooklana. The consultant considered that the level of local support for this alternative route and its less restrictive alignment warranted its investigation as a comparison with the existing route. The report therefore assesses and compares the Cascade Route and the Brooklana Route (MR120), rather than only assessing the existing MR120 route. Both routes have similar lengths of about 22 kilometres.

The preliminary results of the study were discussed at an informal meeting with some councillors and senior staff from both local government areas on 5 December, 2002. At that meeting, it was agreed that the consultant should further explore the level of support from State Government agencies for upgrading options. This has now been completed and the consultant has provided the final report, a copy of which is available in the Councillors' room for reference. A copy of the Executive Summary from the consultant's report is attached here for information.

Both Councils now need to determine the strategic direction for further action in progressing a preferred upgrading option for the road.

**Sustainability Assessment:**

The report canvasses various options for upgrading the unsealed section of MR120 or, as an alternative, the unsealed length of the local road through Cascade and Briggsvale to Megan, known as the Lower Bobo Road in the Coffs Harbour local government area. These alternative routes are referred to in the consultant's report as the Brooklana Route (MR120) and the Cascade Route, respectively, and these names will be used in this report for consistency.

- **Environment**

Environmental impacts for the Brooklana Route and the Cascade Route have been assessed on a preliminary basis and would need significant further investigation and clarification for any concrete proposal for works on either route. It is unlikely that any upgrading option would negatively impact European heritage values in the area and the effect on Aboriginal heritage values would need to be determined after further consultation.

cont'd

## 69 Main Road 120 Economic Study (cont'd)

Sealing the road surface and adjusting the alignments to suit a rigid truck standard will have positive impacts in the reduction of dust from unsealed pavement surfaces and a reduction of sediment wash-off into local streams. It would also reduce fuel usage for vehicles using the section of road, and therefore also have a benefit in reducing vehicle emissions, on a per-vehicle basis.

However, sealing the road is likely to generate more traffic which will have negative environmental impacts in terms of increased noise generation and increased total vehicle emissions in the area. Construction impacts are also likely to be significant in some locations in terms of potential soil erosion, loss of vegetation and habitat disturbance. These impacts are likely to be more pronounced on the Brooklana Route because of its steeper terrain and constrained alignment. However, the construction impacts would be localised and mainly short-term on either route and unlikely to be significant in a regional context.

Upgrading either route to a standard that would suit semi-trailers would increase the construction impacts, particularly on the Brooklana Route.

- **Social**

Upgrading of either route will enhance the transport opportunities for the local communities in the Eastern Dorrigo. The upgrading of MR120 to a sealed standard was identified as a priority in the Rural Lands Strategy developed by Council for the area. It is also identified as an important element in the development of tourism-related industries in the area, a potential source of future wealth for the local communities. A sealed road is also likely to improve safety for road users, both visitors and residents, and provide a safe alternative route to the Dorrigo plateau area on occasions when MR76 is impassable due to flooding or landslips.

- **Economic**

The report identifies that investment in upgrading either route to a rigid truck standard is justified in terms of the road user benefits generated over a 30 year period. These benefits are primarily through reduced vehicle operating costs and reduced travel times over the improved length of 22 kilometres. This assessment is predicated on increasing tourism traffic along the upgraded route, which would bring additional economic benefits to local communities and the region that are not quantified in the calculated benefits. A summary of the estimated costs and road user benefits provided in the report is shown in the table below for the option of a sealed road upgrade to rigid truck standard.

	<b>Brooklana Route</b>	<b>Cascade Route</b>
Capital Cost (2002)	\$11,500,000	\$9,600,000
Present Value of Capital Cost	\$9,460,000	\$7,900,000
Present Value of Benefits	\$12,750,000	\$11,980,000
Net Present Value (NPV)	\$3,290,000	\$4,090,000
Benefit Cost Ratio (BCR)	1.35	1.52

cont'd

## **69 Main Road 120 Economic Study (cont'd)**

Unquantified economic benefits incurred through upgrading the roads also include reduced accident costs, emergency benefits when MR76 is impassable and development benefits in the local area.

The overall sustainability assessment indicates that the positive effects of upgrading either the Brooklana Route or the Cascade Route are likely to outweigh any negative impacts incurred.

### **Consultation:**

During the study the consultant interviewed various stakeholders, including: -

- Roads & Traffic Authority
- National Parks & Wildlife Service
- State Forests
- Eastern Dorrigo Community Group
- Property owners along the Brooklana Route (MR120)
- Cattle producers in Brooklana, Ulong and Lowanna
- Dorrigo Chamber of Commerce
- Glenreagh Mountain Railway
- Beaumont's Bus Service
- Whitewater rafting companies

In addition, the consultant interviewed staff from both councils and met with the regional managers of State government agencies in Grafton. Formal responses to the upgrading options were also sought from the State government agencies and their responses are included in the report appendices.

### **Statutory Requirements:**

MR120 is currently classified as a regional road and therefore receives funding from the State government through the annual block grant arrangements. However, this funding is only for maintenance of the existing road, and is entirely inadequate for capital improvements to the road. Whilst additional State government funding is available for capital improvements through the Regional Roads Repair program, the low traffic volumes on the road ensure that its priority on a regional basis remains low.

### **Issues:**

There are a number of issues that need to be resolved in determining a strategy for pursuing state or federal funding for any upgrading option.

**cont'd**

## 69 Main Road 120 Economic Study (cont'd)

The main issue is which route to adopt. The report identifies a lower capital upgrade cost for the Cascade Route compared to the Brooklana Route for all sealed pavement options. However, there are land tenure issues for Bellingen Shire Council along the Cascade Route, in addition to potential additional maintenance costs for which they are not currently liable. Adopting the Cascade Route for upgrading will still leave both councils with maintenance of the Brooklana Route and it is most unlikely that the State government would classify both routes as regional roads for ongoing maintenance funding purposes. While the Cascade Route offers a better alignment for motorists, adoption of this route as the preferred route might prompt the State government to review the need for a classified regional road in this area. This could result in withdrawal of current regional road funding for MR120 if they decided to reclassify the road.

