

Minutes for this meeting will be confirmed at the Planning, Environment & Development Committee Meeting to be held in the Council Chambers, Council Administration Building, on 21 April 2005 commencing 5pm.



**COFFS HARBOUR CITY COUNCIL**  
**ORDINARY MEETING**  
**(CITY BUSINESS UNITS COMMITTEE)**  
**COUNCIL CHAMBERS**  
**COUNCIL ADMINISTRATION BUILDING**  
**COFF AND CASTLE STREETS, COFFS HARBOUR**  
**7 APRIL 2005**  
**Commencing At 5.00PM**

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**COFFS HARBOUR CITY COUNCIL**  
**ORDINARY MEETING**  
**(CITY BUSINESS UNITS COMMITTEE)**  
**7 APRIL 2005**

Mayor and Councillors

**CITY BUSINESS UNITS DEPARTMENT REPORTS**

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**B6 ACQUISITION OF CROWN LAND (WINDBREAKS) AT KORORA BASIN**

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**Purpose:**

For Council to consider the acquisition of Crown land defined as Windbreaks to facilitate access and orderly development within the Korora Rural Residential area situated on the western side of Pacific Highway.

**Description of Item:**

The Korora Rural Residential Development Control Plan was prepared and adopted by Council on 21 August 2003 and came into force on 27 February 2004 by gazettal of Local Environmental Plan No 3. The plan permits in certain situations subdivisions of land to allow for rural residential development. A large number of properties in the Korora Basin currently obtain access via a network of Crown land parcels which are defined as Windbreaks. The Windbreaks are not public road under the Roads Act 1993 and as such do not provide legal road access and the statutory rights which go with this, to many of the properties adjoining them. Subdivision of such properties will create further issues given that new properties must have legal access before formal planning approval can be granted.

Council and the Department of Lands have had numerous meetings in recent years to resolve the above problems and to rationalize land matters in the Korora Basin. The outcome of the meetings has been an agreement for Council to proceed with the acquisition of the Crown land parcels, including the Windbreaks shown on the attached plan. A larger scale plan of the area will be available for viewing at the meeting. Due to the status of the land Council will need to acquire the land by Compulsory Acquisition under the provisions of the Land Acquisition (Just Terms Compensation) Act 1991.

The Crown has agreed to transfer the land to Council under this process and has provided a letter of concurrence to Council to allow this matter to proceed. The Crown has also confirmed that it will waive all rights to compensation on the basis that Council is responsible for all costs associated with the acquisition, including the preparation and registration of the plan of survey.

**cont'd**

## **B6 Acquisition Of Crown Land (Windbreaks) At Korora Basin (cont'd)**

The Crown also advise that part of the Windbreak west of Lot 52 DP 1014203 is currently held by David Henry and Maureen Hammond under Permissive Occupancy 86440 for grazing. As holder of the occupancy they may have an interest in the land in terms of Part 2 and 3 of the Land Acquisition (Just Terms Compensation) Act 1991. It is anticipated that this interest in terms of compensation would be minimal and insignificant.

### **Sustainability Assessment:**

- **Environment**

There will be no impact upon the environment as a result of this process which will simply involve the transfer of the land from the Crown to the Council as public road. Any works on the road will be subject to environmental assessments both with regard to Council works and private development applications.

- **Social**

There will be no social implication as a result of this process.

- **Economic**

#### **Broader Economic Implications**

The transfer and rationalization of these lands as public road will facilitate the orderly development of this area in line with the Development Control Plan. The transfer will also correct a number of access issues which currently exist by providing legal access to all properties in the defined area.

#### **Management Plan Implications**

The major costs associated with the matter will be for survey preparation and plan registration, estimated to cost \$32,000. As the whole of the Valley will benefit it is proposed that the Section 94 Plan be amended to allow this money to be recouped as the Valley develops. Council will need to forward fund the cost.

### **Consultation:**

Both Council's engineers and planners have been involved with the process and have both attended and had input into meetings held between the Department of Lands and Council. They concur with the proposal.

### **Issues:**

Without the transfer of the land to Council and its subsequent dedication as public road the development of the Rural Residential area of Korora in line with the DCP would not be achievable due to legal access issues.

**cont'd**

## **B6 Acquisition Of Crown Land (Windbreaks) At Korora Basin (cont'd)**

Another issue is that of Council's responsibility for maintenance of existing roads in the Basin, that it will inherit with transfer of ownership from the Crown. It is intended that Council will only continue to maintain those roads that it does at present. All other roads will be added to the unmaintained road register. Therefore there will be no significant increase in maintenance costs. If in the future roads are upgraded to Council standard as part of subdivision development, then Council would take over maintenance at that time..

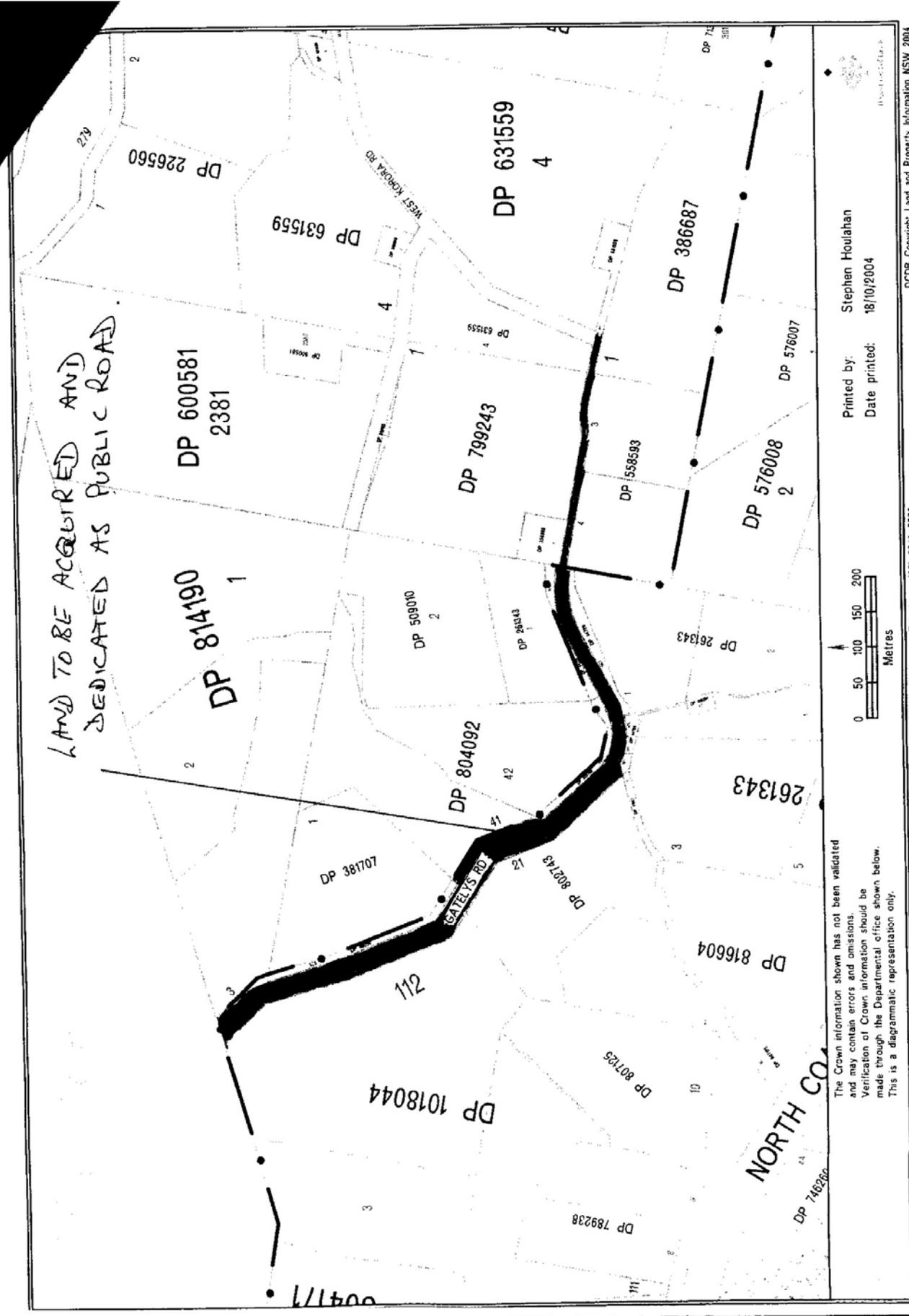
### **Implementation Date / Priority:**

The matter will be actioned immediately however the compulsory acquisition process is long and completion is anticipated within 9 months – 12 months.

### **Recommendation:**

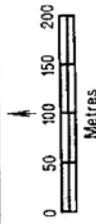
- 1. That Council proceed with the acquisition and dedication as public road, all lands shown in the plan attached to this report on the terms contained within this report.**
- 2. That Council make the necessary application to the Minister for Local Government to gain the approval of both the Minister and the Governor to the acquisition of the lands referred to in this report using the provisions of the Land Acquisition (Just Terms Compensation) Act, 1991.**
- 3. That the Section 94 Contributions Plan for the Korora Rural Residential Area be amended to include a recoupment of the cost of surveying and dedicating land to provide legal access to all properties in the area.**
- 4. That existing roads in Korora Basin which are not presently maintained by Council, and come under Council's ownership and control by the carrying out of this resolution, be added to the unmaintained roads register.**
- 5. The Council execute under Seal all required documents in conjunction with this matter.**





LAND TO BE ACQUIRED AND DEDICATED AS PUBLIC ROAD.

Printed by: Stephen Houlihan  
Date printed: 18/10/2004



The Crown information shown has not been validated and may contain errors and omissions. Verification of Crown information should be made through the Departmental office shown below. This is a diagrammatic representation only.

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**B7 ACQUISITION OF LAND FOR ROAD WIDENING PURPOSES - 10 BRAY STREET  
COFFS HARBOUR**

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**Purpose:**

Report seeking Council approval for the acquisition of land at Coffs Harbour for road widening purposes.

**Description of Item:**

Council has recently held discussions with business owners in the Bray Street complex with the intention to improving traffic flows associated with the development particularly in regard to ingress and egress to Bray Street and the Pacific Highway.

As a result of these discussions a plan has been formulated to construct a new lane along Bray Street adjoining the complex between the current driveway entrance and the Pacific Highway.

To facilitate the construction of the new entrance to the complex, a small section of land needs to be acquired from a property at 10 Bray Street being Lot E DP 22953. This section of land is approximately 27.9 square metres in area and is zoned Residential 2A under Coffs Harbour LEP 2000. The existing lot from which the land will be acquired is undeveloped and comprises a vacant site.

A plan showing the area of land required for acquisition is attached to this report.

The owner of the land is Heather Way Pty Limited and the director of the company, Mr David Cox, has agreed to Council acquiring the land on the following terms:

1. Compensation of \$8,500 exclusive of GST being paid to the owner.
2. Council paying all costs associated with the matter including legals, registration and survey fees.
3. The land acquired by Council being dedicated as Public Road under the Roads Act 1993.

**Sustainability Assessment:****• Environment**

The land comprises a grassed area with no other vegetation present. The purchase of the land and its subsequent dedication as road will have minimal environmental impact.

**• Social**

The acquisition of the land will facilitate the construction of a new entrance which will assist with access to and from the Bray Street Complex.

**• Economic****Broader Economic Implications**

The improvement to the intersection will improve access to and from the site which should in turn benefit business owners within the Bray Street Complex.

**cont'd**

**B7 Acquisition Of Land For Road Widening Purposes - 10 Bray Street Coffs Harbour (cont'd)**

**Management Plan Implications**

The costs to Council of the land acquisition will be in the vicinity of \$13,000. It is intended to fund this amount from the budget allocated for the Bray Street widening work in the 2004/2005 Management Plan.

**Issues:**

Without the acquisition of this land the widening work and the new entrance cannot be constructed as designed. The proposed layout for this work is considered to be the most functional and cost effective option.

As previously reported to Council, the work will be subject to a Memorandum of Understanding with the Bray Street traders on cost sharing for the work and traffic management works within the complex. While at the time of writing this report, the Memorandum of Understanding has not been committed to by the traders, the land acquisition should proceed to allow construction to occur on establishment of the Memorandum of Understanding, or at a later date if required.

**Implementation Date / Priority:**

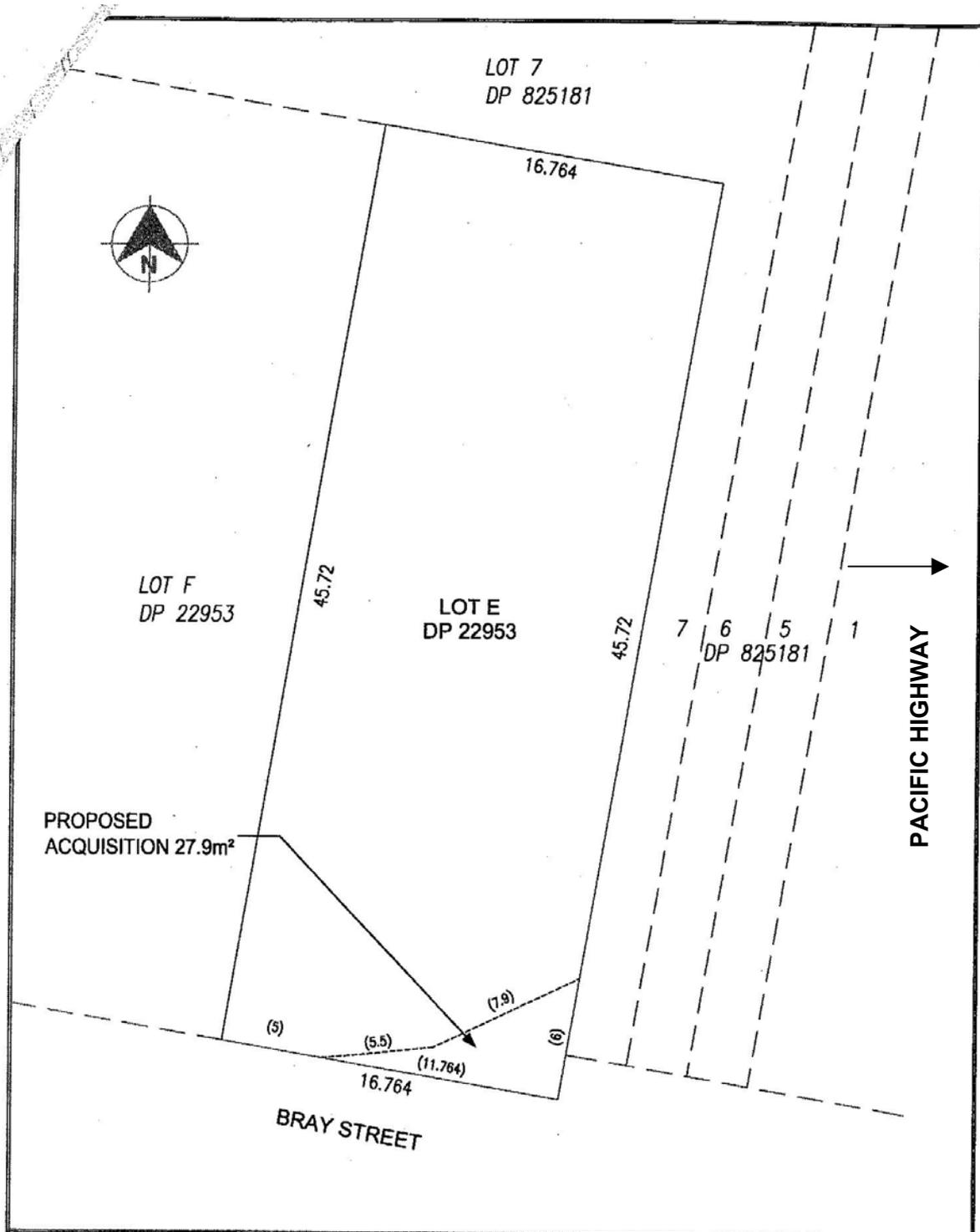
The matter will be actioned immediately following Council's resolution.

**Recommendation:**

- 1. That Council proceed with acquisition of the land shown on the plan attached to this report being part of Lot E DP 22953 on the terms contained within this report.**
- 2. That all necessary documents be executed under the Common Seal of Council.**

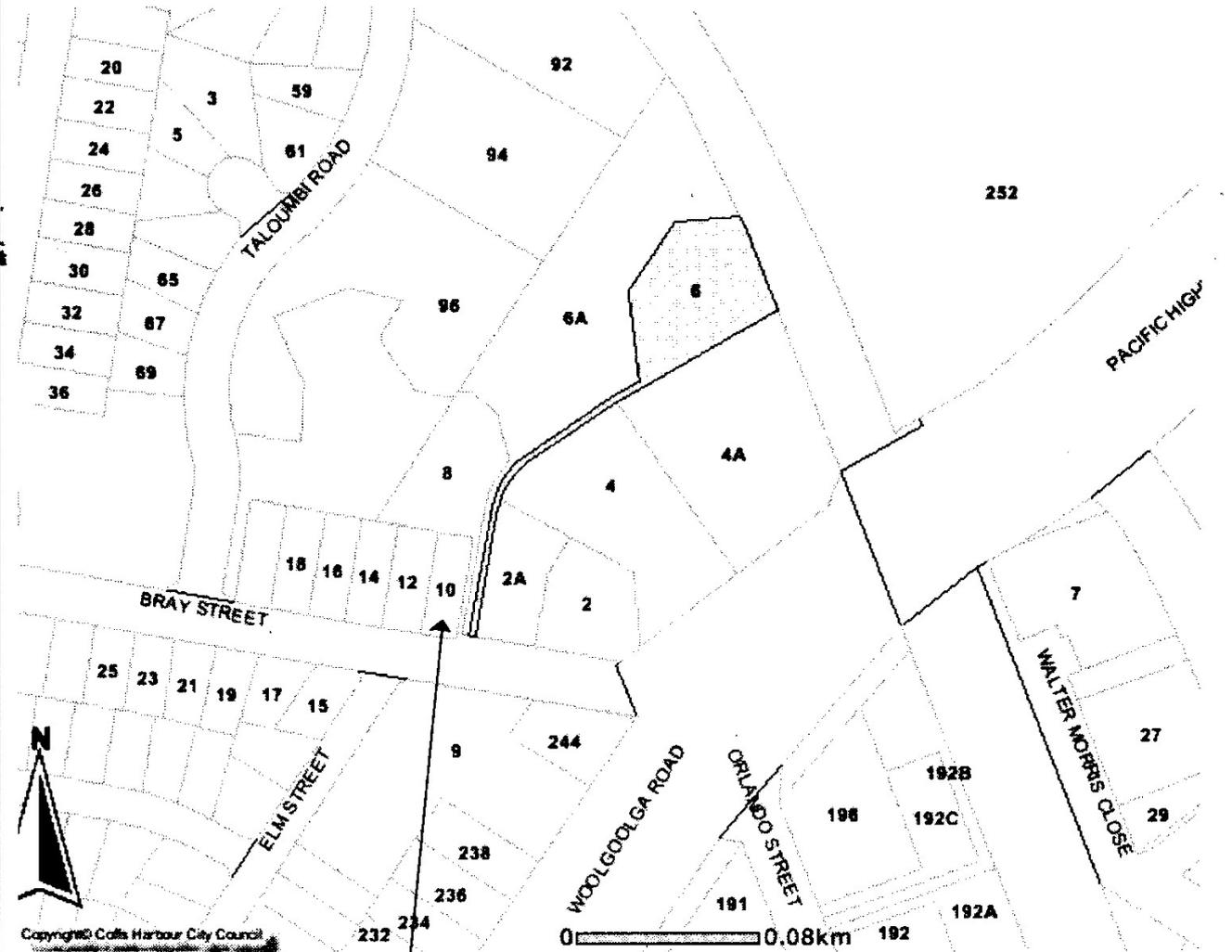
Attachments:

SITE PLAN



 <p><b>COFFS HARBOUR CITY COUNCIL</b> CITY SERVICES Locked Bag 155 Coffs Harbour NSW 2450 Phone (02) 66484000 Fax (02) 66484477 www.chcc.nsw.gov.au email-coffs.council@chcc.nsw.gov.au</p>	SCALE: 1:250	BRAY STREET PROPOSED RESUMPTION LOT E DP 22953		
	DATE: 20.12.04			
	DESIGN: REF	DESIGN MANAGER	DATE	PLAN No. 2040605
	DRAWN: REF			

# LOCATION PLAN



Proposed acquisition Part No 10 Bray Street

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**B8 AIRPORT PASSENGER TERMINAL CAR PARK EXTENSION**

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**Purpose:**

The purpose of this report is to seek a variation in the airport budget to allow for the expansion of car parking in the Regular Passenger Transport (RPT) area of the facility.

**Description of Item:**

Currently in the Regular Passenger Transport (RPT) area of the airport there are approximately 307 marked parking spaces. The main car park holds 202 cars, the privately run Coffs Airport Security Carpark holds 95 cars and there are approximately a further 10 spaces in the paved area near Coffs Coast Jet Centre.

During peak periods there are insufficient spaces to meet demand. This occurs when Virgin Blue services clash with each other or when they clash with Qantas services. For example on a Saturday afternoon when Virgin Blue have both the Sydney and Melbourne services on the ground, sometimes coinciding with a Qantas service, there is the equivalent of 298 passenger seats available for both the inbound and outbound flights. With a 70% load factor (common) this is the equivalent of 417 passengers at the airport without any meeters and greeters.

Given the car park is half-full as a minimum this equates to a short fall of around 60 spaces as the best-case scenario. This is evidenced, any time Virgin and Qantas flights coincide, with the number of cars seen parked on the grass verges and adjacent lawns. The situation will only become worse as the airport is presently experiencing a 10% annual growth rate and has steadily done so for the past eight months. Both December 2004 and January 2005 were record months for the airport.

**Sustainability Assessment:**

- **Environment**

It is intended to recommend that Council provide approximately an additional 150 sealed car spaces. It will be recommended that these be provided in two locations. Both sites consist of open grassed fields maintained by Council and neither site was identified in the 1998 Airport EIS as having any heritage or habitat value.

Although no quantitative analysis has been done it is reasonable to postulate that the energy used in creating these car parks will be offset by the decrease in energy use over future years by cars cruising around the airport looking for a parking spot.

- **Social**

The major social benefit of providing additional parking spaces is one of convenience for airport users. More vehicles will be housed on hardstand areas making it more convenient for passengers using wheeled luggage or baggage trolleys to access the terminal. Hardstand parking is also much more convenient during periods of prolonged rain where muddy surfaces and an increased risk of bogged motor vehicles becomes an issue.

cont'd

## **B8 Airport Passenger Terminal Car Park Extension (cont'd)**

- **Economic**

### **Broader Economic Implications**

It has been previously recognised that the airport is an important asset for the region. Good quality and reliable air services are vital for regional Australia. The airport is just one link in the chain of infrastructure that goes to make up the air transport system. If one link in the chain fails or is substandard it affects the whole chain making the service less convenient and/or less reliable.

The gradual improvement of the airport infrastructure, such as expanding the car park, is just part of the natural progression of expanding the facility to meet demand. The comforting aspect of the airport is that it is self-sufficient so that any expansion is paid for by those who directly benefit from it.

### **Management Plan Implications**

The estimated value of this work is \$200,000. It is intended to recommend that this be drawn from the airport reserve which currently sits at \$408,000. There will be no implications for the Management Plan if these funds are drawn from the airport reserve. Further there are no implications for the airport forward financial plan (FFP) as this work has been taken into account in the airport business plan and when formulating the FFP.

The smaller car park is being provided to store car rental vehicles and with space being leased to the operators at commercial rates. The lease rate will be dependant on the level of security required by the car rental operators. That is it will be dependant on whether they require fencing, lighting or any electronic security coverage. This is presently being negotiated with those operators.

The larger car park is for the general public. It is timely to revisit the concept of paid parking for the airport. It will be considered in terms of infrastructure and management costs involved with paid parking and price sensitivity of the market. A benchmarking exercise will be undertaken with other east coast regional airports.

### **Consultation:**

In writing this report the following entities have been consulted:

Airport Focus Group;  
Rental car company tenants; and  
The proprietor of the Coffs Airport Security Carpark.

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

The expansion of car parking within the RPT Area of the airport is consistent with the Airport Master Plan. The location proposed for both car parks is within the areas identified for car parking within that plan.

### **Statutory Requirements:**

There are no statutory requirements that directly relate to this matter.

**cont'd**

## **B8 Airport Passenger Terminal Car Park Extension (cont'd)**

### **Issues:**

The recommendation to expand the car park in the RPT area of the Airport has come about as a result of unprecedented growth in passenger throughput. The airport has made a very healthy recovery from the slump that occurred directly after the Ansett collapse. Although that growth was strong it was predicted to taper off during 2004/05 to around 2% or 3%. However, growth has continued to be strong and has been at a steady 10% for the past eight months.

At anytime when there is a Virgin Blue aircraft on the ground car parking is at a premium. There are always cars parked on verges and on adjacent lawns. Many of these leave after the aircraft departs but some remain until their owners return on another flight.

The advantages in having the additional parking includes: providing a more ordered environment within the car park during peak periods; preventing boggy areas during periods of prolonged rain; providing a more convenient service to our customers; creating the impression of a high standard facility and preventing our facility from being the "weakest link" within this transport chain.

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

Preliminary designs have been completed and detailed estimates are being finalised. Upon approval the work can commence either using Council's construction resources or by sub-contract supervised by airport operational staff. No contracted component of the project will exceed \$100,000. All aspects of the work such as the supply of gravel, bituminous sealing and plant hire are covered by existing supply contracts.

### **Recommendation:**

**That a maximum of \$200,000 be allocated from the airport reserve to fund the construction of two sealed car parks with construction to commence as soon as possible.**

Pat Littler  
Director of City Business Units

Attachments:

Attachments:

