

Minutes for this meeting will be confirmed at the first meeting of the new Council,
at a date to be advised.



COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(PLANNING, ENVIRONMENT AND DEVELOPMENT COMMITTEE)
COUNCIL CHAMBERS
COUNCIL ADMINISTRATION BUILDING
COFF AND CASTLE STREETS, COFFS HARBOUR
18 MARCH 2004

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COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(PLANNING, ENVIRONMENT AND DEVELOPMENT COMMITTEE)
19 MARCH 2004

Mayor and Councillors

NOTICE OF MOTION

COUNCIL CONTRIBUTION TOWARDS COST OF NEW YAMAHA QUAD BIKES

Purpose:

Councillor KD Rhoades has given notice of his intention to move:

1. *"That Council contribute \$3,000 towards the cost of the purchase of a new Yamaha quad bike for the Sawtell Surf Life Saving Club.*
2. *That should the other remaining Surf Clubs in the Coffs Harbour local government area have been successful in their applications that the same apply to them as in point 1.*
3. *That Council form a partnership with the Club or Clubs regarding its use by Council Lifeguards."*

General Manager's comments:

On the 8 January 2004, the Sawtell Surf Life Saving Club wrote to Council requesting \$3,000 to contribute toward the purchase a replacement quad bike. The quad bike, which is normally valued at \$11,800, was being offered at a 50% discount under the Yamaha Surf Rescue Grant Program.

After initially declining to provide the unbudgeted funds, Council reconsidered the matter and advised the Treasurer of the Sawtell Surf Life Saving Club that the requested \$3,000 would be provided.

I have been advised that the Yamaha grant was approved for the Sawtell Surf Life Saving Club, and delivery of the quad bike will occur late March 2004.

cont'd

Council Contribution Towards Cost Of New Yamaha Quad Bikes (cont'd)

Like applications were made to purchase quad bikes for the Coffs Harbour and Woolgoolga Surf Clubs on 4 February 2004, however these were not accepted. Surf Life Saving Australia has advised that further opportunities may arise under the Telstra Grant Assistance Fund and Surf Life Saving NSW.

An agreement will be prepared to set down the arrangements for joint use of this equipment by the Club and Council lifeguards.

GENERAL MANAGER'S REPORT

3 CERTIFICATES OF SERVICE

Purpose:

To make a presentation of Certificates of Recognition of Service to retiring Councillors.

Description of Item:

Councillors McKimm, Strom and Williams have indicated they will be retiring from the office of councillor at the end of this term.

Councillors McKimm and Strom were elected to office at the general election in September 1999 and Cr Williams in 1991.

Sustainability Assessment:

- **Environment**

There is no impact from the presentation.

- **Social**

The purpose of the presentation is to provide a small token of the City's appreciation for the time and effort in representing the electorate and participating in the strategic direction of the city.

- **Economic**

Management Plan Implications

Costs for the presentation material are included in the administration operational budgets.

Consultation:

Contact has been made with the Local Government and Shires Association with respect to the criteria for obtaining an Association's certificate.

Related Policy and / or Precedents:

Council has in the past made presentations to retiring Councillors.

Statutory Requirements:

The Local Government Act does not prevent the presentation of certificates.

cont'd

3 Certificates Of Service (cont'd)

Issues:

Councillors McKimm and Strom have served one term of four years and Councillor Williams three terms totalling twelve years.

It is fitting that presentations be made to these Councillors to commemorate the tireless effort in service to the community as a Councillor of Coffs Harbour City Council.

Implementation Date / Priority:

Councillors might like to record their acknowledgement of service at the meeting.

Recommendation:

That presentations of Certificates of Recognition of Service be made to retiring Councillors Catherine McKimm, Jan Strom and Alpheus Williams.

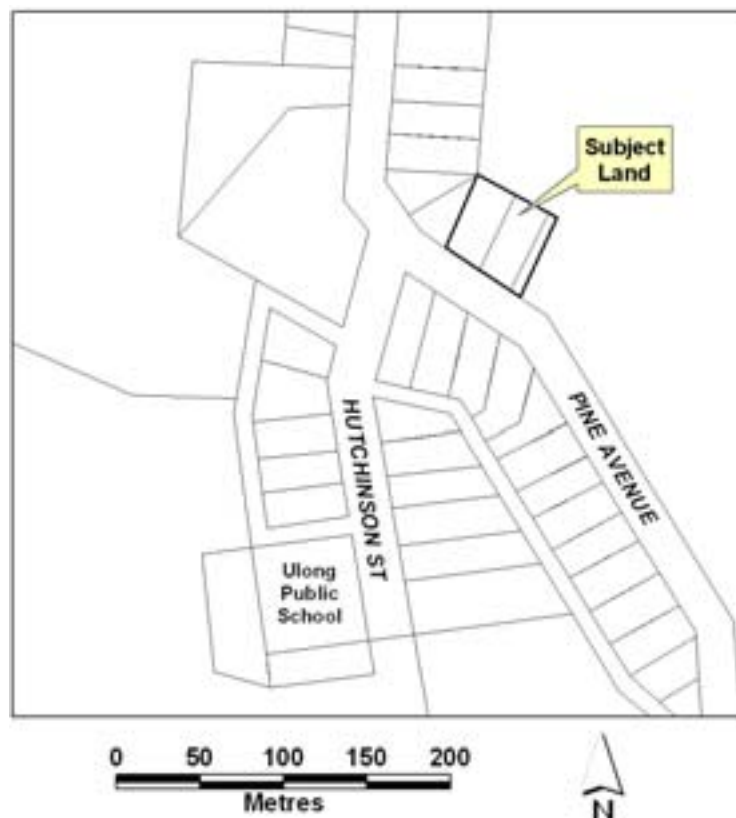
Mark Ferguson
General Manager

PLANNING, ENVIRONMENT AND DEVELOPMENT DEPARTMENT REPORTS

PED7 DEVELOPMENT APPLICATION NO. 1086/04 - ULONG AND DISTRICT EX-SERVICES CLUB - LOTS 5 AND 6, DP 21752 AND LOT 7, DP 509642, 60 PINE AVENUE, ULONG

Purpose:

Development Application No. 1086/04 is for a new building to replace the old Ulong and District Ex-Services Club. Conditional approval of the application is recommended.



Description of Item:

The application is a proposal for a new Ulong and District Ex-Services Club to replace the old club which burnt down in 2003. The new building is for the same site as the original club.

The new building is proposed with direct frontage to Pine Avenue, Ulong. Eighteen car parking spaces are proposed which were not provided with the original club development.

'Existing use right' provisions of the Environmental Planning and Assessment Act 1979 allow the redevelopment of the site as this proposal would normally be prohibited under the Residential zoning of the site under Coffs Harbour City Local Environmental Plan 2000.

There are no unusual aspects to the application. Conditional approval of the proposal is recommended.

cont'd

Ped7 Development Application No. 1086/04 - Ulong And District Ex-Services Club - Lots 5 And 6, Dp 21752 And Lot 7, Dp 509642, 60 Pine Avenue, Ulong (cont'd)

Sustainability Assessment:

- **Environment**

The proposed development will have no adverse impact on the natural environment.

- **Social**

Council is satisfied that there will be minimal impacts on residential amenity. The new club will provide a much needed positive community focus for Ulong. Positive social impacts for the area will result with no negative impacts likely.

- **Economic**

Broader Economic Implications

Approval of this development will allow a club to operate in the Ulong town area. No adverse economic impacts are expected as a result.

Management Plan Implications

There are no management plan implications.

Consultation:

Council notified the proposal by advertisement in the Advocate and by letter to adjoining property owners.

No submissions to the development have been received.

Statutory Requirements:

- **Section 79C Evaluation**

Council is required under the Environmental Planning and Assessment Act 1979 to consider those matters under section 79C of the Environmental Planning and Assessment Act. A detailed section 79C evaluation is appended to this report (Appendix A).

- **Permissibility of Development**

The site is zoned 2A Residential (Low Density) under Coffs Harbour City Local Environmental Plan (LEP) 2000.

Redevelopment of the club is permissible by virtue of the existing use right provisions of the Environmental Planning and Assessment Act 1979, despite the residential zoning of the land which would normally prohibit this type of development.

cont'd

Ped7 Development Application No. 1086/04 - Ulong And District Ex-Services Club - Lots 5 And 6, Dp 21752 And Lot 7, Dp 509642, 60 Pine Avenue, Ulong (cont'd)

Issues:

- **Residential Amenity**

The proposed operating hours for the new club are as follows:

Monday to Thursday	-	4.00 p.m. to 8.00 pm.
Friday	-	Midday to midnight.
Saturday and Sunday	-	Midday to 8.00 pm.
Public Holidays	-	Midday to 8.00 pm.

Council did not receive any submissions as a result of notification of the proposal and there is little history of noise complaints about operation of the previous Ulong and District Ex-Services Club.

The majority of club activity will occur within the existing building.

The proposed operating hours will form a condition of development consent and there should be limited impact on residential amenity as a result.

- **Car Parking**

Eighteen car parking spaces are proposed. This number of car parking spaces was determined by the club as satisfactory after detailed consideration of historic club patronage and car parking demand.

Recommendation:

That Development Application No. 1086/04 for Ulong and District Ex-Sevices Club on Lots 5 and 6, DP 21752 and Lot 7, DP 509642, 60 Pine Avenue, Ulong be approved subject to standard technical conditions as appended to the report (Appendix B).

Attachments:

APPENDIX A

Section 79C Evaluation

Development Application No. 1086/04

Matters for consideration general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) the provisions of:

(i) any environmental planning instrument, and

• Coffs Harbour City Local Environmental Plan (LEP) 2000

The site is zoned 2A Residential (Living Area) under Local Environmental Plan 2000.

The “existing use right provisions of the Environmental Planning and Assessment Act set aside the prohibition of this sort of development under the Residential zoning of the site.

The development is permissible with the consent of Council. There are no other matters of relevance to the development.

• North Coast Regional Environmental Plan

No matters to consider.

(ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority, and

There are no draft environmental planning instruments of relevance to this development.

(iii) any development control plan, and

• Car Parking Development Control Plan

Council is satisfied that car parking is satisfactory in relation to this development.

(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates,

There are no matters prescribed by the regulations that are of relevance to this development.

(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,

The proposed development will not have a detrimental impact on the natural environment. The site is clear with no significant vegetation. Sediment and erosion control measures are to be in place during construction.

There will be no adverse social impact as a result of the proposed development.

Economically the construction of the proposed development will likely create short-term local employment.

(c) the suitability of the site for the development,

The site is suitable for the development.

(d) any submissions made in accordance with this Act or the regulations

No submissions have been made on this application.

(e) the public interest

The public interest will be maintained with the proposed development.

**Development Application No. 1086/04
Schedule of Conditions**

Access & Services:

1. Kerb, gutter, concrete footpath and piped drainage for the frontage of the property or alternative treatment to the satisfaction of Council being provided to serve the development with the works conforming with the standards and requirements set out in Council's Technical Guidelines for Subdivision and Development. Where an alternative treatment is proposed details are to be provided to Council and approved prior to issue of the **Construction Certificate**. These works are to be completed prior to occupation of the development unless other arrangements satisfactory to Council for their completion at some other time are made.

No engineering works are to be undertaken until plans and specifications have been approved by Council.

All work is to be at the developer's cost.

Plans and specifications submitted later than six (6) months from the date of development approval shall comply with the Technical Guidelines for Subdivision and Development current at a date six (6) months prior to such submission.

Construction:

2. Access and facilities for disabled persons being provided in accordance with the Building Code of Australia provisions. The developer's attention is drawn to the provisions of the Disability Discrimination Act 1992.

Consolidation:

3. Evidence of lodgement of a plan of consolidation of the lots with the Registrar General is to be submitted to Council prior to occupation of the building.

Landscaping:

4. Landscaping being provided in the locations highlighted green on the approved plan.

Landscaping is to be in accordance with Council's Landscape Information Sheet and is to be completed prior to occupation of the building.

Construction Certificate:

5. No building work is to commence until a Construction Certificate has issued for the work. All building work is to be in accordance with the Building Code of Australia.

Hours of Operation:

6. The Club is only to operate during the following hours:

- Monday to Thursday - 4.00 pm to 8.00 pm.
- Friday - Midday to Midnight.
- Saturday & Sunday - Midday to 8.00 pm.
- Public Holidays - Midday to 8.00 pm.

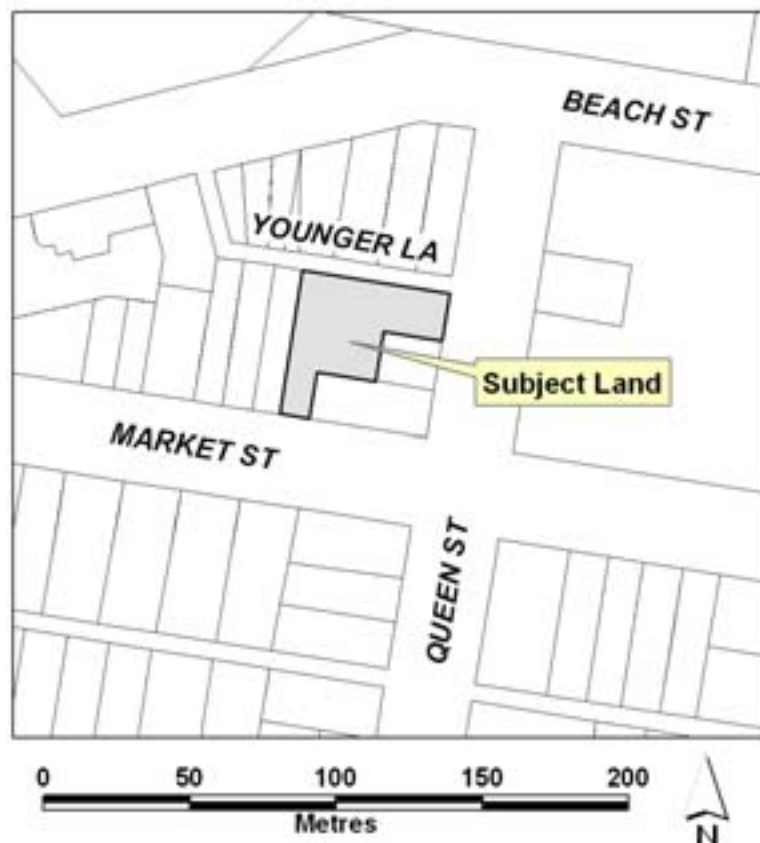
Car Parking:

7. Eighteen (18) car parking spaces being provided prior to occupation of the building. All car parking spaces are to be sealed and constructed in accordance with Council’s Off-Street Car Parking Development Control Plan.

PED8 DEVELOPMENT APPLICATION NO. 669/04 - PROPOSED SUPERMARKET - LOT 31, DP 1055662, 8 QUEEN STREET, WOOLGOOLGA AND LOT 4, DP 329910, 21 MARKET STREET, WOOLGOOLGA

Purpose:

Application is made to Council for development consent for the construction of a new supermarket at 21 Market Street/8 Queen Street, Woolgoolga. Conditional approval of the application is recommended.



Description of Item:

The new supermarket complex will be constructed on an 'L' shaped site that has an area of 1,517.2 m² and has frontage to both Queen and Market Streets.

It is proposed that the existing 5 Star supermarket business located on the corner of Beach and Queen Streets be relocated to this new development.

The estimated cost of the development is \$1.5 million. The supermarket will comprise approximately 1,000 m² of retail floor area. The building has a gross floor area of 1,517 m².

The building's shop front addresses Queen Street. Delivery vehicles will access an unloading area on the western side of the building via Younger Lane, and exit into Market Street. The Market Street elevation of the building comprises the loading dock exit only. This elevation is to be given an architectural treatment, including an awning, to complement the Market Street business area.

cont'd

Ped8 Development Application No. 669/04 - Proposed Supermarket - Lot 31, Dp 1055662, 8 Queen Street, Woolgoolga And Lot 4, Dp 329910, 21 Market Street, Woolgoolga (cont'd)

The building design is characterised by a wave/curved roof form, with a curved roof parapet to Queen Street. The Statement of Environmental Effects describes the roof design as "*a series of curved or wave like forms that complement the ocean wave form of the beachside location while softening the box form necessities of a functional supermarket floor area*".

The supermarket will provide employment for 80 full-time and part-time employees (maximum 20 staff at any one time), operate 8.00 a.m. - 7.00 p.m., seven days per week.

No parking is proposed on the site.

History:

There are two existing supermarkets in the Woolgoolga Town Centre, the 5 Star (which is proposed to relocate to this site) and the Woolgoolga Plaza Supermarket, both of which are located on Beach Street.

Council issued development consent no. 121/02 in November 2001 for expansion of the Woolgoolga Plaza supermarket. This consent has not been acted upon. The consent is still valid.

In September 2001, Council refused Development Application No. 1197/01 for a Bi-Lo supermarket at Clarence Street, Woolgoolga. This decision was later upheld by the Land and Environment Court of New South Wales.

Sustainability Assessment:

• **Environment**

The development site is positioned within the town centre. It does not comprise significant habitat. The site is provided with reticulated services. Environmental controls will be implemented during construction. The development's operation incorporates noise controls and waste management facilities to protect the local environment.

• **Social**

The retail development will provide improved shopping facilities for residents of the locality. The building is suitably located within the town centre and is easily accessible to shoppers, including persons with a disability. The building has been designed to address crime risk and complements existing developments. No adverse social impacts are likely from this project.

• **Economic**

Broader Economic Implications

The project will provide operational employment for up to 80 staff (20 at any one time) although it is recognised that the use is relocating from another smaller premises in Woolgoolga. The construction phase will create employment opportunity from local trades/suppliers. The new supermarket will have positive flow on economic effects and it will reinforce the function and role of the town centre.

cont'd

Ped8 Development Application No. 669/04 - Proposed Supermarket - Lot 31, Dp 1055662, 8 Queen Street, Woolgoolga And Lot 4, Dp 329910, 21 Market Street, Woolgoolga (cont'd)

Management Plan Implications

The development relies on off site parking and, as a consequence, the consent will require the payment of contributions for 58 spaces. This equates to \$160,695.96. This amount is levied from Council's current Woolgoolga Town Centre Car Parking Developer Contributions Plan and not the higher rate proposed in the recently exhibited Draft Contributions Plan for car parking in Woolgoolga. In essence this means that there will be shortfall for public parking facilities in Woolgoolga. Council is prohibited from applying the higher rate. The developer will be required to provide improved pedestrian and landscaping works in Queen and Market Streets as part of the project. Further, the developer is required to contribute towards water and sewerage infrastructure required as a result of the development.

The development has no adverse implications on Council's adopted Management Plan.

Consultation:

The application has been reviewed by Council's Strategic Planning, City Services, City Parks and Environmental Services Branches. Further, the application has been referred to the Council Advisory Committee (Traffic) and NSW Police for recommendations in relation to traffic and crime risk assessment.

The application was notified and advertised in accordance with the provisions of Council's Notification Development Control Plan. One submission was received in support of the development. One submission was received recommending that any car parking contributions levied on the development be applied from Council's existing adopted plan and not from the current Draft Plan (recently exhibited).

Statutory Requirements:

• **Section 79C Evaluation**

Section 79C of the Environmental Planning and Assessment Act 1979 specifies the matters which a consent authority must consider when determining a development application. The consideration of matters is limited in so far as they must be of relevance to the particular application being examined.

The Section 79C evaluation is appended to this report (Appendix A).

Recommended conditions of approval for this application are appended to this report (Appendix B).

• **Permissibility**

The proposed development, to demolish existing structures on the site, to consolidate the allotments and to construct a 'shop' is permissible with consent in the 3C Business Town Centre zone.

cont'd

Ped8 Development Application No. 669/04 - Proposed Supermarket - Lot 31, Dp 1055662, 8 Queen Street, Woolgoolga And Lot 4, Dp 329910, 21 Market Street, Woolgoolga (cont'd)

- **Relevant Statutory Instruments**

- North Coast Regional Environmental Plan;
- State Environmental Planning Policy (SEPP) No. 11 - "Traffic Generating Development";
- SEPP No. 71 - "Coastal Protection";
- Coffs Harbour City Local Environmental Plan 2000;
- Business Lands Development Control Plan (DCP);
- Off Street Car Parking DCP;
- Signs DCP;
- Access and Mobility DCP;
- Woolgoolga Business Lands Information Sheet;
- Woolgoolga Town Centre Car Parking Developer Contributions Plan;
- Draft Woolgoolga Town Centre Car Parking Developer Contributions Plan.

Issues:

- **Impact on Public Parking**

The supermarket will not provide any on site parking and consequently it may impact on public car parking. Council's Strategic Planning Branch has advised that the parking supply in Woolgoolga generally exceeds demand. By 2021 600 spaces will be required, with a makeup from 465 existing spaces, 120 spaces in Market and Queen Streets and 80 spaces in the Market Street public car park. Contributions may be applied to this application to cover existing and future public car spaces in the Market Street public car park.

The use generates a car parking demand of 58 spaces (one space per 23 m² gross leasable floor area under the Off Street Car Parking DCP). The developer is required to contribute for these spaces under the Woolgoolga Town Centre Car Parking Developer Contributions Plan. These contributions will be used to recoup costs for the existing public car park in Market Street and towards the cost of the future extension of this public car park.

The current developer contribution rate for car parking is \$2,770.62 per space or \$160,695.96 for the 58 spaces.

It is noted that the Draft Woolgoolga Town Centre Car Parking Developer Contributions Plan proposes a rate of \$5,342.80 per space. This plan has recently been prepared and exhibited, however it is unlawful to apply this rate to this development proposal as it has not been adopted by Council.

- **Works in Queen/Market Streets/Younger Lane**

New works in Queen/Market Streets and Younger Lane, including footpaths and street tree planting need to conform to the town centre masterplan.

cont'd

Ped8 Development Application No. 669/04 - Proposed Supermarket - Lot 31, Dp 1055662, 8 Queen Street, Woolgoolga And Lot 4, Dp 329910, 21 Market Street, Woolgoolga (cont'd)

- **Noise Impact**

Due to the proximity of the development site to adjoining premises, including a motel, delivery times are to be restricted under the development consent.

- **Height and Design**

The height of the building varies marginally from the controls of the Woogoolga Business Lands Information Sheet that seek to limit the height to two storey (8 m) in the town centre with the exception of street corner sites (11 m). The proposal has a height varying from 4 m adjacent to the southern boundary to a maximum height to the top of the curved roof section of 9 m. This variation to this control is minor and confined to a small section of the overall building envelope. The distinctive wave roof form, drawn from the coastal environment, is supported.

Summary:

The proposed new supermarket in Queen/Market Streets, Woogoolga is supported. The existing 5 Star supermarket located on the corner of Beach/Queens Streets will relocate to this new, larger premises.

The development is appropriate in terms of design, access, infrastructure, use and location. The new supermarket will reinforce the function and role of the Woolgoolga Town Centre.

Recommendation:

That Development Application No. 669/04 for the demolition of existing structures on the site and the construction of a shop (new supermarket) on Lot 31, DP 1055662, 8 Queen Street, Woolgoolga and Lot 4, DP 329910, 21 Market Street, Woolgoolga be approved subject to technical conditions as appended to the report (Appendix B).

Attachments:

APPENDIX A

Section 79C Evaluation

Development Application No. 669/04

Matters for consideration general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) the provisions of:

(i) any environmental planning instrument, and

- **North Coast Regional Environmental Plan (REP)**

The following provisions of the REP are relevant:

- Clause 37 promotes, as an objective of the REP, the “efficient commercial functioning of sub regional and district centres”.
- Clause 47 promotes, as an objective of the REP, for commercial development, “*strong multi-functional town centres should be maintained to focus the drawing power of individual businesses and maintain the integrity of the main business area*”.

The integrity of the Woolgoolga town centre will not be reduced by this proposal, on the contrary, it will strengthen the centre.

The REP requires Council to take into account the NSW Coastal Policy, Coastline Management Manual and the North Coast Design Guidelines.

There are no matters under the Coastal Policy of relevance to the application.

The site is not impacted by coastal processes.

The development complies with the intent of the design guidelines.

- **SEPP 11 Traffic Generating Development**

The application has been considered by the Council Advisory Committee, Traffic. The Committee raised no objections to the proposal.

- **SEPP 71 Coastal Protection**

The development satisfies the aims and matters for consideration of this policy.

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

The land is zoned Business 3C Town Centre.

The proposal is for “demolition” and “shop” as defined in the LEP and is permissible with consent in the zone (clause 9). The proposal satisfies the aim and the objectives of the 3C business zone, in that the new supermarket will strengthen the retail focus of the town centre, and the proposal is compatible with the existing town centre environment.

The following clauses of the LEP are relevant to the proposal:

- Clause 14, services: the site is adequately serviced.
- Clause 23, potential acid sulfate soils: the site is mapped as comprising class 3 ASS, however the development will not involve works beyond 1 m below natural ground surface.

(ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority, and

There are no draft instruments that are relevant to the proposal.

(iii) any development control plan, and

- **Business Lands DCP**

The proposal satisfies the DCP controls in respect of design, density, setbacks, loading and services.

- **Off Street Car Parking DCP**

The DCP requires one car space per 23 m² of GLFA. The GLFA is 1321.2 m²; no parking is available on site. The development requires 58 spaces, and this will be met via developer contributions.

- **Signs DCP**

Proposed signage is in accordance with this DCP.

- **Access and Mobility DCP**

Access and facilities for persons with a disability will be provided to the development.

- **Woolgoolga Business Lands Information Sheet**

The development satisfies the design controls of the Information Sheet, the distinctive wave roof form is drawn from the coastal situation, awnings are suitable and the building entrance is acceptable. The servicing location off the lane is also suitable for the development.

The height of the building varies marginally from the Information Sheet controls that seek to limit the height to two storey (8 m) in the town centre with the exception of street corner sites (11 m). The proposal has a height varying from 4 m adjacent to the southern boundary to a maximum height to the top of the curved roof section of 9 m. This variation to this control is minor and confined to a small section of the overall project. The variation is supported in that the roof form is reliant on the 9 m top of ridge height.

- **Woolgoolga Town Centre Car Parking Developer Contributions Plan**

The development needs to contribute for spaces it cannot provide on site, i.e. 66 spaces. The rate per space is \$2770.62, or \$160,695.96 for the 58 spaces.

- **Draft Woolgoolga Town Centre Car Parking Developer Contributions Plan**

This Plan comes off exhibition on 8 March 2004. This plan was prepared following the receipt of the development application, and proposes a rate per space of \$5342.80, an increase of 93%.

The application of this new rate to this application is unreasonable, and unlawful as the plan is in draft stage. Council has not considered the Draft Plan following its exhibition.

(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates,

Not applicable

(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,

The development site is positioned in an established commercial centre; the proposal will not impact on the natural environment. The project is a compatible and complimentary development, in scale and character with the prevailing built environment, of two storey height and of materials sensitive to the streetscape and business zone location.

The supermarket will replace a smaller facility and provide essential shopping needs for residents of the locality; the premises will comprise access and facilities for persons with a disability. A satisfactory report on crime risk assessment has been received from NSW Police. No adverse social impacts are expected from this project.

The proposal will have positive economic outcomes from construction activity to employment generation, together with a general economic strengthening of the town centre.

The development may impact on public car parking and this aspect has been subject to advice from Council's strategic planning section: parking supply in Woolgoolga generally exceeds demand. By 2021 600 spaces will be required, with a makeup from 465 existing spaces, 120 spaces in Market and Queen Streets and 80 spaces in the Market Street public car park. Contributions may be applied to this application to cover existing and future public car spaces in the Market Street public car park

(c) the suitability of the site for the development,

The site is considered suitable for the development, the site is adequately serviced, loading access is via the service lane, a noise report demonstrates that the proposal will not impact on neighbouring properties conditional to reasonable delivery times (after 7.00 a.m. weekdays and after 8.00 a.m. weekends and public holidays), the building has been designed to mitigate potential impacts on the adjoining southern residential flat building.

The development proposes a suitable elevation to Queen Street, with awning for pedestrian protection. The site is adjacent to on street parking spaces and is in reasonable proximity to the Market Street car park.

The use is appropriate in terms of the Town Centre Information Sheet.

(d) any submissions made in accordance with this Act or the regulations

The application was advertised and notified in accordance with the Council's Notification DCP.

One submission has been received in support of the application.

One submission, directly relating to the draft contributions plan and indirectly to this project has been received. Contributions to be applied to this development will be those applicable under the existing plan.

The Dept of Lands has no objections to the application.

NSW Police has issued a favourable report in terms of crime risk prevention

(e) the public interest

The application is favourable in terms of the public interest, the development will provide improved shopping services to local residents, and retains this service within the town centre, adding to the vitality and retail function of the town centre. The proposal will have positive environmental, social and economic effects.

**Development Application No. 669/04
Schedule of Conditions**

Construction Certificate:

1. No building work is to occur unless a relevant Construction Certificate has been issued.

Demolition:

2. All demolition work is to be carried out in accordance with Australian Standard AS 2601 – The Demolition of Structures.

Additional Details or Applications:

3. The use of public footpaths and roadways for the storage of building materials is not permitted unless Council's written approval is first obtained. Such approval will only be granted where conditions warrant and in instances where public thoroughfare will not be adversely affected.
4. A properly constructed hoarding or suitable fencing is to be erected in all cases where occupation of the footpath/roadway is necessary for building purposes or where public safety is involved.

Application is to be made in writing and work is not to commence until such application is approved by Council in writing.

5. A separate application is to be made to Council by the licensed plumber and drainer **prior to the commencement of any sanitary plumbing and drainage work on site.**
6. Design details for the acceptance and the disposal of the stormwater drainage to and from the property being submitted to Council prior to issue of the Construction Certificate.

All works are to be completed by the developer prior to occupation of the building.

No work is to be carried out on the Public Road until an application has been made and approval given in writing from Council.

Construction:

7. Food premises fitout is to comply with the relevant provisions of “:Food Standards Australia and New Zealand Standard 3.2.3 – Food Premises and Equipment”. Progress inspections of the fitout are to be undertaken by Council's Environmental Services Branch.
8. The north elevation of the supermarket building is to be finished in a graffiti resistant surface treatment.
9. All entrances and exits, the loading dock, and the laneway being provided with vandal resistant lighting. Lighting is to be designed so as not to produce areas of glare and/or dark shadows (Reference AS/NZS 1158.3.11999 “Pedestrian Area Lighting”).

10. The loading dock entrance being secured by security grill/gates at the laneway boundary when the supermarket is closed.

Building Code of Australia:

11. Building works conforming to the relevant provisions of the Building Code of Australia.

Disabled Facilities:

12. Access and facilities for disabled persons being provided in accordance with Council's Access and Mobility Development Control Plan, Building Code of Australia and Australian Standards. Detailed plans indicating compliance with relevant provisions, and certified by a suitably qualified access consultant are to be submitted to the Principal Certifying Authority **prior to issue of the Construction Certificate.**

The developers attention is drawn to the provisions of the Disability Discrimination Act 1992.

Waste Management:

13. Submission to Council for approval **prior to issue of the Construction Certificate** of details of waste management arrangements for the supermarket.

The waste management facility is to cater for 3 waste streams (organic, recycling and garbage). The facility may incorporate a coolroom storage area for placement of organic bins to mitigate possible vermin and odour nuisance. Details of proposed collection arrangements and frequency of collections are to accompany the submission.

14. Application containing relevant details of trade waste generation and proposed pretreatment of trade waste (where required) being made to Council prior to commencement of use. (Application for Approval to Discharge Trade Waste to Sewer.)

Noise Impact:

15. No deliveries occurring outside the hours of 7.00 am to 9.00 pm Monday to Saturday or 8.00 am to 9.00 pm Sundays or Public Holidays.
16. Compliance with the recommendations of the Noise Impact Assessment dated October 2003, prepared by Reverb Acoustics, recommendations a, b, c and f.
17. Noise attenuation methods required by the acoustical engineer or any additional works required by this consent are to be implemented and the completed works subsequently certified by the acoustical engineer, prior to commencement of use.

One month after the use has commenced a similar report is to be submitted to the Principal Certifying Authority. This report is to assess noise emission from the development, the effectiveness of the noise attenuation methods and compliance or otherwise with the appropriate maximum noise level.

Food Vendor Registration:

18. A Food Vendor Registration being obtained from Council prior to commencement of operation.

Consolidation:

19. Evidence of lodgement of a plan of consolidation of the lots with the Registrar General is to be submitted to Council **prior to issue of the Construction Certificate**.

Developer Contributions:

20. Payment to Council of Section 94 contributions, at the rate current at the time of payment, towards the provision of off street public car parking.

The current rate is \$2,770.62 per car space.

Total Section 94 contribution is currently \$160,695.96 for 58 car spaces.

The rates will be adjusted in accordance with the procedures set out in Council's Section 94 Contributions Plan.

The applicant is advised to confirm the contribution rate applicable at the time of payment as rates are revised at least annually.

The contributions are to be paid **prior to release of any Construction Certificate** unless other arrangements acceptable to Council are made.

Sewer Main Protection:

21. The building being pierced to the invert of the sewer where located within the zone of influence of the Council sewer main.

Works in Queen and Market Streets:

22. Queen Street (from Beach to Market Streets – both sides of Queen Street) and Market Street (from Queen Street to the western boundary of the supermarket site – north side of Market Street only) being upgraded to Council's requirements. The upgrade works to comprise:

- Provision of a disabled persons car parking space adjacent to the supermarket entrance.
- Pedestrian facilities – 2 metre wide footpath including kerb ramps.
- Landscaping.

These works are to be designed in consultation with Council and constructed by the developer prior to occupation of the supermarket or, alternatively, the developer lodging a bond or other agreement with Council prior to occupation of the supermarket. Design plans are to be submitted to Council for approval **prior to issue of the Construction Certificate**.

Access & Services:

23. The following works:

- Reconstruction of Younger Lane in concrete for the frontage of the site, plus driveways onto Queen and Market Streets; and
- Stormwater drainage to be piped to Council's underground system,

being provided to serve the development with the works conforming with the standards and requirements set out in Council's Technical Guidelines for Subdivision and Development. These works are to be completed prior to occupation of the development unless other arrangements satisfactory to Council for their completion at some other time are made.

No engineering works are to be undertaken until plans and specifications have been approved by Council.

All work is to be at the developer's cost.

Plans and specifications submitted later than six (6) months from the date of development approval shall comply with the Technical Guidelines for Subdivision and Development current at a date six (6) months prior to such submission.

Balcony:

24. The balcony encroachment onto Younger Lane being deleted from the development proposal as such structure may obstruct vehicles.

Water & Sewerage Services:

25. The **Construction Certificate not being released** until a Certificate of Compliance pursuant to Division 5 of Part 2 of Chapter 6 of the Water Management Act 2000 evidencing that adequate arrangements have been made for the provision of water and sewerage services to and within the development is produced to Council.

Purpose:

To seek Council's endorsement for the attached submission in relation to the Coffs Harbour Highway Planning Strategy and revised highway bypass options currently being investigated by the Roads and Traffic Authority (RTA) and the Department of Infrastructure, Planning and Natural Resources (DIPNR).

Description of Item:

The Coffs Harbour Highway Planning Strategy is being funded by the NSW Government as part of a \$1.6 billion commitment to the 10 year Pacific Highway Upgrading Program, which commenced in 1996.

The Strategy is being developed to address the need to upgrade the Pacific Highway between Sapphire and Woolgoolga, while planning for future traffic needs within the Coffs Harbour urban area.

A Highway Planning Strategy Steering Group composing three major stakeholders, the RTA, DIPNR (formerly planningNSW) and Council, was formed to refine a range of "corridor" options for both the southern (Coffs Harbour) section and northern (Sapphire to Woolgoolga) section of the strategy area.

The Steering Committee was disbanded in February 2004 as a result of Council adopting a preferred corridor route not supported by the other Committee members. Following the termination of the Committee, the RTA and DIPNR released a community update identifying their preferred highway options for the southern and northern sections of the strategy area. Submissions on the refined bypass options are to be received no later than the 19 March 2004.

Sustainability Assessment:

The sustainability assessment has been undertaken independently for the two strategy areas: the southern (Coffs Harbour) section and the northern (Sapphire to Woolgoolga) section. The outcome is outlined below:

- **Southern (Coffs Harbour) Section**

- **Environmental**

The inner bypass options between Englands Road and Sapphire would have a significant effect on the natural environment. The inner corridors would result in the removal of 6 ha of high conservation vegetation and approximately 7 - 8 ha of primary koala habitat. Option IS2 is favoured over IS1 as it provides a tunnel under Roberts Hill, avoiding a major koala corridor identified in Council's Koala Plan of Management.

cont'd

Ped9 Coffs Harbour Highway Planning Strategy: Submission Revised Route Options (cont'd)

- Social

Options IS1 and IN1 would have a significant effect on the Coffs Harbour social environment. The net impact of these inner bypass options would be severe visual and acoustic impacts on existing and future residences. These impacts would need to be mitigated by acoustic and visual barriers along the road alignment; the possibility of acoustic treatment to affected dwellings should also be considered.

The inner bypass options pass directly through a proposed public school, and combined sporting facility in the North Boambee release area. These recreational areas would need to be relocated, as there are currently no active recreation areas in this region. The loss of a school site from the release area would be a major impact on the locality as schools are a key focus of community activity and cohesion.

- Economic

Broader Economic Implications

It is expected that there would be no costs paid by Council for the development of the highway planning strategy. If options IS1 and IN1 are chosen as a preferred bypass route, staff resources would be required to develop new strategic plans and developer contributions plans for the North Boambee Valley Release Area and West Coffs Release Area.

There would be minimal long-term economic benefits for the southern region arising from reduced travelling times and vehicle operating costs. Significant economic impacts would occur in the southern region due to lost opportunities for housing in the North Boambee and West Coffs urban release areas.

Management Plan Implications

Costs associated with the development of new strategic plans and developer contributions plans for affected urban release areas will have major implications on Council's Management Plan. Costs associated with the relocation of active recreational areas and a proposed public school will also have implications for the Management Plan.

• Northern (Sapphire to Woolgoolga) Section

- Social

Option C1 would have a significant effect on the Coffs Harbour social environment. This option would pass directly through the West Woolgoolga Release Area and through a section of the proposed South Woolgoolga Urban Investigation Area, resulting in severe acoustic and visual impacts on future residences. These impacts would need to be mitigated by acoustic and visual barriers along the road alignment; the possibility of acoustic treatment to affected dwellings should also be considered.

Option E bypasses both residential and rural residential areas (including the Country Club Estate) and in doing so avoids the negative impacts expected to arise from Option C1.

cont'd

Ped9 Coffs Harbour Highway Planning Strategy: Submission Revised Route Options (cont'd)

- Environmental

Option C1 would pass through critical habitat identified in the West Woolgoolga Urban Release Area. This option would also require the removal of 1.6 ha of high conservation vegetation and 6.3 ha of primary koala habitat. Option E would traverse the Wedding Bells State Forest and would require the removal of 7.6 ha of high conservation vegetation and 12.9 ha of koala habitat.

- Economic

Broader Economic Implications

If option C1 is chosen as the preferred bypass option, staff resources would be required to develop new strategic plans and developer contributions plans for the West Woolgoolga Release Area and the proposed South Woolgoolga Urban Investigation Area. The number of serviced lots in these urban release areas would be significantly reduced, thereby increasing the contributions per capita and making a proposed bridge in the West Woolgoolga Release Area too expensive to fund within Council's budget.

Option C1 would pass directly through four future playing fields. This would necessitate two of the fields being relocated, splitting the combined facility into two. The net impact would be the construction of two separate car parks in place of one, costing a significant amount of resources; certain economies of scale would be lost.

Management Plan Implications

Costs associated with the development of new strategic plans and developer contributions plans for affected urban release areas will have major implications on Council's Management Plan. Costs associated with the relocation of active recreational areas will also have implications for the Management Plan. There may be significant costs associated with the proposed bridge in the West Woolgoolga Release Area. The reduction in the number of serviced lots would most likely raise the cost of the bridge above an affordable level.

Consultation:

This report in relation to the proposed highway bypass options has been prepared with input from all Departments within Council.

Related Policy and / or Precedents:

On 29 October 2003, Council adopted a preferred corridor for a bypass of Coffs Harbour and Woolgoolga. The preferred option is located within the Bucca Valley and the coastal range to the west of Coffs Harbour and Woolgoolga. The corridor crosses the Sherwood Nature Reserve west of Woolgoolga and includes the Orara East, Lower Bucca, and Wedding Bells State Forest.

The RTA and DIPNR agreed to assess the feasibility of options within Council's preferred corridor in terms of their functional, environmental, and socio-economical impacts.

cont'd

Ped9 Coffs Harbour Highway Planning Strategy: Submission Revised Route Options (cont'd)

On the 20 May 2003, the Pacific Highway Planning Strategy Forum developed eleven 'Strategic Options' for the Coffs Harbour highway bypass. The forum consisted of Council staff, Councillors, and various community members. The eleven strategic options adopted are outlined below:

- **Strategy Objective No. 1**
To have short-term amelioration of noise/safety issues addressed within two years.
- **Strategy Objective No. 2**
To have the Pacific Highway Planning Strategy considered as a single project.
- **Strategic Objective No. 3**
To ensure the impacts of options for upgrading the existing highway through urban areas are fully considered.
- **Strategic Objective No. 4**
To ensure the design development phase and ongoing maintenance integrates best practice noise mitigation measures at the source rather than the receiving end.
- **Strategic Objective No. 5**
To achieve the highest possible visual amenity for the highway and surrounding areas.
- **Strategic Objective No. 6**
To ensure the Pacific Highway Planning Strategy complements and connects with the City's local transport.
- **Strategic Objective No. 7**
To achieve adequate compensation for property owners impacted upon by the alignment of the selected route.
- **Strategy Objective No. 8**
To protect prominent ridgelines that provide the green backdrop to the City.
- **Strategy Objective No. 9**
To ensure the Pacific Highway Planning Strategy incorporates the redesign of the existing highway through urban centres that are bypassed.
- **Strategy Objective No. 10**
To ensure any selected route minimises impacts on people/residential areas, agriculture, tourism and environmental values.
- **Strategy Objective No. 11**
To ensure the route maximises potential residential development for the sustainable growth of the City.

Statutory Requirements:

Once a preferred bypass option has been chosen, it will be necessary to incorporate the corridor into Coffs Harbour City Local Environmental Plan 2000, in accordance with the Environmental Planning and Assessment Act 1979.

cont'd

Ped9 Coffs Harbour Highway Planning Strategy: Submission Revised Route Options (cont'd)

Issues:

The following provides a summary of the key issues associated with the revised highway route options. For further information on specific issues, refer to the attached submission (Attachment One).

Summary:

• Southern Section

- Investigations by the RTA and DIPNR concluded that the upgrade of the existing highway through Coffs Harbour to an urban motorway standard does not merit further consideration due to its socio-economic impacts on the Coffs Harbour urban area.
- Investigations by the RTA and DIPNR also concluded that the Coastal Ridge Way (CRW) proposal has major environmental (biophysical) impacts, poor functional performance, high costs, and poor value for money

It should be noted that Council's preferred corridor has similar attributes to the CRW.

A decision regarding the CRW proposal will be made by the RTA and DIPNR following the assessment of the feasibility of options within Council's preferred corridor.

- The RTA's and DIPNR's preferred option for Coffs Harbour is for a bypass located within the inner corridor.
The preference for the inner corridor is to be reviewed following the assessment of the feasibility of options within Council's preferred corridor.
- Of the inner corridor options, IS2 and IN2 are preferred, as these two route options minimise acoustic and visual impacts on existing and future residences.
- Option IS2 is also preferred over IS1 as it minimises significant impacts on a major koala corridor identified in Council's Koala Plan of Management.

• Northern Section

- Investigations by the RTA and DIPNR concluded that option A is not favoured due to its severe environmental (biophysical) and Aboriginal heritage impacts, poor functional performance, high cost and poor value for money.
- It is also concluded that options B1 and B2 do not merit further consideration due to the need to protect valuable agricultural land.
- Option D was found not to be acceptable due to its social and economic impacts on the township of Woolgoolga.
- The RTA and DIPNR have indicated that both Options E and C1 are preferred strategy options.
- Option E is the preferred option for Council as it avoids the Country Club Estate and West Woolgoolga Release Areas, thereby minimising acoustic and visual impacts on residences.
- Option E is also preferred by Council as it bypasses the intersection of Mullaway/Arararra and the Pacific Highway.

cont'd

Ped9 Coffs Harbour Highway Planning Strategy: Submission Revised Route Options (cont'd)

Implementation Date / Priority:

The attached submission in relation to the Coffs Harbour Highway Planning Strategy needs to be referred to the RTA and DIPNR by the 19 March 2004.

Recommendation:

That Council forward the submission attached to the report in relation to the Coffs Harbour Highway Planning Strategy and revised route options to the Roads and Traffic Authority and the Department of Infrastructure, Planning and Natural Resources.

Mark Salter
Acting Director, Planning, Environment and Development

Attachments:



Submission by Coffs Harbour City Council on the Highway Planning Strategy – Update No. 4

On 29 October 2003, Council adopted a preferred corridor for a bypass of Coffs Harbour and Woolgoolga. The preferred option is located within the Bucca Valley and the coastal range to the west of Coffs Harbour and Woolgoolga. The corridor crosses the Sherwood Nature Reserve west of Woolgoolga and includes the Orara East, Lower Bucca, and Wedding Bells State Forest.

On the 20 May 2003, the Pacific Highway Planning Strategy Forum developed eleven 'Strategic Options' for a bypass of Coffs Harbour. The revised route options currently being investigated should be considered in the light of these eleven objectives as outlined below:

- **Strategy Objective No. 1**
To have short-term amelioration of noise/safety issues addressed within two years.
- **Strategy Objective No. 2**
To have the Pacific Highway Planning Strategy considered as a single project.
- **Strategic Objective No. 3**
To ensure the impacts of options for upgrading the existing highway through urban areas are fully considered.
- **Strategic Objective No. 4**
To ensure the design development phase and ongoing maintenance integrates best practice noise mitigation measures at the source rather than the receiving end.
- **Strategic Objective No. 5**
To achieve the highest possible visual amenity for the highway and surrounding areas.
- **Strategic Objective No. 6**
To ensure the Pacific Highway Planning Strategy complements and connects with the City's local transport.
- **Strategic Objective No. 7**
To achieve adequate compensation for property owners impacted upon by the alignment of the selected route.
- **Strategy Objective No. 8**
To protect prominent ridgelines that provide the green backdrop to the City.
- **Strategy Objective No. 9**
To ensure the Pacific Highway Planning Strategy incorporates the redesign of the existing highway through urban centres that are bypassed.

- **Strategy Objective No. 10**
To ensure any selected route minimises impacts on people/residential areas, agriculture, tourism and environmental values.
- **Strategy Objective No. 11**
To ensure the route maximises potential residential development for the sustainable growth of the City.

Southern (Coffs Harbour) Section

- **Initial Options**

- **Existing Highway Corridor**

Council supports the view by the RTA and DIPNR that the upgrade of the existing highway through Coffs Harbour to an urban motorway standard does not merit further consideration due to its socio-economic impacts on the Coffs Harbour urban area. Any upgrade of the existing highway would create a divided city centre and would be contrary to Council's City Centre Strategic Plan.

- **Coastal Ridge Way Proposal**

Council has noted the suggestion by the RTA and DIPNR that the Coastal Ridge Way (CRW) proposal has major environmental (biophysical) impacts, poor functional performance, high costs, and poor value for money.

Council also notes that in the opinion of the RTA and DIPNR that the CRW is thought to result in a significant impact on one or a number of threatened species listed under the Threatened Species Conservation Act 1995 and the Commonwealth Environment Protection and Biodiversity Conservation Act 1999. Hence, this route option may require approvals from both the Department of Environment and Conservation (DEC) and Environment Australia, resulting in a highly complicated approval process with no certainty that approval could be achieved.

Council is pleased that no decision regarding the CRW proposal will be made by the RTA until the assessment of the feasibility of options within Council's preferred corridor is completed. Council has noted that Council's preferred corridor has similar attributes to the Coastal Ridge Way.

- **Inner Bypass Corridor**

Council is aware that the RTA and the Department of Infrastructure Planning and Natural Resources (DIPNR) preferred option for Coffs Harbour is for a bypass located within the Inner Corridor.

Council is pleased that the preference for the Inner Corridor is to be reviewed following the assessment of the feasibility of options within Council's preferred corridor.

- **Revised Options**

- **Inner Bypass Options**

- ◆ **Inner South 1 (IS1)**

This option deviates from the existing highway south of Englands Road, crosses North Boambee Road approximately 300 m west of Bishop Druitt College to continue north toward the low saddle in the Roberts Hill ridge 100 m west of Buchanans Road before proceeding to Coramba Road (See Figure 1A).

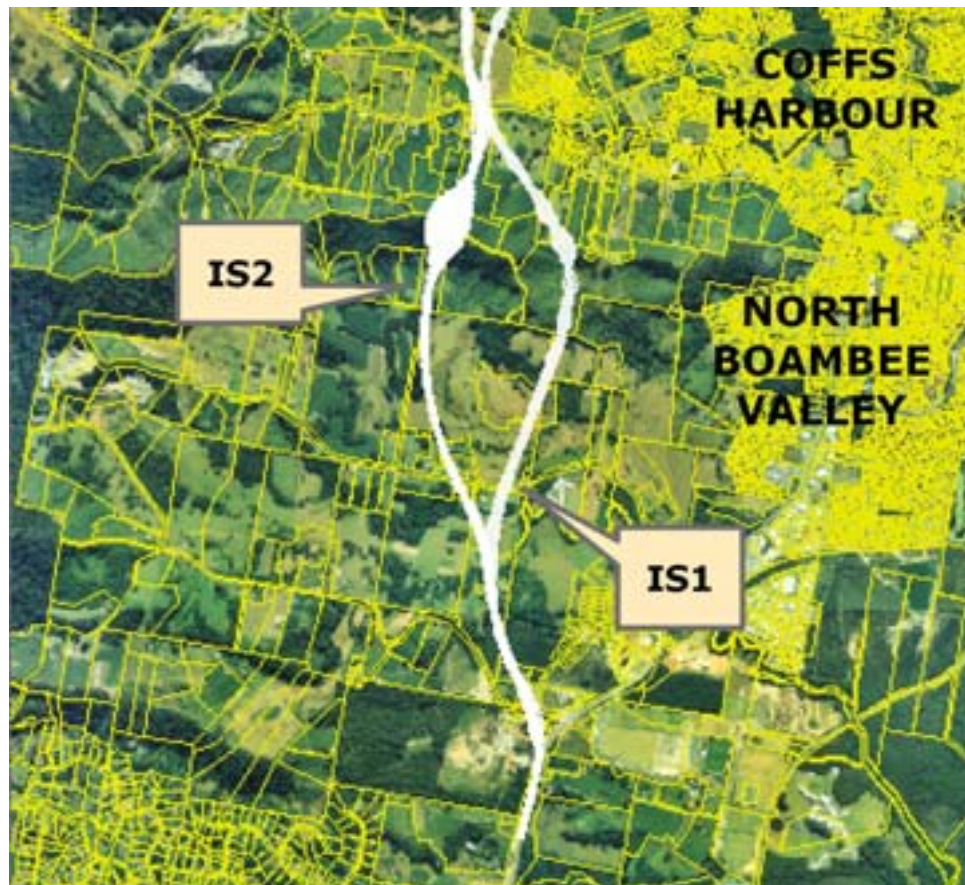


Figure 1A - IS1 and IS2 Locality Map

Planning Issues

- IS1 traverses through residential areas that are currently isolated from traffic noise, therefore acoustic impacts are of concern. A significant length of the road corridor will need to be designed to incorporate noise control barriers; the possibility of acoustic treatment to affected dwellings should also be considered.
- IS1 passes through the western side of the North Boambee Valley Stage One Release Area and isolates stages two and three of the release area.
- Council would be required to develop a new Strategic Plan and Developer Contributions Plan for this area, costing time and resources not allocated in the budget. Council seeks funding from the RTA to re-plan this area.

- The future population for stage one of the North Boambee Valley Release Area is predicted to reach approximately 2980 persons. The developer contributions plan for this release area has been calculated based on the predicted population number. By reducing the number of lots, the contributions per capita would need to be raised or the level of services and facilities reduced; certain economies of scale would be lost.
- IS1 would necessitate the relocation of a proposed public school (combined Primary and High) to a new site as the route passes directly through the proposed school site. Furthermore, the reduced population for this area may not be sufficient to support the proposed school. The loss of a school site from the release area would be a major impact on the locality as schools are a key focus of community activity and cohesion.
- IS1 also runs through a proposed combined sporting facility in the Boambee release area. This facility was proposed as a centralised facility to maximise efficiency and reduce embellishment costs through the use of amenities and shared car parks etc. If option IS1 is chosen as a preferred route, an alternative site would be needed or alternatively a split facility provided. The later option would significantly increase embellishment costs. Council would seek funding from the RTA to provide an alternative site or to cover the costs of a split facility.
- A new Waste Technology Facility which is to be located at the Englands Road Waste Recycling Centre has been designed to suite a specific site in accordance with the initial southern bypass options put forward by the RTA. Any modification to this route and/or encroachment onto the proposed site would have significant implications for the design and costing of this facility.
- A full interchange at England's road would be necessary if the Inner Bypass Option proceeds.
- Design and costing of the option should allow for future road connections to the west through North Boambee Valley.
- Design and costing for Inner Bypass Options should allow for the upgrade of Coramba Road from the proposed interchange back to the Coffs Harbour urban area.
- IS1 would have a significant impact on a major koala corridor identified in Council's Koala Plan of Management. This option would involve the removal of mature koala habitat and the replacement with juvenile species.

◆ **Inner South 2 (IS2)**

This option is similar to the previous option, however it deviates to the west, south of North Boambee Road and tracks to Roberts Hill ridge about 800m west of the other route. Due to the higher terrain, a 560m long tunnel would be required under Roberts Hill ridge (See Figure 1A).

Planning Issues

- This option is preferred over IS1 as it is located further away from existing residential areas and has a less significant impact on the North Boambee Valley Stage One Release Area.
- Option IS2 would have a major impact on stages two and three of the North Boambee Valley Release Area. This option would traverse directly through stages two and three and prevent them from proceeding as planned.

- Without stages two and three, the future population for the entire North Boambee Release Area would be reduced from 9,350 persons to approximately 3870 persons (based on a loss of 2109 dwellings at an occupancy rate of 2.6). The developer contributions plan for the area has been calculated based on the predicted population. By preventing stages two and three from proceeding, the contributions per capita would need to be raised or the level of services and facilities reduced; certain economies of scale would be lost.
- This option would avoid the relocation of the proposed public school to a new site however the reduced population numbers may not be sufficient to support a school. The loss of a school site from the release area would be a major impact on the locality as schools are a key focus of community activity and cohesion. Air quality and acoustic impacts upon the future school are important issues that would need to be addressed.
- IS2 provides better opportunity for the design and location of the collector road system in the North Boambee Valley release area.
- IS2 will traverse through areas that are currently isolated from traffic noise, therefore acoustic impacts will be of a concern. A significant length of the road corridor will need to be designed to incorporate noise control barriers; the possibility of acoustic treatment to affected dwellings should also be considered.
- Design and costing of the option should allow for future road connections to the west through North Boambee Valley.
- IS2 is preferred as it has less of an impact on a major koala corridor identified in Council's Koala Plan of Management as mature koala habitat is retained on Roberts Hill.
- Whilst IS2 will have a wider impact on banana plantations, it has a much lesser impact on existing and future urban environments.

◆ Inner North 1 (IN1)

From Coramba Road this alignment veers north-east, crossing Spagnolos Road and Shephards Lane before heading east to Mackays Road, following close and parallel to the railway line for about 1.6 km. From this point the route deviates to pass through the valley between Sealy Lookout and Gatelys Road before traversing the West Korora basin to rejoin the existing highway at Korora Hill (see Figure 1B).

Planning Issues

- There are currently approximately 350 lots approved/pending for residential development in the vicinity of Shephards Lane. IN1 will pass directly through some of these proposed development sites, resulting in a significant loss of future residences which would need to be housed elsewhere.
- This option would require Council to develop a new strategic plan and developer contributions plan for West Coffs, costing time and resources not allocated in the budget. Council requests funding from the RTA to re-plan this area.
- This option would result in significant acoustic impacts on residences located in the valley below Sealy Lookout.
- The extension of West Coffs Harbour as identified in Council's Urban Development Strategy is limited by both inner route options, IN1 and IN2.

◆ **Inner North 2 (IN2)**

This more westerly alignment crosses Shephards Lane at its western extremity. The route passes through and then to the north of a major ridgeline near the end of Shephards Lane and traverses a relatively isolated valley to rejoin Inner North 1 opposite the western end of Gatelys Road (See Figure 1B).

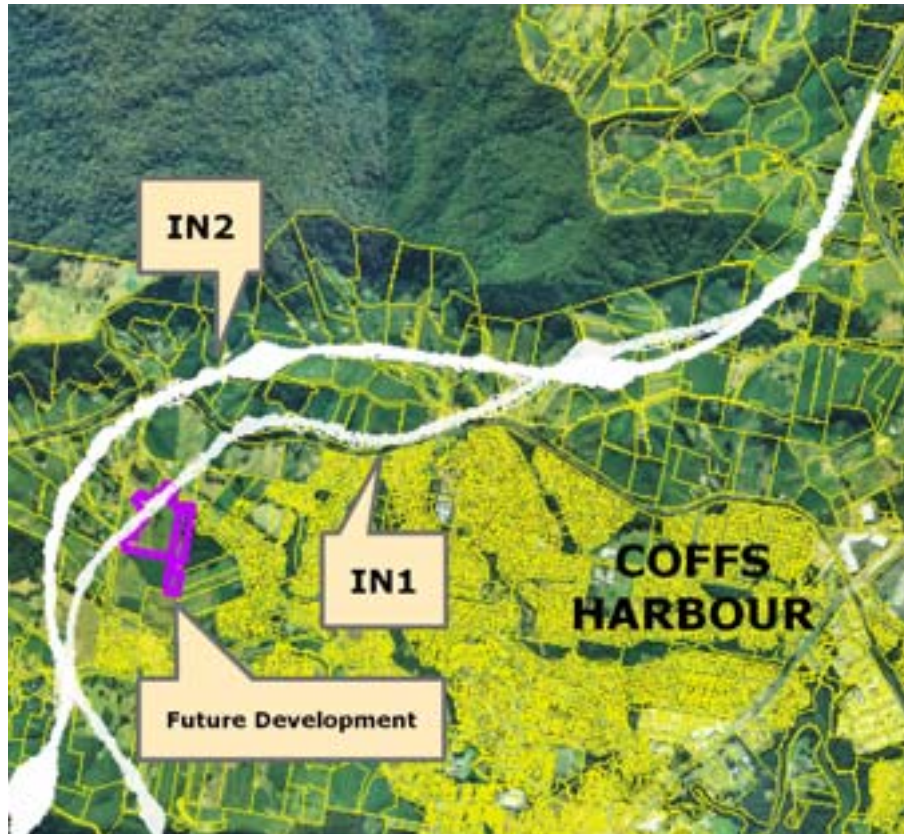


Figure 1B – IN1 and IN2 Locality Map

Planning Issues

- IN2 is preferred over IN1 as it minimises impacts on existing and proposed residences in west Coffs Harbour.
- Option IN2 is preferred acoustically as it falls behind a knoll adjacent to the railway line, thereby reducing acoustic impacts on nearby residences.
- IN2 is preferred as it provides more room for grade separation of Mackays Road at the North Coast Railway Line.

Additional detail is also required on proposals for local road access for the Korora to Sapphire section of the Inner Bypass Option.

Northern (Sapphire to Woolgoolga) Section

- **Initial Options**

It is noted by Council that option A is not favoured due to its severe environmental (biophysical) and Aboriginal heritage impacts, poor functional performance, high cost and poor value for money. It is also noted that options B1 and B2 do not merit further consideration due to the need to protect valuable agricultural land.

Council supports the decision that option D is not an acceptable option due to its social and economic impacts on the township of Woolgoolga.

- **Revised Route Options**

- **Option C1**

At its southern end C1 detours around to the west of the South Woolgoolga Urban Investigation Area and traverses the western side of the dam near Woolgoolga creek. At a point just north of Woolgoolga Reservoir, the route heads north east along the eastern boundary of the Country Club Estate and rejoins the Pacific Highway north of Safety Beach Drive. A grade separated interchange is proposed at Bark Hut Road instead of Safety Beach Drive (See Figure 2).

Planning Issues

- Option C1 will traverse through areas that are currently isolated from traffic noise, resulting in severe visual and acoustic impacts. A significant length of the road corridor will need to be designed to incorporate noise control barriers; the possibility of acoustic treatment to affected dwellings should also be considered.
- Option C1 transects the proposed West Woolgoolga Release Area. This option severely reduces the number of viable lots within the release area, and would result in severe visual and acoustic impacts on future residences.
- Section 94 Contributions for this release area have been calculated to provide funds for a proposed bridge. A reduction in the number of serviced lots reduces these contributions significantly, thereby increasing the cost of community services per capita. The bridge may still be required despite the provision of the highway. The substantial reduction in the future population would make the bridge too expensive for Council to provide without assistance from the RTA/DIPNR.
- This option restricts the design and location of the collector road system in the West Woolgoolga Release Area.
- This option would require the removal of 1.6 ha of high conservation vegetation and 6.3 ha of primary koala habitat.
- Option C1 traverses critical habitat identified within the West Woolgoolga Release Area. Council has endeavoured to protect this significant habitat in the West Woolgoolga Draft DCP.
- This option severs a significant wildlife corridor along Woolgoolga Creek. Options for minimising this disturbance would need to be put forward by the RTA/DIPNR.
- Option C1 increases the potential for contaminated stormwater discharge into Woolgoolga Creek. Design solutions would need to be utilised to minimise impacts on water quality within the creek system.

- Option C1 runs parallel to an approved residential subdivision at Sandy Beach, resulting in visual and acoustic impacts on future residences.
- This option would result in visual impacts on the Woolgoolga Reservoir and an artificial watercourse along Woolgoolga Creek Road, significantly reducing the aesthetics of these two areas.



Figure 2 – Options C1 and E Locality Map

- Option E

This route leaves the Pacific Highway at the same location as C1, but veers off in a north west direction to closely follow the Option B alignment to the west of Woolgoolga. Option E rejoins the existing highway just south of Arrawarra Creek (See Figure 2).

Planning Issues

- Option E would have severe environmental (biophysical) impacts on Wedding Bells State Forest.
- This option would require the removal of 7.6 ha of high conservation vegetation and 12.9 ha of koala habitat. Licences would be required from the Department of Environment and Conservation and Environment Australia.
- Option E is the preferred option as it avoids the Country Club Estate and West Woolgoolga Release Areas, thereby minimising acoustic and visual impacts on residences.
- This option is also preferred as it bypasses the intersection of Mullaway/Arrawarra and the Pacific Highway.

CORPORATE SERVICES DEPARTMENT REPORT

F16 RATE REVIEW WORKING PARTY - RECOMMENDATIONS

Purpose:

To consider the recommendations made by the Rate Review Working Party.

Description of Item:

On 19 February 2004, Council considered an interim report from the Rating Review Working Party and resolved *"that Council apply to the Minister for Local Government and the Director General for Land and Property Information to have the next general valuation of the City brought forward 12 months, ie, to a base date of 1 July 2004, subject to it being at no cost or minimal additional cost to Council"*.

At the time of finalisation of this report, a reply has not yet been received.

The Working Party had its last meeting on 24 February 2004 and the additional recommendations are now being reported to Council for consideration.

To reiterate the purpose of the Working Party, the terms of reference are set out below:

Short term:

- a) To examine what relief, if any, may be provided to residential ratepayers affected by substantial rate increases in 2003/04 and who are experiencing hardship in meeting the additional levy.

This relief to include, but not limited to, an investigation of the following options:

- Residential rate reduction for 2003/04
- Interest rate reduction on outstanding rates
- Other opportunities which may be raised that provide direct relief

- b) To consider mediation as a means of assisting affected ratepayers with their communication/negotiation with Council

Long term:

To consider ways to minimise the overall impact on rates of new valuations when there are significant valuation increases.

The long term assessment to include a review of options within existing legislation and guidelines (the local Government Act 1993, Rating and Revenue Raising Manual, etc) and other options which would require legislative change.

Nine members of the public were appointed to the Working Party, together with Councillors in attendance and the Director of Corporate Services. The local State Member, Andrew Fraser was invited but he was unable to attend any meetings. Apologies were received. Advice was received from the Department of Local Government, that they would not be represented due to the distance and transport difficulties from Nowra.

cont'd

F16 Rate Review Working Party - Recommendations (cont'd)

The Working Party met on a weekly basis on four occasions commencing on 27 January 2004. Councillor Ian Ovens, Vice Chairman of the Corporate Services Committee, chaired the meetings.

Apart from the interim recommendation already considered, recommendations were made at the meetings of 17 February and 24 February.

The notes from the meeting of 17 February state:

"A proposal was put forward to implement for the 2004/2005 rating year only, a base amount of \$300 plus an ad valorem rate (instead of the system of a minimum and an ad valorem rate). The vote on this matter was six in favour and four against.

The record of vote is set out below:

<i><u>In Favour</u></i>	<i><u>Against</u></i>
<i>Ray Hackett</i>	<i>Steve Pratt</i>
<i>Barry Barnett</i>	<i>John Hindle</i>
<i>Greg McCourt</i>	<i>Peter Teschner</i>
<i>Phil Miller</i>	<i>Kyme Lavelle</i>
<i>Graeme Ryder</i>	
<i>Ian Hogbin</i>	

It was agreed that Council should further promote, through the media, the availability of Council staff to discuss hardship issues with ratepayers."

The Working Party proposed that the base amount be implemented for 2004/2005 only, as the impact of the proposed revaluation, which would be applicable for 2005/2006, is unknown.

The notes from the meeting of 24 February state:

"A proposal was put forward that Council make a submission to the Department of Local Government and to the annual conference of the Local Government Association, encompassing: -

- 1. Legislative change to permit incremental implementation of new valuations.*
- 2. Legislative change to permit banding of valuation ranges which could have differential rates.*
- 3. Legislative change to permit base amounts to be increased to greater than 50% at the discretion of the Minister for Local Government.*
- 4. Legislative change to remove the requirement that the Farmland rate must be the lowest general purpose rate.*
- 5. Legislative change to free-up the criteria for sub-categorisation (differential rating), which is currently based on centres of population for residential use and centres of activity for business use.*
- 6. The State Government refunding 100% of pensioner rebates instead of the 55% currently provided.*

The above proposal was agreed to unanimously by the working party.

cont'd

F16 Rate Review Working Party - Recommendations (cont'd)

It was also agreed that reference be made in reports and submissions to other States which have the use of the legislative tools mentioned in the above proposal."

The recommendations, included in the proposal from the 24 February, are considered below:

1. *Legislative change to permit incremental implementation of new valuations.*

This recommendation would result in lessening the immediacy of the impact of new valuations. Methods include:

- a. Staged implementation of a new valuation over three years.
- b. Averaging valuations over the most recent two or three valuations.

Both methods mitigate against large changes in any one year on the valuation used for calculating the rates.

This recommendation is supported.

2. *Legislative change to permit banding of valuation ranges which could have differential rates.*

This recommendation would add an additional option for Council to consider in setting its rates. It would enable Council to set different rates dependent on valuation ranges. Rates could be higher or lower as valuation ranges increase.

This is not put forward as being a compulsory rating structure but as being an option for councils to consider.

The recommendation is supported.

3. *Legislative change to permit base amounts to be increased to greater than 50% at the discretion of the Minister for Local Government.*

Councils currently have the option, for general purpose rates, to apply a minimum plus an ad valorem rate or a base amount plus an ad valorem rate. A base amount is the same amount being charged to each property regardless of the property's value. Presently the sum of all the base amounts cannot be more than the amount raised by the ad valorem rate ie, 50% of the total levy for all properties. This change would make possible, with the Minister's approval, greater amounts than 50% to be returned on base amounts, in appropriate circumstances. For example, Council originally wanted to levy the Environmental Levy at a fixed amount for each rateable property but was unable to do so under existing legislation. To take the recommendation to its extreme, a base amount of 100% would result in each property paying the same amount.

The recommendation is supported.

cont'd

F16 Rate Review Working Party - Recommendations (cont'd)

4. *Legislative change to remove the requirement that the Farmland rate must be the lowest general purpose rate.*

With the rapidly increasing coastal valuations, the legislative requirement, for the Farmland rate to be the lowest general purpose rate, can be an impediment to the determination of a fair and equitable rating system. For example, the differential rate proposed for Sawtell had, as a limiting factor, on the rate to be set, the current Farmland Rate. Also, switching to a Base Amount rating system can result in inequitable impacts on rating because of the requirement.

This would be a further option available to councils.

The recommendation is supported.

5. *Legislative change to free up the criteria for sub-categorisation (differential rating), which is currently based on centres of population for residential use and centres of activity for business use.*

The current legislation is particularly restrictive. A centre of population is usually a significant area and may be bigger than the area that a council wishes to apply a differential rate to. Councils may wish to apply differential rates based on usage, localities, land area, valuations, etc.

This would provide greater flexibility for councils in determining their rating structure.

The recommendation is supported

6. *The State Government refunding 100% of pensioner rebates instead of the 55% currently provided.*

This is not a recommendation that necessarily affects rating. If implemented, it would make additional funds available to councils. This could be used to reduce rates or provide additional works and services.

Local Government, as an industry, has in the past, pursued a greater level of State Government contribution without success. It is certainly worth pursuing once again.

Council's total mandatory pensioner abandonments this year to date total \$2,192,000, ignoring the optional Council contribution to domestic waste charges. Council will received a subsidy of \$1,206,000. This leaves \$986,000 currently being met by Council.

In addition Council provides a voluntary rebate of \$354,000 on domestic waste and the Environmental Levy.

Consideration of a Base Amount Rating Structure

The recommendation from the Working Party meeting of 17 February, in respect of the replacement of the current minimum and ad valorem rating structure, requires careful consideration. The proposal is to implement it with the maximum base amount possible, which would be \$300 this year. This proposal was not unanimously supported and was subject to much discussion.

cont'd

F16 Rate Review Working Party - Recommendations (cont'd)

This recommendation has significant impact on ratepayers. There are "winners" and "losers" and for this reason it is likely to be contentious.

Attachments 1 and 2 provide information extracted from the rate file to analyse the impact.

Attachment 1 headed "Impact on Valuation Bands of Applying a \$300 Base Amount with an Ad Valorem Rate" shows the impact on varying valuation bands of levying a base amount of \$300 this year. As can be seen, there are 18,079 ratepayers who pay more and 6,386 ratepayers who pay less, to various degrees. Even in the locality of Sawtell North where the minimum valuation increase was 50% and all properties incurred rate increases to varying degrees, 310 (or 30%) of the 1,077 ratepayers will incur a further increase in their rates.

Shifting to a base amount provides the greatest benefit to the highly valued properties. The properties which pay more to offset this are those in the middle and lower end of property values, particularly those around \$40,000. Attachments 3 and 4 show this in graphical form.

Savings start to accrue for valuations greater than \$75,171, although the savings do not exceed \$100 until valuations reach \$100,000 (11.4% saving).

The maximum increase in rates are paid by ratepayers with valuations around \$39,333, which is where the current minimum applies. They may pay as high as a 41.82% increase, or up to \$143.03.

Attachment 2 headed "Shifts in Rate Variations over 2002/2003 if a Base Amount of \$300 had been used in 2003/2004" looks at the impact of the last revaluation on the rates paid and relates that to the additional impact of the introduction of a base amount of \$300.

The left hand column and the right hand "Total" column show the impact of the new valuations on rates by percentage. The first entry in the left hand column says -40.01 to -70.00 and the right hand column say "7". This means that 7 properties received a reduction in rates of between 40.01% and 70.00% due to the latest revaluation.

The information between these two columns shows what would have happened if a base amount of \$300 plus and ad valorem rate had been used. In respect of the 7 properties referred to:

- 3 would have continued to have a decrease of between 40% and 70%
- 2 would have had a lesser decrease, namely between 30% and 40%, and
- 2 would have had an even less decrease, namely between 20% and 30%

The grey shaded cells mark the same percentile band on each axis. As can be seen, there are "winners" and "losers". 3,566 assessments with increased rates further increased with a \$300 base. 1,715 assessments with increased rates would have reduced rates with a \$300 base.

A definite problem for the \$300 base proposal relates to the Farmland Rate. It was mentioned previously that a recommendation of the Working Party was that the Farmland Rate should not have to be the lowest general purpose rate. This current legislative requirement presents a problem in switching to a \$300 base.

The farmland sector benefited from a considerable rate reduction following the latest revaluation. The sector's general purpose rate income reduced from \$1,042,000 to \$952,000, excluding the 3.6% statutory increase.

cont'd

F16 Rate Review Working Party - Recommendations (cont'd)

Council's current policy is that the Farmland Rate is 80% of the Residential Rate. If that was applied to the ad valorem rate used for Residential in the \$300 base amount scenario, the total rate income from Farmland would drop a further \$200,000.

Ironically, to comply with Section 530 of the Local Government Act and have Farmland have the lowest ad valorem rate, it is not possible to have Farmland produce the same total rates without having a base amount that in fact increases the rates for two thirds of the Farmland properties. The base amount would have to be \$400. This then makes it dearer to be on the Farmland Rate than to be on the Residential Rate.

The concept of a minimum rate and an ad valorem rate continues to be favoured by many councils. It works on the premise that there is a minimum contribution (currently \$342) that a ratepayer should contribute regardless of how low their valuation is and the balance of funds should be derived from the ad valorem rate based on land value.

Although the implementation of a base amount of \$300 would tend to even up rating, particularly reducing the rates of more highly valued land, it comes with a significant impact on many ratepayers.

With a new revaluation proposed for application in 2005/2006, which is expected to be reflective of current valuations, it is expected that there will be a significant change in values. To change the basis of rating, potentially, three years in a row, would likely cause confusion and dissatisfaction from a large number of ratepayers.

The attachments disclose a high level of impact on ratepayers, many of whom would consider themselves disadvantaged by the proposal.

The concept of a minimum rate as opposed to a base amount is supported.

In view of the above reasons, particularly in relation to the impact on low to mid range land and the implications for farmland rating, it is considered that there should not be a base amount rating system implemented in 2004/2005. Instead, Council's rating structure should be reviewed following receipt of the proposed revaluation and in the light of legislation then available, in time for consideration in relation to the 2005/2006 rating year. It should be borne in mind that this report recommends legislative change which would result in a range of other options which would also be available to review and change the rating structure.

Sustainability Assessment:

- **Environment**

There are no perceived current or future environmental impacts.

- **Social**

The recommendations put forward by the Working Party would provide councils with the means to have a greater influence on the impact on ratepayers of rates.

The adoption of the \$300 base amount would have a definite impact on rates paid, with a definite shift from farmland ratepayers to other ratepayers and for lower valued properties to pay greater rates. This would be particularly the case with strata properties, which would include many villas and units.

cont'd

F16 Rate Review Working Party - Recommendations (cont'd)

Any change in rating impacts has the potential to have social impact on ratepayers, dependent on their socio-economic position.

- **Economic**

Broader Economic Implications

There would be no impact on Council's rate income. Council's overall income levels would still be maintained in accordance with rate pegging legislation.

Individual ratepayer's rates would vary dependent on the measure implemented by Council, assuming the Working Party's recommendations are adopted. This has been discussed previously in this report.

Management Plan Implications

If the rates structure is amended, the amendments would need to be included in the Management plan.

Consultation:

The Working Party has considered the issues and made recommendations for Council to consider.

Related Policy and / or Precedents:

Council applies the statutory requirements for rating.

Statutory Requirements:

The Working Party's recommendations, apart from the implementation of Base Amount rating, are to amend statutory requirements.

Issues:

The issues have been covered in the "Description of Item" section.

The legislative changes proposed would provide a greater level of flexibility in Council's rating structure. However, with this would come a potential for greater complexity in the structure.

The \$300 base proposed would provide relief to the most highly rated in the city but at a cost to the remainder of the ratepayers. It also could result in farmland ratepayers paying \$200,000 per annum less which would be picked up by residential and business ratepayers.

Implementation Date / Priority:

The submission to the Department of Local Government and to the annual conference of the Local Government and Shires Association, in respect of the legislative changes and the 100% payment of pensioner rebates by the State Government, would be made as soon as possible, certainly within a month.

Base Amount rating could be applied to rates from 1 July 2004.

cont'd

Recommendation:

- 1. That Council make a submission to the Department of Local Government, encompassing:
 - a) Legislative change to permit incremental implementation of new valuations.**
 - b) Legislative change to permit banding of valuation ranges which could have differential rates.**
 - c) Legislative change to permit base amounts to be increased to greater than 50% at the discretion of the Minister for Local Government.**
 - d) Legislative change to remove the requirement that the Farmland rate must be the lowest general purpose rate.**
 - e) Legislative change to free-up the criteria for sub-categorisation (differential rating), which is currently based on centres of population for residential use and centres of activity for business use.**
 - f) The State Government refunding 100% of pensioner rebates instead of the 55% currently provided.****
- 2. That the submission include references to other States which have the use of such legislative options.**
- 3. That a motion be submitted to the Local Government Association conference, seeking its support for Council's submission to the Department of Local Government.**
- 4. That Council maintain its current rating structure, of a minimum and an ad valorem rate, for 2004/2005.**
- 5. That the rating structure be reviewed for 2005/2006 as this would enable:
 - a) A review of the structure following the impact of the anticipated revaluation with a base date of 1 July 2004.**
 - b) Consideration of the legislative changes made by the State Government following Council's submission.****
- 6. That Council continue to promote, through the media, the availability of Council staff to discuss hardship issues with ratepayers.**

**Col Gregg
Acting Director, Corporate Services**

Attachments:

Attachment 1 Impact on Valuation Bands of Applying a \$300 Base Amount With an Ad Valorem Rate

Valuation Range	Number of Properties	Range of Savings	Range of Increases	Cumulative Number With Savings	Cumulative Number With Increase	Median Value in Range	03/04 Rate as Levied	At Base Amount \$300 \$ Variation	% Variation	Maximum Value in Range as Levied	2003 Rate as Levied	At Base Amount \$300 \$ Variation	% Variation
0 - 5,000	194	\$42.00 - \$0.00		194		6,664	\$342.00	\$331.55	-3.11%	8,930	\$342.00	\$342.01	\$0.01
5,001 - 10,000	1,543		\$0.00 - \$62.08		1,843	7,430	\$342.00	\$372.44	9.50%	20,000	\$342.00	\$354.68	\$12.68
10,001 - 15,000	1,380		\$52.08 - \$75.51		3,223	22,075	\$342.00	\$438.87	26.87%	25,000	\$342.00	\$477.81	\$35.81
15,001 - 20,000	1,031		\$75.51 - \$83.13		4,254	27,401	\$342.00	\$428.30	25.41%	30,000	\$342.00	\$440.45	\$12.15
20,001 - 25,000	1,817		\$83.13 - \$122.65		6,071	35,000	\$342.00	\$465.24	33.11%	35,000	\$342.00	\$484.85	\$42.85
25,001 - 30,000	2,018		\$122.65 - \$170.73		8,089	38,900	\$342.00	\$473.58	38.47%	38,900	\$342.00	\$486.29	\$13.71
30,001 - 35,000	2,312		\$170.73 - \$225.24		10,401	42,400	\$342.00	\$459.45	35.48%	45,000	\$342.00	\$511.89	\$172.89
35,001 - 40,000	2,548		\$225.24 - \$300.00		12,949	47,500	\$433.01	\$523.45	20.74%	50,000	\$433.01	\$559.21	\$100.26
40,001 - 45,000	2,310		\$300.00 - \$400.51		15,259	53,200	\$492.57	\$550.28	10.97%	55,000	\$492.57	\$555.73	\$63.46
45,001 - 50,000	1,930		\$400.51 - \$500.66		17,189	57,500	\$498.22	\$568.85	14.32%	60,000	\$498.22	\$582.23	\$83.41
50,001 - 55,000	2,803		\$500.66 - \$600.84		20,000	64,500	\$593.83	\$603.42	1.66%	70,000	\$593.83	\$606.29	\$22.46
55,001 - 60,000	789		\$600.84 - \$0.00		20,789	72,500	\$601.28	\$641.82	7.33%	75,000	\$601.28	\$653.01	\$51.73
60,001 - 65,000	534		\$0.00 - \$10.28		21,323	77,500	\$677.54	\$688.48	1.63%	80,000	\$677.54	\$693.34	\$55.80
65,001 - 70,000	1,078		\$10.28 - \$50.17		22,401	84,700	\$746.47	\$699.45	-8.98%	80,000	\$746.47	\$722.85	\$23.62
70,001 - 75,000	845		\$50.17 - \$99.05		23,246	86,400	\$829.50	\$746.75	-9.74%	100,000	\$829.50	\$773.42	\$26.92
75,001 - 80,000	1,093		\$99.05 - \$175.80		24,339	110,000	\$858.46	\$817.48	-4.76%	100,000	\$858.46	\$861.80	\$33.34
80,001 - 85,000	1,161		\$175.80 - \$238.82		25,500	133,000	\$1,158.44	\$825.88	-29.36%	100,000	\$1,158.44	\$1,001.63	\$156.81
85,001 - 90,000	787		\$238.82 - \$488.19		26,287	160,000	\$1,489.16	\$1,085.27	-26.46%	200,000	\$1,489.16	\$1,240.84	\$248.32
90,001 - 95,000	243		\$488.19 - \$627.70		26,530	210,000	\$1,889.43	\$1,311.40	-29.65%	240,000	\$1,889.43	\$1,475.25	\$414.18
95,001 - 100,000	122		\$627.70 - \$997.24		26,652	270,000	\$2,307.05	\$1,270.13	-45.22%	300,000	\$2,307.05	\$1,711.25	\$595.80
100,001 - 105,000	182		\$997.24 - \$1,665.40		26,834	368,000	\$3,203.46	\$1,723.51	-46.45%	500,000	\$3,203.46	\$2,347.50	\$855.96
105,001 - 110,000	90		\$1,665.40 - \$3,982.80		26,924	378,000	\$3,324.79	\$1,910.09	-42.04%	1,000,000	\$3,324.79	\$2,524.20	\$800.59
110,001 - 115,000	11		\$3,982.80 - \$11,872.40		26,935	1,000,000	\$14,781.50	\$8,207.11	-44.67%	5,000,000	\$14,781.50	\$10,412.80	\$4,368.70
					24,465								

Attachment 2

Shifts in Rate Variations From 2002/2003 if a Base Amount of \$300 Had Been Used In 2003/2004

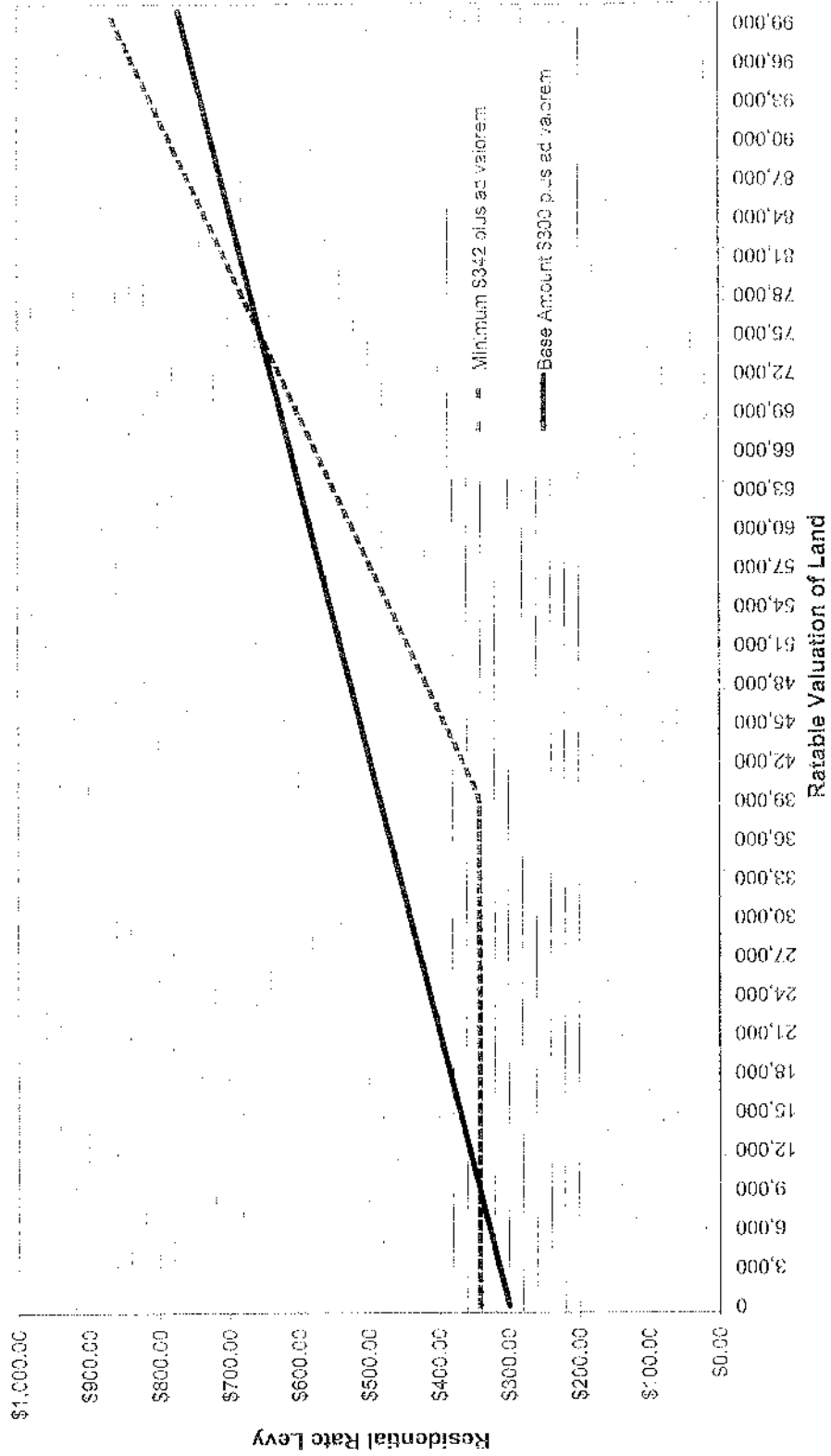
(shown as number of properties in each percentage band)

	% Variation if \$300 Base Amount Had Been Used For 03/04 and Actual 02/03 Rates																Total
	-40.01 to -70.00	-30.01 to -40.00	-20.01 to -30.00	-10.01 to -20.00	-5.01 to -10.00	-0.01 to -5.00	0.01 to 5.00	5.01 to 10.00	10.01 to 20.00	20.01 to 29.99	30.00 to 39.99	40.00 to 49.99	50.00 to 59.99	60.00 to 69.99	70.00 to 79.99	80.00 to 100% and over	
-40.01 to -70.00	3	2	2														7
-30.01 to -40.00		3	2	4	7	1											17
-20.01 to -30.00			7	18	44	15	6	14	16	12	2						131
-10.01 to -20.00			15	105	248	262	72	127	99	188	199	37					1,373
-5.01 to -10.00			5	77	222	340	218	176	152	358	317	1170	143				3,674
+0.01 to +5.00			1	43	142	236	184	372	409	967	568	770	378				4,405
0.00 to 0.03			36	206	326	176	125	57	151	574	493	460	273				2,817
0.04 to 0.04						1	15	65	87	519	1248	1882	1838	421			8,176
0.05 to 0.09			1	12	129	354	151	155	67	158	262	270	33	122	5		1,667
1.00 to 19.99			9	63	205	96	83	66	77	199	165	189	214	127			1,452
20.00 to 29.99			2	30	56	45	14	11	35	62	48	66	37	60	6		475
30.00 to 39.99				6	47	54	37	21	55	64	59	48	34	49	69		558
40.00 to 49.99					8	16	12	4	2	5	10	18	1	8	51		137
50.00 to 59.99					1	3	14	6	37	126	213	139	137	29	51		779
60.00 to 69.99					2	1	3	3	13	32	15	8	16	7	38	12	150
70.00 to 79.99									1	12	7	5	2	3	2	6	42
80.00 to 89.99											3	2	2	3	3	2	21
100% and over																	

% Variation Between 03/04 and 02/03 Rates - Minimum \$342 and ad valorem

Attachment 3

Impact of Introducing a Base Amount of \$300 for Residential Rates - Properties Valued from \$0 to \$100,000



Attachment 4

Impact of Introducing a Base Amount of \$300 for Residential Rates - Properties Valued from \$200K to \$3M