Another issue to be resolved is the standard to which the selected route should be upgraded. The additional capital cost to go to a semi-trailer standard over a rigid truck standard is some 35% for the Cascade Route and 57% for the Brooklana Route. It is unlikely that the level of use by semi-trailer transports would justify the additional expenditure in purely economic terms. This would make the higher standard difficult to justify to any funding body, particularly since recent correspondence from the RTA to Bellingen Shire Council states "*..., it is unlikely that the Waterfall Way will replace the Gwydir Highway in the foreseeable future as the preferred east-west freight route...*".

Responses from State government agencies have been cautious, and less than positive in offering any funding assistance. This is not entirely unexpected, given that none of the agencies would have funding programs for such projects. However, given this initial reluctance, a strategy needs to be devised to overcome or bypass resistance within the agencies to funding approaches by the councils. This strategy will need practical commitment from the two councils and, if pursued, must be given some priority in terms of other projects that might compete for available funds from state or federal governments.

These and other issues could best be resolved by open discussion between councillors and appropriate staff from both councils. It is therefore suggested that a joint meeting be arranged to determine future action in relation to upgrading a route between Ulong and Megan.

### **Implementation Date / Priority:**

A combined meeting of Bellingen Shire and Coffs Harbour City councillors should be arranged at the earliest practicable opportunity.

### **Recommendation:**

**That a joint meeting of Coffs Harbour City council and Bellingen Shire Council be arranged to adopt a preferred upgrade option for a route between Ulong and Megan and determine a strategy for future actions to progress the preferred option.**

## Attachments:

# EXECUTIVE SUMMARY

The LGInfo Group was engaged by the Coffs Harbour and Bellingen Councils to undertake a feasibility assessment of sealing the outstanding 22km of unsealed length of the Eastern Dorrigo Way between Ulong and Megan.

The Eastern Dorrigo Way is classified as a Regional Road by the State Government and known as Main Road 120 (MR 120). It provides an important link between Coramba on the outskirts of Coffs Harbour and Dorrigo in the hinterland.

The unsealed section is maintained to a minimal standard and does not generally accommodate heavy vehicles nor is it suitable as part of a tourist route. Further, it is becoming increasingly unacceptable to the local communities.

The Coffs Coast has a network of outstanding National Parks in the hinterland that complement its popular beach resort areas. Coffs Harbour is emerging as the main tourist destination on the north coast of NSW accessed by the Pacific Highway and an airport serviced by Qantas, Virgin Blue and Regional Airlines (Rex).

A sealed road between Ulong and Megan would provide a range of immediate and enduring benefits to the local communities and the region. A number of criteria were used in the assessment, including:

- The economic return on investment based on the estimated cost of construction and the forecast traffic.
- The tourism strategy needed to generate the forecast traffic.
- The affordability of the package.
- The potential environmental impact.
- The level of support from the community.
- Support from the NSW National Parks and Wildlife Service and State Forests.
- Support from the NSW Roads and Traffic Authority.
- The potential for tourist related industries along the route.
- Resolution of land tenure issues.
- Political support.

***The assessment showed that the benefits from sealing the 'missing link' would exceed the costs and there was a strong case to proceed with securing funding for upgrading to a sealed standard.***

However, there are two alternative routes between the two villages. They are both gravelled and are both approximately 22km in length. The first, the Brooklana Route, is the unsealed section of the existing Eastern Dorrigo Way (MR 120), while the second, the Cascade Route, passes through state forest and national park lands and the small forestry settlements of Cascade and Briggsvale.

In addition, there are also several options with respect to the standard to which the road should be upgraded. A low seal standard would provide access for tourists and heavy vehicles up to a rigid truck size whilst a higher standard would accommodate the movement of freight using semi-trailers. B-doubles could be accommodated at the semi-trailer standard for the Cascade route but not the Brooklana route due to its poor horizontal alignment.



If B-double access were ultimately required, additional expenditure would be required on the route on either side of Ulong and Megan to accommodate the longer vehicles.

There are significant unresolved issues on the Cascade Route for the two Councils, such as road ownership involving State Instrumentalities, the financial responsibility for construction and ongoing maintenance and whether the higher standard for freight vehicles will ever be required.

***It is considered that further consultation is required with the local communities and the various State Instrumentalities on the merits of the two routes. This needs to be in a spirit of open and frank discussion because without the support of these stakeholders, there is unlikely to be sufficient political support for funding either route, notwithstanding the net positive outcome from the economic assessment.***

Therefore, two recommendations are made from the feasibility assessment that should be implemented concurrently. They are that the two Councils:

1. Proceed immediately with steps to secure funding for upgrading the Brooklana Route (ie the existing Eastern Dorrigo Way) to a standard suitable for a tourist loop as an integral element of the Tourism Development Plan for Coffs Coast (November 2001). This position represents the only position the Councils can take at this stage due to the complex issues relating to the Cascade Route. However the Councils should recognise that this option may not realise all of the benefits from a sealed road and that they need to leave their options open to support the Cascade Route if it proves to deliver better outcomes and stronger support from the community.
2. At the same time, continue with the planning process including:
  - Further consultation with the local communities and State Agencies on the long-term role of both routes, including the need for B-double access, keeping in mind that B-doubles are unlikely to be allowed down Waterfall Way due to its poor horizontal alignment.
  - Further assessment of the environmental and safety issues as part of ongoing discussions with the National Parks and Wildlife Service and State Forests.
  - Seeking the support of their State and Commonwealth MPs to a political campaign for sealing one of the routes.

Within 12 months, the two Councils will be in a stronger position to pursue funding for sealing one or other of the routes based on community support and a better understanding of the position of State Agencies.

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## 70 WATER SUPPLY MANAGEMENT

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### **Purpose:**

In order to ensure responsible water supply management Coffs Harbour Water feels it is necessary to introduce Level 1 water restrictions from Saturday, 27 September 2003. The dam capacity is predicted to reach 90% by this date.

### **Description of Item:**

Due to continuing extremely dry conditions it has become necessary to consider imposing water restrictions. Pumping from the Orara River ceased once the flow reached the 25 ML/day, licence condition, on 24 August 2003. Pumping from the Nymboida River also ceased once the flow reached the 225 ML/day, licence condition, on 3 September 2003. Water supply is now totally reliant on Karangi Dam. At present Karangi Dam capacity is at 95.8% (9 September 2003).

Rainfall for four of the past five months has been well below average, with only 13mm falling in July and 6mm in August, in the Orara catchment. September is traditionally the driest month on record (see attachment).

Consumption has increased over the past 14 days due to no rain for the past 20 days and the onset of Spring.

Over the past 2 years substantial rains and river flows have not occurred until February in both the Orara and Nymboida Rivers (see attachments). The forecast is for only a 50/50 chance of rainfall being wetter than average over the next three months. Under these conditions Karangi Dam could drop to 50% capacity by February 2004.

### **Consultation:**

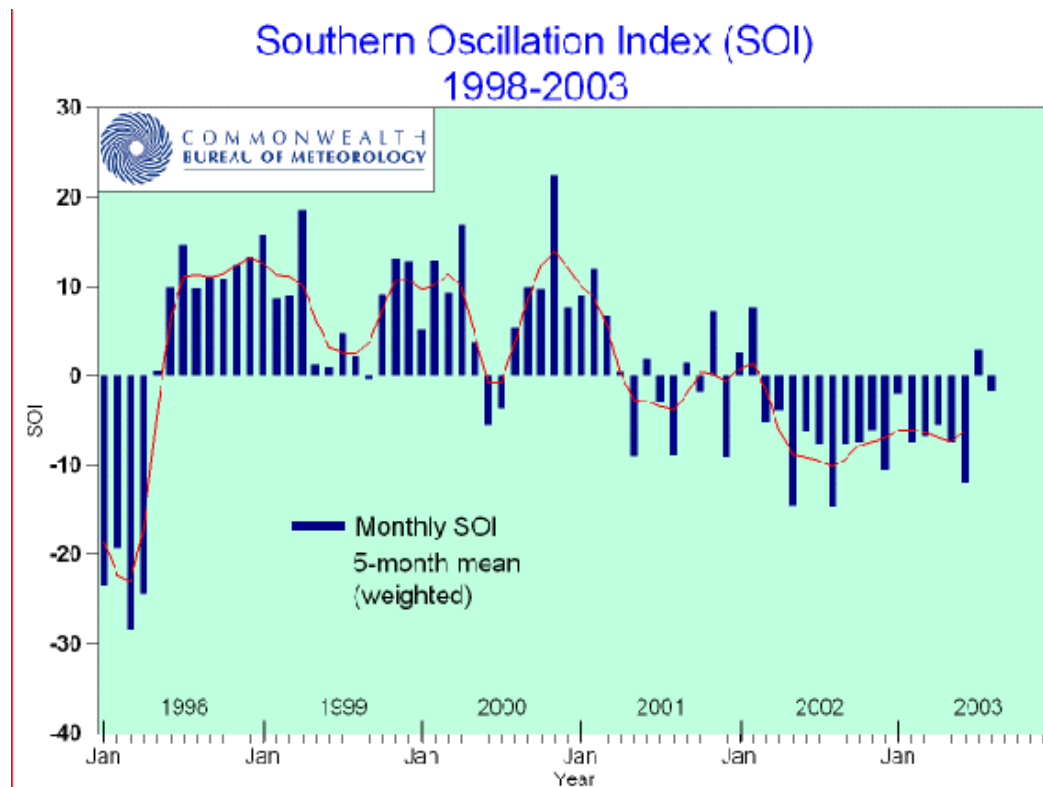
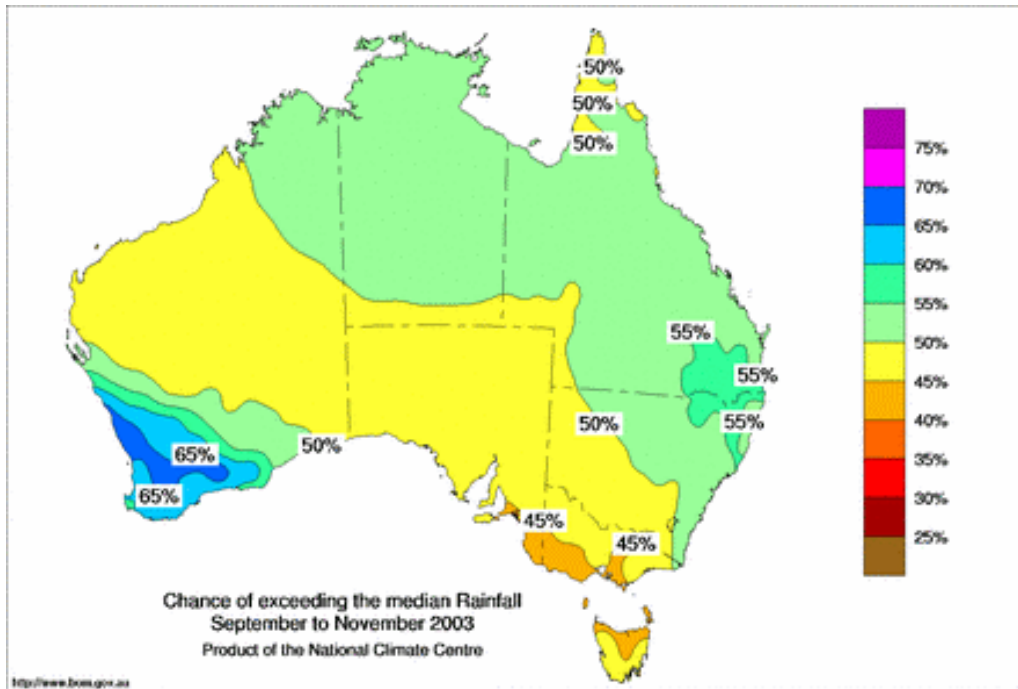
National Seasonal Rainfall Outlook: probabilities for Spring 2003, issued 19th August 2003 from the Bureau of Meteorology:

*The Bureau's spring rainfall outlook shows a moderate swing towards wetter conditions in southwest WA. However odds are near 50:50 for the remainder of the country with no big swings towards a wetter or drier season across any State or Territory*

*Neutral El Niño Southern Oscillation conditions continue in the tropical Pacific Ocean. Sea-surface temperatures across the equatorial Pacific are mostly showing near normal values with only slight positive (warm) anomalies being recorded in the western tropical Pacific, near the dateline. Negative (cool) anomalies that were evident in the far eastern Pacific earlier in August, have weakened and are now close to zero. Subsurface data for August also showed near average temperatures, with the strong positive anomalies recorded in July in the eastern tropical Pacific subsiding considerably. The Trade Winds were weaker than average in the western tropical Pacific over the last 5 days but were slightly enhanced near the dateline earlier in the fortnight. Cloudiness around the dateline has been below average over the past fortnight and for the month of August. The SOI for August was -2, five points below the July value (+3). Most computer predictions indicate that the current neutral conditions in the Pacific will continue through to the Southern Hemisphere summer. The possibility of an El Niño or La Niña event remains low with all models indicating neutral conditions to continue until at least April 2004.*

cont'd

70 - Water Supply Management (cont'd)



cont'd

## 70 - Water Supply Management (cont'd)

### Related Policy and / or Precedents:

Review of restrictions following the completion of the pipeline from the cross-over (near Coutts Crossing) to Karangi Dam as Stage 1 of the Regional Water Supply Project, December 2002:

*It is proposed that the following Karangi Dam capacity and Nymboida River flows form a trigger for the review of restriction levels:*

<i>Restriction Level</i>	<i>Karangi Dam Capacity</i>	<i>Nymboida River (North Coast Water)</i>
1	90%	225 ML/d
2	85%	170 ML/d
3	80%	115 ML/d
4	70%	85 ML/d
5	55%	65 ML/d
6	40%	Supply from Karangi
7	30%	Restricted indoor use

Adoption of Consistent Water Restrictions for all Local Government areas and Water Authorities on the North Coast, July 2003:

*That the current delegation of the General Manager to impose water restrictions be revised as shown below:*

<b>COFFS HARBOUR WATER</b>		
<b>PROPOSED RESTRICTION REGIME</b>		
<b>RESTRICTION LEVEL</b>	<b>CONDITION</b>	<b>TARGET CONSUMPTION REDUCTION</b>
<b>LEVEL 1</b>	<i>Sprinklers and fixed hoses may be used outside the hours of 8 am – 4 pm</i>	<i>Awareness</i>
<b>LEVEL 2</b>	<i>Sprinklers and fixed hoses are banned. Micro-sprays for 15 minutes and hand held hoses for 2 hours every second day, outside the hours of 8 am and 4 pm, on odd or even days matching house numbering system</i>	<i>5%</i>
<b>LEVEL 3</b>	<i>Sprinklers and fixed hoses banned. Micro-sprays for 15 minutes and hand held hoses for 1 hour every second day, outside the hours of 8 am and 4 pm, on odd or even days matching house numbering system</i>	<i>10%</i>
<b>LEVEL 4</b>	<i>Sprinklers and fixed hoses banned. Micro-sprays for 15 minutes and hand held hoses for 1/2 hour every second day, outside the hours of 8 am and 4 pm, on odd or even days matching house numbering system</i>	<i>15%</i>
<b>LEVEL 5</b>	<i>Use of Sprinklers, micro-sprays, fixed and hand held hoses banned. Gardens can be watered by buckets only.</i>	<i>20%</i>
<b>LEVEL 6</b>	<i>All external use of water banned. Gardens can be watered with grey water only.</i>	<i>25%</i>
<b>LEVEL 7</b>	<i>Emergency Water Supply Management - as directed by Council</i>	<i>95 litres/person/day</i>

**cont'd**

## **70 - Water Supply Management (cont'd)**

2. *The General Manager be delegated the authority to impose restrictions in accordance with the above levels.*
3. *The restriction level option imposed may be altered at the discretion of the General Manager, after consultation with Council, dependent on dam capacity consumption rates, Orara and Nymboida River flows, weather conditions, long range forecast and the season.*

### **Issues:**

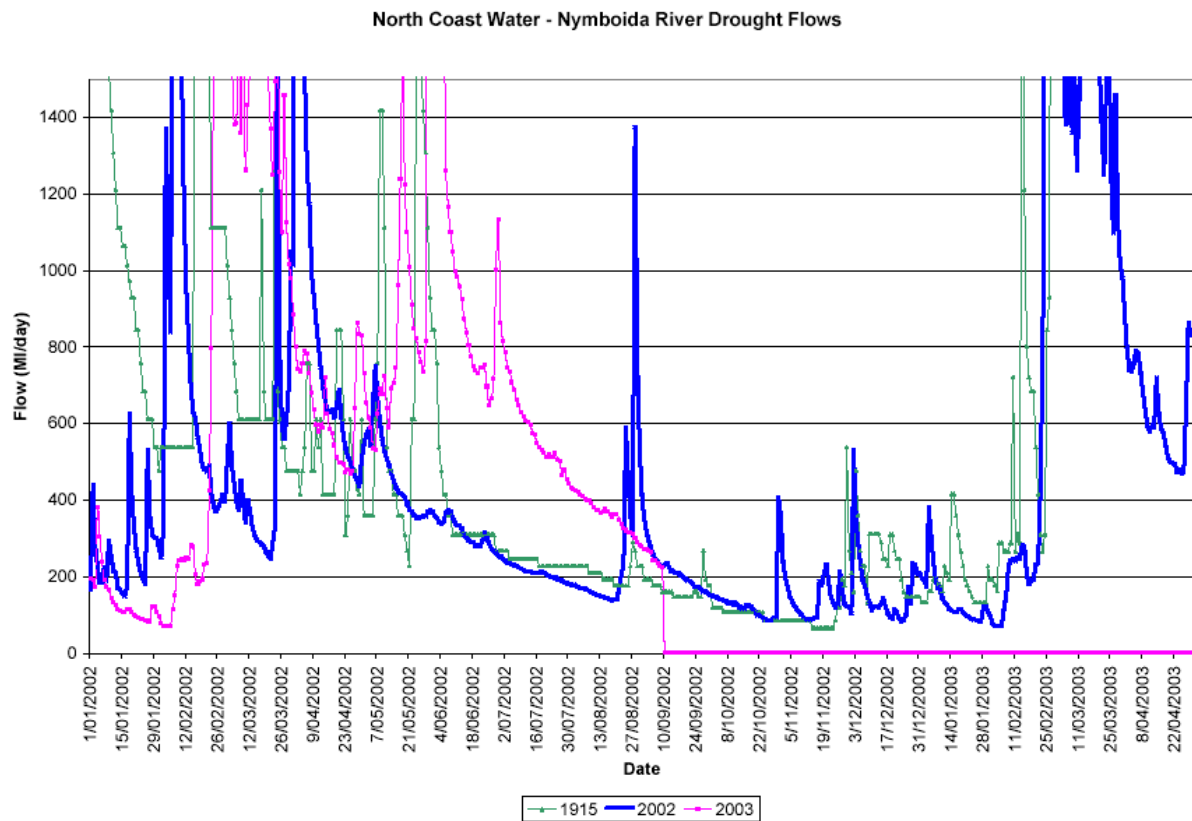
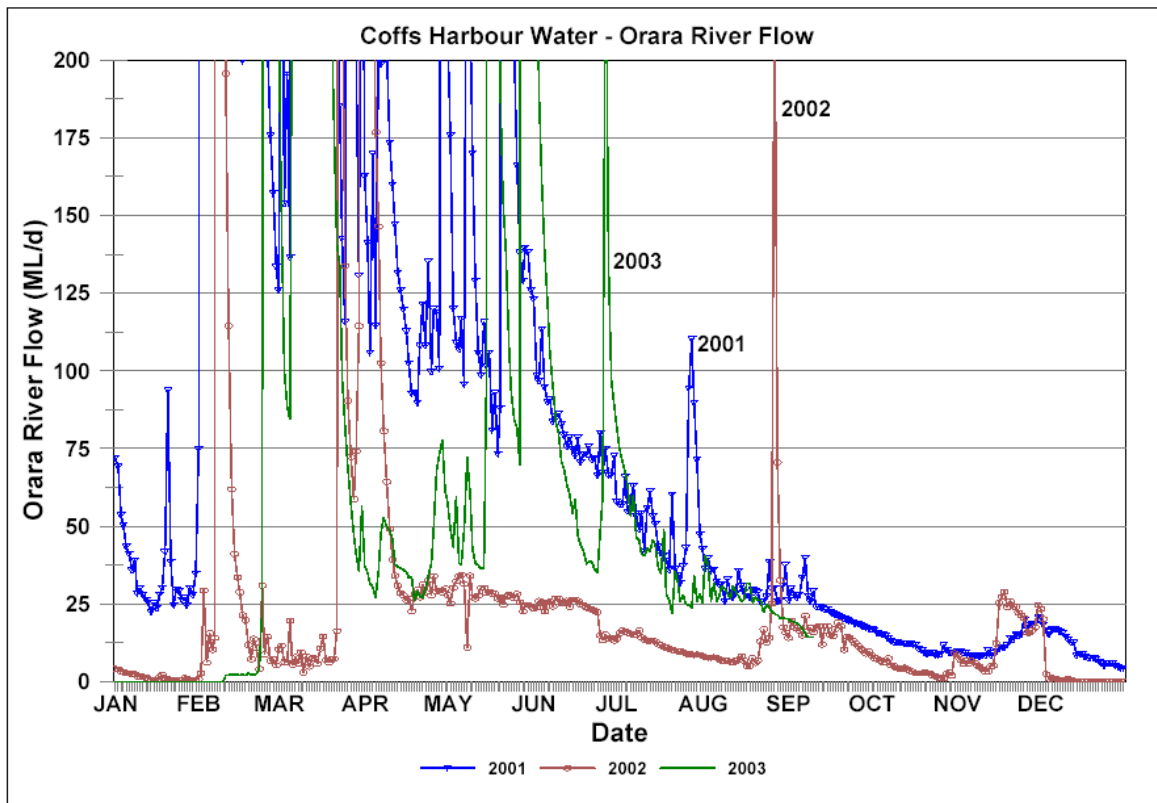
It is likely that North Coast Water will introduce Level 1 water restrictions in approximately one week (17 September), as the Nymboida has fallen to a flow of below 225 ML/d. In the spirit of regional co-operation Coffs Harbour Water should introduce water restrictions when Karangi Dam drops to 90% of capacity, which would align fairly closely to North Coast Water's introduction of water restrictions.

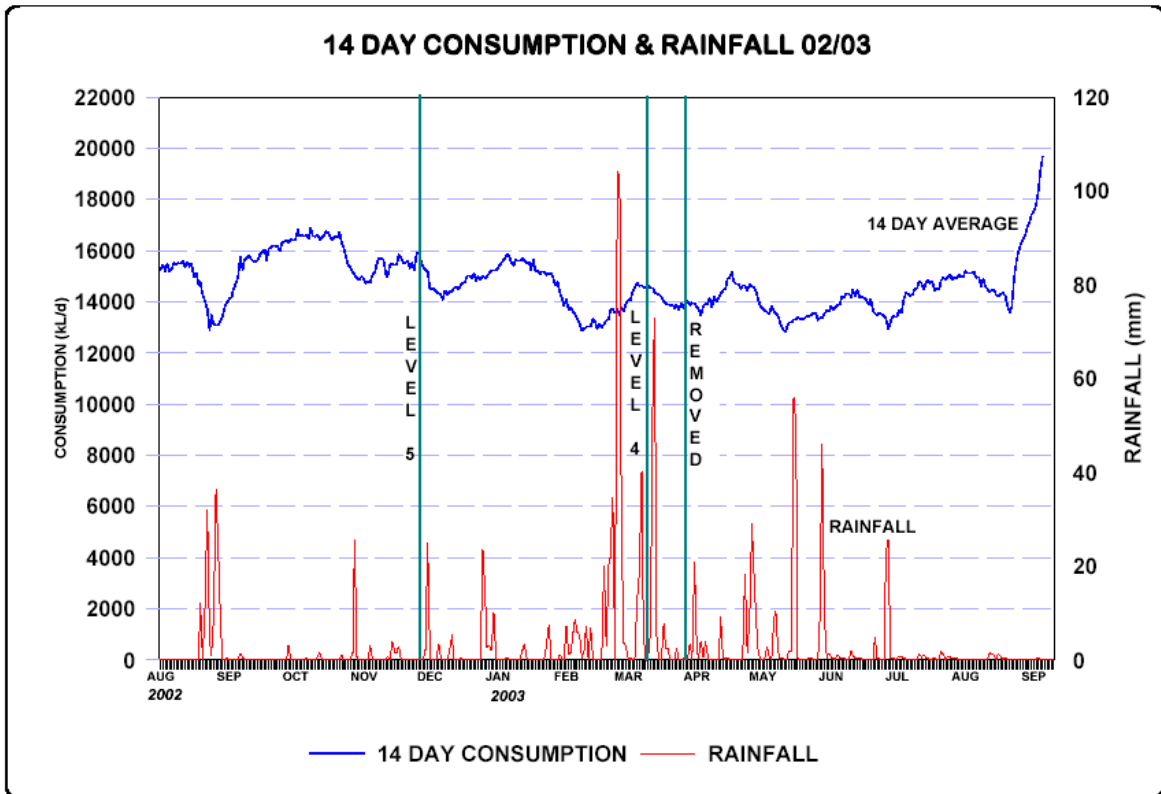
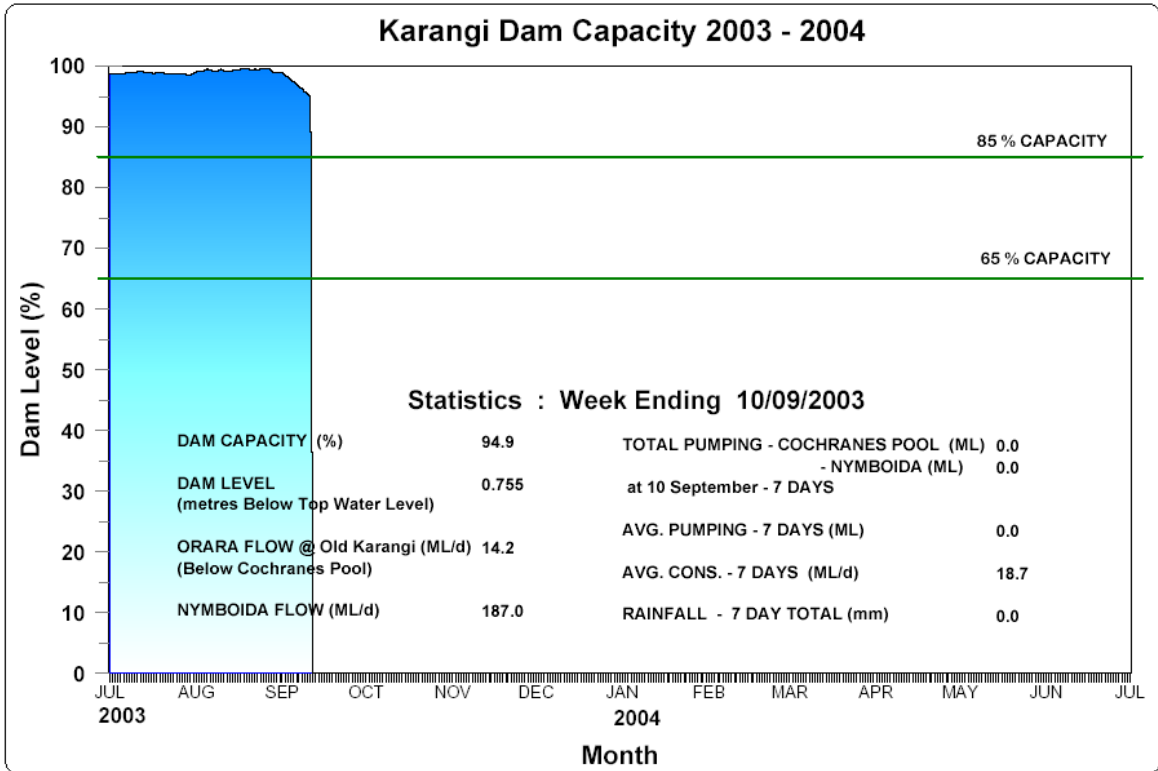
### **Recommendation:**

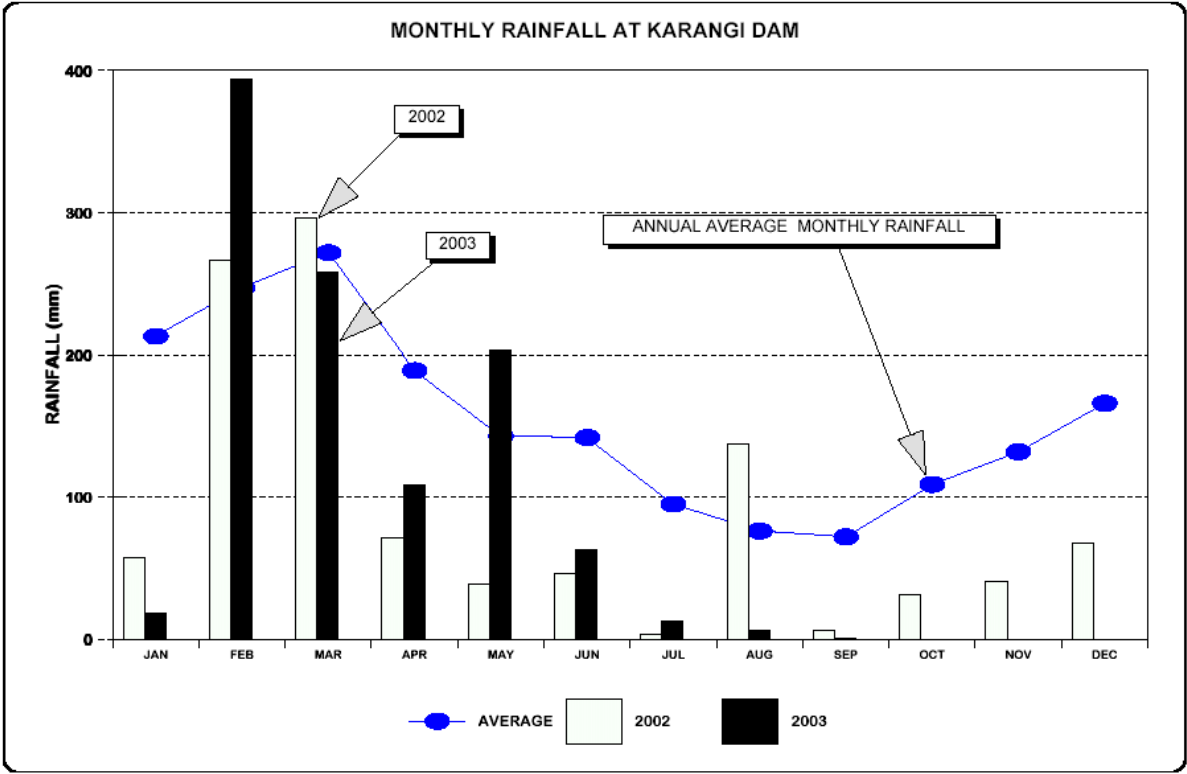
**That Level 1 water restrictions, as follows, be imposed with effect from Saturday 27 September 2003.**

**Sprinklers and fixed hoses may be used outside the hours of 8.00am-4.00pm.**

Attachments:









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## **71 TENDERS : CONSTRUCTION OF MAINS, CHARLESWORTH BAY TO PINE BRUSH CREEK**

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### **Purpose:**

To report on tenders received for the construction of reclaimed water and potable water mains along the Pacific Highway from Charlesworth Bay Drive, Diggers Beach to Pine Brush Creek, Korora and to gain Council approval to accept a tender.

### **Description of Item:**

This contract represents stage 3 of a planned 8 stage pipeline project to connect the existing reclaimed effluent main at Moonee to the deep sea release at Coffs Harbour. The sections along Orlando Street and Hogbin Drive North have been completed and the section through Diggers Beach is currently under construction.

Contracts are being progressively tendered as designs and land matters are resolved. The section, which is the subject of this tender, extends the reclaimed water main from Charlesworth Bay Drive, Diggers Beach to Pine Brush Creek, Korora.

The opportunity is also being taken to lay sections of a future potable water trunk main that will service the northern sections of the City. The two mains will be constructed in the same trench so as to minimise the disturbance to the environment.

Tenders were called in local and capital city newspapers and closed at 3:30pm on Tuesday, 26 August 2003.

Five tenders were received as follows.

1. Precision Pipelines Pty Ltd
2. Beckhaus Civil P/L
3. RC Holding Pty Ltd
4. A J Pipelines P/L
5. Trazlbat P/L

### **Sustainability Assessment:**

- **Environment**

The work in this contract is situated in road reserves and within cleared farm land. Environment issues have been addressed in the design and specifications after consultation with Council's Environmental Services Section, NSW Fisheries, National Parks and Wildlife, Marine Parks Authority and DLWC. Correct construction methods will ensure that any disturbance to the environment is minimal.

The pipeline will form part of the Reclaimed Water Main in Council's adopted Sewerage Strategy which is aimed at reducing the amount of tertiary treated effluent that is discharged to the ocean. Water will be reclaimed and transported to users via this pipeline and put to a beneficial use.

**cont'd**

## **71 - Tenders : Construction of Mains, Charlesworth Bay to Pine Brush Creek (cont'd)**

By laying the future potable water trunk main in the same trench as the reclaimed water main along difficult sections of the pipeline route, the impact on the environment is reduced as there will be only one disturbance to the environment instead of two.

- **Social**

The reclaimed water main has been accepted by the wider community, in the form of the extensive community consultation carried out as part of the Sewerage Strategy EIS.

The construction of the main, in conjunction with other activities, allows the closing of the three existing effluent outfalls, and the creation of an environmentally sustainable Deep Sea Release point. This will benefit the community by providing a healthier marine environment.

During construction, the local amenity and traffic conditions will deteriorate. However, these impacts will be short term. All disturbed areas will be fully restored at completion and construction equipment removed.

- **Economic**

The recommended tender is not the lowest priced tender. Tenders were assessed under Council's Value Selection System, with a local contractor receiving the highest weighted score due to Council's preference for local businesses.

It should be noted that while this work is eligible for subsidy by the State Government, the additional cost between the recommended tender and the next most suitable tender will not be subsidised by the State Government. This additional cost will be wholly funded through sewerage rates from ratepayers of Coffs Harbour. The value of the additional cost is detailed in the attached confidential supplement.

Expenditure has been budgeted for in the 2003/2004 Management Plan under Sewerage Capital Works.

Tendered amounts are inclusive of GST, which is not a net cost to Council.

### **Related Policy and / or Precedents:**

Tendering procedures were carried out in accordance with Council policy. Council's Tender Value Selection System was applied during the tender review process. Council's policy is that the tender with the highest weighted score becomes the recommended tender.

Tender details and assessment are included in the Confidential Attachment.

### **Statutory Requirements:**

The calling, receiving and reviewing of tenders was carried out in accordance with the Local Government (Tendering) Regulations.

**cont'd**

## **71 - Tenders : Construction of Mains, Charlesworth Bay to Pine Brush Creek (cont'd)**

### **Implementation Date / Priority:**

The contract completion time is 18 weeks. If Council resolves to award a contract, then it is anticipated that onsite work will commence in October 2003 and be completed in February 2004, barring unforeseen delays.

### **Recommendation:**

- 1. That Council accept the tender of A J Pipelines and Constructions Pty Ltd, ABN 40 083 081 645, for Contract No. 03/04-141-TO, Construction of Mains, Charlesworth Bay Road to Pine Brush Creek, for the lump sum amount of \$2,426,473.80 including GST, on the basis that:-**
  - a) The tender is the highest scoring tender following the application of Council's Tender Value Selection System**
  - b) The Tenderer has the necessary experience in similar works and his referees have confirmed his ability and satisfactory performance**
  - c) The Tenderer's financial references are satisfactory**
- 2. That the contract documents be completed under Seal of Council**

Stephen Sawtell  
Director of City Services

## CITY BUSINESS UNITS DEPARTMENT REPORT

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### E61 ACQUISITION OF EASEMENT AT 29 GREENLINKS AVENUE, COFFS HARBOUR FOR STORMWATER DRAINAGE

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#### **Purpose:**

Report seeking Council approval for the acquisition of an easement for a storm water drainage pipeline through privately owned property at 29 Greenlinks Avenue, Coffs Harbour.

#### **Description of Item:**

Council is currently in the process of rectifying storm water problems in the vicinity of Thompsons Road and Greenlinks Avenue at Coffs Harbour. The works comprise a new drainage pipeline which will take street water from Greenlinks Avenue through to Thompsons Road. The new pipeline will alleviate localised flooding problems in the area which affect a number of properties during heavy rainfall. The new works will cross private property and as such an easement is required to protect and maintain Council's interests.

The pipeline will affect Lot 43 DP 248963 which is located at 29 Greenlinks Avenue, Coffs Harbour. The property is owned by Mr G T and Mrs C M Harmon. To facilitate the pipeline construction Council has negotiated with the owners to purchase an easement 3 metres wide in the position shown on the plan attached to this report.

The easement which runs along the boundary of the property does not impact upon the existing improvements on the property which comprises a dwelling.

The owners have agreed to accept the amount as stated in the confidential attachment to this report, exclusive of GST for the acquisition of the easement on the basis that Council pay all costs associated with the matter.

#### **Sustainability Assessment:**

- **Environment**

There will be a minor environmental impact as a result of this acquisition. Excavation associated with the pipeline will impact on the surface of the property in the position of the trench.

- **Social**

The new pipeline will improve infrastructure which will stop localised flooding which affects a number of dwellings in this area.

- **Economic**

The costs associated with the acquisition of this easement are to be funded by the Minor Drainage Improvements Programme.

Council's Valuer has negotiated the acquisition and considers the agreed price to be reasonable to both parties.

**cont'd**

**E61 - Acquisition of Easement at 29 Greenlinks Avenue, Coffs Harbour for Stormwater Drainage (cont'd)**

**Implementation Date / Priority:**

The matter will be actioned immediately.

**Recommendation:**

- 1. That Council proceed to acquire an easement 3 metres wide for drainage over Lot 43 DP 248963, 29 Greenlinks Avenue, Coffs Harbour, as shown approximately on the plan attached to this report.**
- 2. That Council pay the amount as stated in the confidential attachment exclusive of GST as compensation to the owner of the property for the easement acquisition.**
- 3. That Council be responsible for all costs associated with the matter.**
- 4. That all necessary documents associated with the acquisition of the easement be executed under the Common Seal of Council.**

P C Littler  
Director of City Business Units

Attachments:

