



COFFS HARBOUR CITY COUNCIL

ORDINARY MEETING

(CITY SERVICES COMMITTEE)

COUNCIL CHAMBER

COUNCIL ADMINISTRATION BUILDING

COFF AND CASTLE STREETS, COFFS HARBOUR

19 MAY 2005

**Commencing at the conclusion of
Planning, Environment and Development Committee**

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CONFIDENTIAL ITEMS

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

A portion of these reports is confidential for the reason of Section 10A (2):

(d) commercial information of a confidential nature that would, if disclosed:

- (i) prejudice the commercial position of the person who supplied it, or
- (ii) confer a commercial advantage on a competitor of the council, or
- (iii) reveal a trade secret.

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

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COFFS HARBOUR CITY COUNCIL

ORDINARY MEETING

(CITY SERVICES COMMITTEE)

19 MAY 2005

Mayor and Councillors

GENERAL MANAGER'S REPORT

5 ECONOMIC DEVELOPMENT MANAGER'S REPORT

Purpose:

This report provides Council with an update on the projects being undertaken by the Economic Development Unit since the appointment of the new Manager in late September 2004.

Description of Item:

The Economic Development Unit (EDU) has been formed and undertakes the following roles:

- undertake and manage economic strategic planning for the City;
- facilitate economic development activities (including community economic development and industry development activities);
- provide advice and referrals to business;
- project coordination;
- investment attraction (residential, commercial and business);
- coordinate and distribute statistical and general information;
- facilitate information and communication between Council, the community, industry organisations, government departments and agencies, advisory committees and other relevant stakeholders.

A full review has been undertaken and a plan of action has been put in place.

Sustainability Assessment:

• **Environment**

Each project of the Unit includes an environmental assessment.

cont'd

5 Economic Development Manager's Report (cont'd)

- **Social**

The projects of the unit will of necessity have impacts on the social wellbeing of the community through employment and growth.

- **Economic**

Broader Economic Implications

All of the projects that the Unit is engaged in are in line with the Council's Strategic Directions and are aimed at achieving economic growth for the City of Coffs Harbour.

Management Plan Implications

The projects discussed in the Attachment have resulted in a fully allocated budget for 2004/05.

Consultation:

Consultation plans are developed for each project, to ensure that stakeholders are identified and engaged in each project.

Related Policy and / or Precedents:

Economic Development Strategy 2003 is the basis for the work of this unit.

Statutory Requirements:

Each project undertaken meets the legislative requirements of the Local Government Act.

Issues:

The attached progress report identifies issues being faced by the Unit to date and new projects commenced.

Implementation Date / Priority:

The projects listed are ongoing.

Recommendation:

That the Report by the Economic Development Unit on progress to date be noted acknowledging the importance of projects listed in the Attachment in meeting its Economic Development strategies.

Attachment:

ECONOMIC DEVELOPMENT UNIT PROJECTS

COFFS HARBOUR FUTURE DEVELOPMENT BOARD (FUTURES)

Futures continues to meet on a monthly basis to provide input into issues of strategic importance in relation to economic growth.

During the past six months, Futures has also met with representatives from the Chamber of Commerce (Woolgoolga, Coffs Harbour and Sawtell); along with staff involved in programs that are a function of achieving economic growth.

ECONOMIC DEVELOPMENT PLAN

During the past six months, in conjunction with the Futures, the Economic Development Plan has been under review.

The exercise has included undertaking a thorough scan of the City, developing a revised vision and identifying projects that will have a significant impact on the economic growth of the City.

Before presentation to Council, the plan will be aligned with Council's Strategic Directions, and priorities to outcomes and projects will be assigned by Board members.

The plan is near finalisation and will presented to Council shortly.

Some of the projects included in the plan are the production of a business newsletter, improved promotion of the City as an investment destination and supporting the development of industry development activities.

ARTS AND CULTURAL DEVELOPMENT PROJECT

The Creative Industries has been identified as an industry of the future that may have the potential to generate significant employment and export earnings for the City of Coffs Harbour.

The industry could be described as infant in stature, even though there are some long-term and highly successful participants residing in Coffs Harbour.

For the City to establish a competitive advantage with this industry sector, Council needs to develop a strategy that sets the foundation for growth, and must define the role that it wishes to play within the implementation of the strategy.

In the past, the role of the Council with regard to Arts and Cultural Development has been focused on achieving social outcomes, and industry development opportunities have not been well fostered.

The development of a revised Arts and Cultural Development Strategy provides a real opportunity for Council to establish a whole of community approach to the structured development of this industry sector.

Aim of the Arts and Cultural Development Strategy

The Council has both social and economic reasons for investigating further development of the arts and cultural sector in the Coffs Harbour community. Essentially, development of the sector by Council should lead to the following outcomes for all community members:

1. enhanced livability;
2. increased employment opportunities;
3. appropriate facilities that match community needs and facilitate industry development.

Project Progress

The Council has established a project management team that consists of the Manager, Community Services, the Cultural Development Officer, the Administration Officer (EDU) and the Economic Development Officer.

The project has commenced by:

1. establishing a project review team, which consists of representatives from the Council, the Arts and Cultural Development Committee, Futures, and key stakeholders, involved in Creative Industry throughout the City;
2. beginning an audit; and
3. developing a project brief which clearly defines the outcomes expected by the project.

Shortly expressions of interest will be called from suitable firms to carry out the main body of work associated with the project.

HARBOURSIDE PROJECT

The Harbourside Project continues to progress at a rapid rate. A separate project update has been circulated to Councillors.

INVESTMENT ATTRACTION

Marketing Plan

Futures are seeking to develop a Marketing Plan that supports the Economic Development Strategy:

- to achieve economic growth;
- by building on confidence in the existing and potential market place;
- utilising existing structures and functions ie: Futures & Council (Economic Development Unit).

The Board has agreed that to move forward the Council needs to:

- re-develop the Marketing Plan to meet above 'end result';
- establish new corporate identity / branding for Futures and Investment Attraction (the Economic Development Unit);
- commission Investment Folders with new branding.

IMMEDIATE WORK

Graphic Design

Coffs Harbour Futures Development Board and the Economic Development Unit (including Streets Ahead) will produce, over time, a wide range of publications, advertisements and display materials.

The range of publications includes:

- the economic development plan;
- investment folders;
- fact sheets;
- investment advertisements;
- event publications;
- community advertisements.

To date, the materials have all been produced in isolation, rather than as a suite of related publications.

The benefits of working with a single firm is that it will enable us to establish a brand presence, and achieve consistency across the production material.

Commission of Investment Folders

Council has run out of investment folders, and are currently using the Coffs Coast tourism folders to send out information.

It is recommended that Council commission the development of new investment material, as soon as the graphic design consultancy is in place.

Country Week -

Nathan Marketing has put together an initial project plan for the Council's participation in Country Week.

Streets Ahead staff are now playing a significant role in delivering this project.

Additionally, it is intended to use "It's all about me Marketing and Events" company to seek sponsorship, the main offer of recompense being profiled in a "coffee table" magazine that profiles the City and some of our outstanding firms.

New Resident Welcome Evenings

The Council has received a proposal to support a new arrivals welcome function. A separate report will be circulated to Councillors.

Retail Skills/Business Development Training

In December 2003, the Council received a \$20,000 grant from the Department of State and Regional Development (DSRD) to conduct a business skills development program, throughout the Coffs Coast.

As a part of the program, in conjunction with DSRD, the Council has organised and supported a program aimed at the retail sector by running a series of short seminars. The response from the business sector in Coffs Harbour has been encouraging with attendance at the three seminars conducted to date being 50, 80 and 40 people.

Workshop 4 is scheduled for 18 May 2005. It will focus on Tricks of the Trade for Retailers, and currently the registration number is 60.

Feedback from attendees has remained positive.

As part of the program, Council has also sponsored business planning workshops for the ITC Cluster members, and vehicle manufacturing in Nambucca. The ITC workshops had a very low participation (two), whilst Nambucca had seven operators participate. The Coffs Coast EDO network has agreed that we will seek expressions of interest before running these courses again.

A funding application to the ACC to support tourism yield management workshops is also being developed, as part of this program.

In addition, a list of courses has been added to the feedback sheet to ascertain interest in other courses. The results of the feedback are currently being compiled.

CITY SERVICES DEPARTMENT REPORTS

S22 TRAFFIC COMMITTEE MEETING NO. 2/2005

Purpose:

To confirm minutes from the Traffic Committee held on 5 May 2005.

Recommendation:

T.21 – West High Street / Moonee Street / Grafton Street, Coffs Harbour - Traffic Flow (R.509970 / R.505330 / R.504640)

That no action be taken to change the traffic flow in West High Street / Moonee Street / Grafton Street, Coffs Harbour.

T.22 – Pearce Drive / Griffith Avenue, Coffs Harbour - Linemarking (R.504700 / R.504680)

That no action be taken to install 'Stop' signs at intersections of Pearce Drive / Griffith Avenue and Donn-Patterson Drive / Griffith Avenue, Coffs Harbour.

T.23 – MacCues Road, Moonee - Road Signage (R.506780)

That advisory signposting such as 'No Through Road' curve warning signs and 25km/h speed advisory signs be installed in MacCues Road, Moonee.

T.24 – Harbour Drive, Coffs Harbour (Harbour Drive)

That the existing Bus Zone in Harbour Drive, Coffs Harbour, adjacent Coffs Harbour High School be changed to a timed Bus Zone during the hours 8.00am - 9.30am and 2.30pm - 4.00pm, as per Plan T.24.

T.25 – Simon Street / Matthews Parade, Corindi

That 'Stop' signs be installed at the intersection of Simon Street and Matthews Parade, Corindi, as per Plan T.25.

T.26 – Vernon Street, Coffs Harbour - 'Loading Zone' (R.504180 [1119052])

That no action be taken to install a 'Loading Zone' in Vernon Street, Coffs Harbour, adjacent the Uniting Church.

T.27 – Pacific Highway, Coffs Harbour - 'Loading Zone' (R.511410 [1102897])

That no action be taken to install a disabled parking bay on Pacific Highway, Coffs Harbour, adjacent the new Department of Ageing, Disability & Home Care (ex ETC building).

Attachments:

**COFFS HARBOUR CITY COUNCIL
TRAFFIC COMMITTEE MINUTES 2/2005
5 MAY 2005 - 10.30AM**

Present: Councillor Bill Palmer, Coffs Harbour City Council
Chief Inspector Gil Parriott, Coffs Harbour Police
Sgt Brian Hughes, Coffs Harbour Police
Graham Carthew, Roads and Traffic Authority
Leisa Sedger, Roads and Traffic Authority
George Stulle, Coffs Harbour City Council
Peter Kitching, Coffs Harbour City Council
Anne Shearer, Coffs Harbour City Council

Apologies: Jenny Tooth, Ryans Bus Company

Minute Taker: Ann Graham

T.21 – West High Street / Moonee Street / Grafton Street, Coffs Harbour - Traffic Flow
(R.509970 / R.505330 / R.504640)

Consideration to a request to review the current traffic flow in West High Street / Moonee Street / Grafton Street 'triangle' as congestion appears to be caused by traffic waiting to turn right from West High Street into Grafton Street.

Recommended: that no action be taken to change the traffic flow in West High Street / Moonee Street / Grafton Street, Coffs Harbour.

Reason: Intermittent traffic congestion at the Pacific Highway / West High Street intersection was identified as likely to occur on implementation of the CBD street revitalisation works. The congestion causes minor inconvenience at peak times only.

T.22 – Pearce Drive / Griffith Avenue, Coffs Harbour - Linemarking (R.504700 / R.504680)

Consideration to a request for linemarking in Pearce Drive and Griffith Avenue, Coffs Harbour, and also for 'Stop' signs at intersection of Pearce Drive / Griffith Avenue and Donn-Patterson Drive / Griffith Avenue.

Recommended: that no action be taken to install 'Stop' signs at intersections of Pearce Drive / Griffith Avenue and Donn-Patterson Drive / Griffith Avenue, Coffs Harbour.

Reason: The intersections are standard T-intersections with adequate sight distance and do not warrant 'Stop' signs.

T.23 – MacCues Road, Moonee - Road Signage (R.506780)

Consideration to appropriate road signage to be placed on both eastern and western ends of MacCues Road, Moonee, as well as on blind corners to control speed of traffic and to advise motorists to drive carefully.

Recommended: that advisory signposting such as 'No Through Road' curve warning signs and 25km/h speed advisory signs be installed in MacCues Road, Moonee.

T.24 – Harbour Drive, Coffs Harbour (Harbour Drive)

Consideration to a request to change Bus Zone times in Harbour Drive, Coffs Harbour, adjacent to Coffs Harbour High School.

Recommended: that the existing Bus Zone in Harbour Drive, Coffs Harbour, adjacent Coffs Harbour High School be changed to a timed Bus Zone during the hours 8.00am - 9.30am and 2.30pm - 4.00pm, as per Plan T.24.

T.25 – Simon Street / Matthews Parade, Corindi

Consideration to a request for 'Give Way' or 'Stop' signs and linemarking on intersection of Simon Street and Matthews Parade, Corindi.

Recommended: that 'Stop' signs be installed at the intersection of Simon Street and Matthews Parade, Corindi, as per Plan T.25.

T.26 – Vernon Street, Coffs Harbour - 'Loading Zone' (R.504180 [1119052])

Consideration to a request for a 'Loading Zone' to be installed adjacent the Uniting church building in Vernon Street, Coffs Harbour.

Recommended: that no action be taken to install a 'Loading Zone' in Vernon Street, Coffs Harbour, adjacent the Uniting Church.

Reason: The road width and parking configuration adjacent the building in Vernon Street is not adequate to provide safe loading for small trucks. Loading should occur outside of normal business hours or from the lane at the side of the building.

T.27 – Pacific Highway, Coffs Harbour - 'Loading Zone' (R.511410 [1102897])

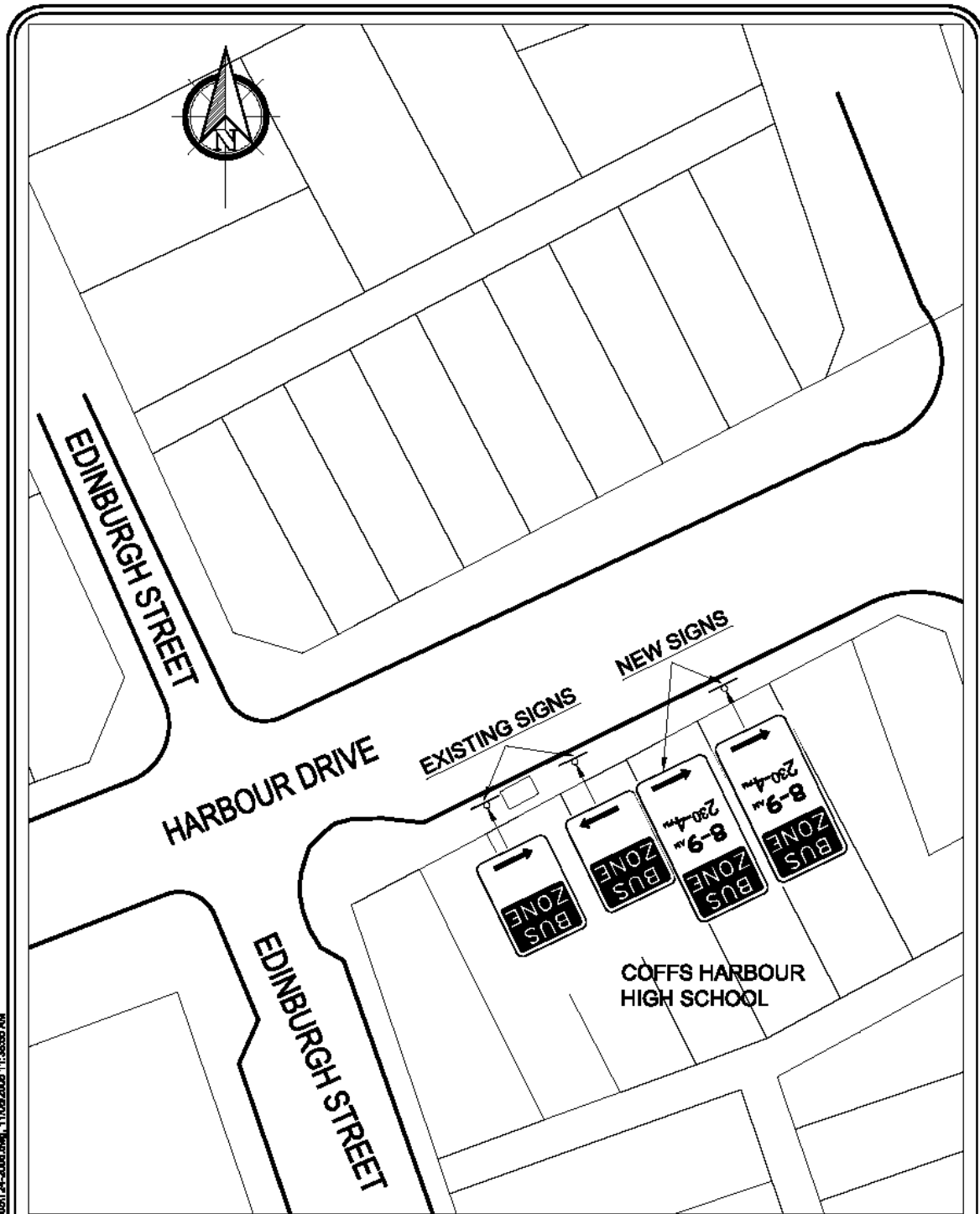
Consideration to a request for a disabled bay on Pacific Highway, Coffs Harbour, adjacent the new Department of Ageing, Disability & Home Care (ex ETC building).

Recommended: that no action be taken to install a disabled parking bay on Pacific Highway, Coffs Harbour, adjacent the new Department of Ageing, Disability & Home Care (ex ETC building).

Reason: It is not possible to install a disabled parking bay on the Highway at this location due to safety reasons.

The meeting closed at 12.00pm.

The next meeting for Traffic Committee will be Thursday 2 June 2005.



PLAN VIEW

NOTES:
 THAT THE EXISTING BUS ZONE IN HARBOUR DRIVE, COFFS HARBOUR, ADJACENT COFFS HARBOUR HIGH SCHOOL BE CHANGED TO A TIMED BUS ZONE DURING THE HOURS 8.00AM - 9.30AM AND 2.30PM - 4.00PM

TRAFFIC INSTRUMENT
 T.24-2005
 AHRBOUR DRIVE
 COFFS HARBOUR

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PACIFIC

STREET



R1-1

SIMON STREET

MATTHEW PARADE



R1-1

PLAN VIEW

NOTES:
THAT STOP SIGNS BE INSTALLED AT THE
INTERSECTION OF SIMON STREET AND
MATTHEWS PARADE, CORINDI,

TRAFFIC INSTRUMENT
T.25-2005
SIMON STREET / MATTHEW PARADE
CORINDI

L:\Drawings\TRAFFIC INSTRUMENTS 2005\T25-2005.dwg, 11/09/2005 11:38:21 AM

Purpose:

The objective of this report to gain council approval to put the draft Coffs Creek Floodplain Risk Management Plan on public exhibition for an eight week period.

Description of Item:***Reasons for the Study and Plan***

There is a long history of flooding on Coffs Creek. The most recent event, which occurred in November 1996, was the most severe flood ever recorded on Coffs Creek. Some 260 residential homes and 200 commercial buildings were flooded above floor level during this flood.

The 1996 flood prompted Coffs Harbour City Council to commission a revised Flood Study to further investigate the cause and severity of this flood. The review indicated that the magnitude of flood problems within the catchment was greater than had previously been thought. Council subsequently commissioned a floodplain risk management study to investigate and recommend measures to reduce flooding problems within the catchment. The recommended measures from the Study form the Coffs Creek Floodplain Risk Management Plan.

The Study and Plan have been produced as separate documents.

Responsibilities

The prime responsibility for planning and management of flood prone lands in New South Wales rests with local government. The NSW Government provides assistance on state-wide policy issues and technical support. Financial assistance is also provided to undertake flood and floodplain risk management studies and for the implementation of works identified in the subsequent floodplain risk management plan.

A project team was assembled for the preparation of the study. Members of the project team include:

- (i) *Coffs Harbour Council* – Council has overall responsibility for the management of flood liable land.
- (ii) *The Department of Infrastructure, Planning & Natural Resources (formerly Department of Land and Water Conservation (DLWC))* – The Department provides technical assistance and financial support for the study and for the implementation of measures in the recommended plan.
- (iii) *The University of New England (CEEWPR)* – The University's Centre for Ecological Economics & Water Policy Research (CEEWPR) has facilitated community participation in the study, and assisted in the evaluation of floodplain management measures.
- (iv) *Bewsher Consulting* – Bewsher Consulting has undertaken the technical assessments and prepared the study report and plan, with the assistance of other members of the project team. Don Fox Planning has also assisted Bewsher Consulting on town planning issues.

cont'd

S23 Draft Coffs Creek Floodplain Risk Management Study (cont'd)

The Study Area

Coffs Creek is a relatively small, but highly populated catchment on the mid north coast of New South Wales. The creek is approximately 12km long, and has a catchment area (excluding its northern tributaries) of 24 square kilometres.

The study area includes the main Coffs Creek catchment area. The northern tributaries of Coffs Creek is not included in the study area, as a separate investigation [*Paterson Consultants, 1997*] was undertaken for this part of the catchment. The main CBD area has also been the subject of separate drainage investigations.

Objectives of the Study and Plan

The objective of the study is to prepare a floodplain risk management plan that will minimize the effects of flooding. Specific objectives of the study include:

- < Quantification of the flood problem within the Coffs Creek study area;
- < An assessment of potential floodplain management measures to reduce the risks of flooding, including flood mitigation works and other catchment-wide measures such as flood warning, emergency management and planning controls;
- < A consultation program that involves the community through the progress of the study and in the consideration of potential flood mitigation works and other measures;
- < The development of a recommended floodplain risk management plan for the study area outlining the best measures to reduce flood risks, based on consideration of environmental, social, economic and engineering issues.

Sustainability Assessment:

- **Environment**

The Study addresses the environmental and social impacts of flooding in the Coffs Creek catchment. Individual measures have been investigated and assessed on environmental, engineering, cost and social impacts.

- **Social**

The study undertakes a detailed assessment of the impacts on of flooding for the Coffs Creek catchment. It assesses the number and extent of properties damaged in different flood events and the benefits from the various flood measures.

- **Economic**

The study has undertaken a detailed assessment of economic impacts of flooding for the Coffs Creek catchment. In particular it has a looked at the damages to properties from flooding and developed a damages data base used to calculate the cost of damages for different flood events and for undertaking benefit – cost assessment of the proposed measures.

A triple bottom line assessment will be undertaken as part of the development of the Floodplain Risk Management Plan process.

cont'd

S23 Draft Coffs Creek Floodplain Risk Management Study (cont'd)

Management Plan Implications

Funds have been allocated from Council's 2004/05 Management Plan for the construction of the Bakers Road Detention Basin, a measure recommended in the study. The project has received grant offers and is funded on a 1:1:1 basis with Federal, State and Council funds. Future measures will be prioritised, costed and included for consideration in future management plans.

Consultation:

Community consultation has been an important component of the current study. The Centre for Ecological Economics and Water Policy Research at the University of New England had a major role in coordinating consultation activities across a broad range of community members and other stakeholders for this study. The consultation process has diverged from the usual process of "telling the community about predetermined options" to involving the community in the preliminary identification of options; consideration of the implications of those options; and in the selection of the final options recommended for the floodplain management plan.

Key elements of the consultation process include:

- advertising the study through local papers, distributing newsletters, and providing details on the Internet;
- distribution of a questionnaire to residents and business owners within the study area;
- distribution of a questionnaire to relevant Agencies and Interest Groups;
- a number of community workshops, through the Coffs Creek Flood Working Party, to determine the direction of the study and to consider potential floodplain management measures; and
- the intended public exhibition of the recommended floodplain risk management plan, prior to formal consideration by Council.

A draft Communication Strategy has been prepared by councils Community Consultation Officer for the public exhibition of the study and is included in the attachments to this report.

Related Policy and / or Precedents:

The study has been developed following the State Governments Guidelines as per the Floodplain Management Manual. By following the State government guidelines council receives indemnity for policies and controls developed in the process. The study is also funded on a 2:1 basis from the state. The study has been assessed and recommended for public exhibition by council's Floodplain Management Advisory Committee.

Issues:

Flood Risk Mapping & Development Controls

The Coffs Creek floodplain has been divided into three flood risk areas (high, medium and low). Different development controls are proposed for the catchment, depending on the type of development and the flood risk area that the development is located.

cont'd

S23 Draft Coffs Creek Floodplain Risk Management Study (cont'd)

The high flood risk area is where high flood damages, potential risk to life, or evacuation problems are anticipated. It is recommended that most development is restricted within this area.

The medium flood risk area is where there is still a significant risk of flood damage, but where these damages can be minimised by the application of appropriate development controls.

The low flood risk area is that area where the risk of flood damage is low. Most land uses would be permitted within this area (subject to other considerations).

In addition to the three flood risk areas listed above, a high flow corridor has been delineated within the high risk area of the floodplain. This corridor conveys a significant proportion of the flood flow and where most development is clearly undesirable due to its high risks and its potential impact on flooding.

The Recommended Floodplain Management Measures

A range of floodplain management measures including community suggestions, have been assessed as part of the Coffs Creek Floodplain Risk Management Study. These include:

- < potential flood mitigation works in the lower creek (enlarging bridges, dredging and clearing mangroves);
- < potential flood mitigation works in the upper catchment (four different detention basins);
- < potential flood mitigation works in other areas (site specific works); and
- < catchment-wide measures (development controls, emergency management, flood awareness, creek maintenance etc).

The measures have been assessed in terms of impacts on flooding, environmental implications, economic considerations and other social issues. A number of the management measures were not suitable on either environmental or benefit/cost analysis and subsequently received a 'Not Recommended' assessment.

The recommended measures have been included in the Coffs Creek Floodplain Risk Management Plan. The principal recommendations are as follows:

- construction of up to four detention basins in the upper catchment (total estimated cost for all four basins, including land acquisition, \$8.5M);
- construction of a low-level floodway and other channel improvements adjacent to Ann Street (estimated cost \$200,000);
- review of the Loaders Lane Levee, including further survey and investigation into extending the levee closer to Shephards Lane (estimated cost \$10,000);
- continued improvements to the Central Business District Drainage Scheme, which is the subject of separate investigations (costs not available);
- implementation of planning & development controls, including amendments to the Coffs Harbour LEP, adoption of a new *Flood Risk Management DCP or Flood Prone Land Information Sheet* and a review of other development control plans for consistency (no costs);

cont'd

S23 Draft Coffs Creek Floodplain Risk Management Study (cont'd)

- improved emergency management measures, including the update of the SES Local Flood Plan for Coffs Creek with information provided in the floodplain risk management study (no costs);
- the development and implementation of a public awareness program, including the issue of flood certificates and the establishment of one or more flood markers in the catchment (estimated cost \$15,000);
- development of a vegetation management plan (estimated cost \$50,000) that provides a coordinated program of creek maintenance, including the removal of exotic vegetation and other debris from the creek corridor;
- Further monitoring and assessment of any works proposed in the floodplain using the flood models developed during the Flood Study (nominal allowance of \$10,000); and
- Council change the advice provided and the properties to which a flood notation is attached from the 100 year flood extent to the PMF flood extent for its 149 certificates.

Implementation Date / Priority:

It is recommended that the draft Coffs Creek Floodplain Risk Management Study be put on public exhibition for eight weeks over May and June 2005.

Recommendation:

That the draft Coffs Creek Floodplain Risk Management Plan be put on public exhibition for a period of eight weeks.

Attachments:

COFFS HARBOUR CITY COUNCIL



COFFS CREEK FLOODPLAIN

***DRAFT
COMMUNICATION***

STRATEGY

April 2005

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1. Project Background / Overview & Objective

1a) Background / Overview

Due to a long history of flooding in the Coffs Creek catchment, the most recent and severe recorded flood event being in 1996, the Council commissioned a revised Flood Study to further investigate the cause and severity of flooding in the catchment. The review indicated that the magnitude of flood problems within the catchment was greater than had previously been thought. Council subsequently commissioned Brewsher Consulting Pty Ltd. to prepare a Floodplain Risk Management Study to investigate and recommend measures to reduce flooding problems within the catchment. The recommended measures from the Study form the Coffs Creek Floodplain Risk Management Plan.

The objective of the Study is to prepare a floodplain risk management plan that will minimise the effects of flooding. Specific objectives include:-

- Quantification of the flood problem;
- An assessment of potential floodplain management measures to reduce the risks of flooding, mitigation works, flood warning, emergency management and planning controls;
- Consultation with the community throughout the process;

The development of a recommended floodplain risk management plan for the catchment outlining the best measures to reduce flood risks based on environmental, social, economic and engineering issues.

The NSW Government provides financial and technical assistance to this project, via the Department of Infrastructure Planning & Natural Resources, however, the planning and management of flood prone lands, is the responsibility of the local Council. The project follows State Government Guidelines that determine the steps taken to develop and implement the Plan:

- (i) Data Collection
- (ii) Flood Study
- (iii) Floodplain Management Study
- (iv) Floodplain Management Plan
- (v) Implementation of Plan.

Periodic reviews are an important part of this process.

Community Consultation was conducted between 2000- 2003 by the University of New England. The outcome from this consultation was incorporated into this Study which was developed 2003-2005. A number of ways to ensure community participation and input to the Study, were conducted: newsletters, website, questionnaire community workshops by Coffs Creek Flood Working Party—to determine the direction of the study and to consider potential floodplain management measures.

An Advisory Committee was also set up by the Council in June 1998 with representatives from the Dept. of Infrastructure Planning & Natural Resources, SES, Community, Councilors and relevant Council Staff. The committees role is to assist council in the preparation of floodplain management studies and plans and recommend measures, policies and their priorities contained in them.

The Study will be on exhibition, for public comment during May & June 2005.

1b) Objective

The main objective, is to prepare floodplain risk management plan that will minimise the impacts of flooding on the community and the environment.

2. Purpose of Communication Strategy & Time-Frame

The purpose of this Communication Strategy, is to ensure the community is fully informed of the status and process of this project to, especially for those people whose properties are most affected.

The time-frame for this Strategy is April 2005- November 2005.

3. Roles & Responsibilities Communication & Information

Councilors – Gavin Smith and Bill Palmer

Project Director – Steve Sawtell

Project Manager – Martin Rose

Project Supervisor – Kevin Gibson (DIPNR)

Community Consultation – Glenda Frances

Contact Coffs Harbour City Council 6648 4000.

4. Stakeholders (for the purpose of this Strategy)

- (i) Residents & Property Owners
- (ii) Business Owners

5. Time-Frames of the Project (milestones for communication)

Stage 1: Public Exhibition period of Risk Management Study	May-June 2005
Stage 2: Response to community submissions	July - Aug 2005
Stage 3: Draft Management Plan	August 2005
Stage 4: Public Exhibition of Plan	Aug – Sept 2005
Stage 5: Response to community submissions	October 2005
Stage 6: Final Risk Management Plan – Adoption	November 2005

6. Key Communication Messages

- Management measures to reduce the risks of flooding
- Environmental, social, economic and engineering considerations
- Evacuation planning – emergency management measures
- Planning & Development Controls for flood affected properties
- Defining flood risk areas (high, medium and low) including the Probable Maximum Flood (PMF)
- Community input has been incorporated into Study
- Study has made recommendations that will be prioritised for the Draft Plan

7. Stakeholder Communication & Engagement Action Plan

Stage/Milestones	Action	Person/s Responsible	Time-Frame
Stage 1: Pub. Exhib. of the Risk Mgt. Study	1.1 Mailout Newsletter to Residents/Owners, Business Owners	Community Consultation Officer (CCO)	Week of 25 April 2005
	1.2 Council's customer service staff & E.A.'s informed of contact people for information	Community Consultation Officer (CCO)	22 April 2005
	1.3 Prepare Media Release	CCO to prepare points Media Officer to develop	22 April 2005
	1.4 Arrange & Conduct Public Forums	CCO to arrange/ facilitate Project Director (PD) & Project Manager (PJ) to provide info.	May & June 2005
Stage 2: Response to Community Submissions	2.1 Develop standard letter 2.2 Write specific responses where appropriate. 3.3 Send out Newsletter for feedback / update	2.1 CCO 2.2 PD 2.3 CCO	July 2005

8. Monitoring & Review of Strategy

The Community Consultation Officer will be responsible for the on-going monitoring of the effectiveness of the Strategy. During each Stage of the Project, a Review will be conducted with the Project Manager in order to make any necessary adjustments to the Action Plan.

9. Appendix

- (i) Newsletters
- (ii) Maps

S24 APPLICATION OF B-DOUBLE ROUTES

Purpose:

To consider conditional approval for B-Double access to Glennifer Road, Bucca Road and Orara Way (Bucca Road to Council boundary).

Description of Item:

At its meeting held on 26 September 2002 Council resolved that:

- "1. That Council approve the B-Double access on Glennifer Road, Bucca Road and Orara Way from Bucca Road to the CHCC north boundary for a twelve month trial period with the following conditions:
 - (a) Glennifer Road – B-Double logging vehicle access only from 6.00am – 6.00pm. All B-Double trucks will observe a 40kph speed limit in the school zone and at all times, seven days a week.
 - (b) B-Double operators to remain in contact with school bus when operating in school bus routes to ensure school buses have the right of way.
 - (c) Bucca Road – B-Double logging vehicle access only from 6.00am – 6.00pm. All B-Double trucks will observe a 40kph speed limit in the school zone at all times, seven days a week. B-Double operators to remain in contact with school bus when operating in school bus zones.
 - (d) Orara Way – B-Double logging vehicle access only from 6.00am – 6.00pm, between Bucca Road and the CHCC north boundary.*
- 2. That the approval requires the operations to install hinged truck warning signs from the unsealed section of Glennifer Road.*
- 3. That Council undertake community consultation on a quarterly basis and re-assess the approval after the 12 month trial period.*
- 4. That this approval be strictly on a trial basis for a twelve month period."*

The trial period was extended to allow for consultation with property owners along the route. This was carried out during March 2004. The RTA subsequently advised that the B-Double permit system which the trial had operated under was no longer available, requiring formal gazettal of all B-Double routes.

These changes in legislation have only recently been effected, and basically the changes are as follows:

1. Permits are no longer issued. The routes are actually gazetted, and therefore are permanent unless the gazettal is changed or expunged by due process.
2. By default, once a route is gazetted, it is no longer operator specific, as was the case with the permit system.
3. It is still possible to apply conditions to the routes, which if correctly applied can restrict the movements to specific vehicles. For instance, by only allowing B-Double configuration in one direction, it restricts the use to timber vehicles, as these are the only types that can fold to single truck configuration.

cont'd

S24 - Application of B-Doubles (cont'd)

Sustainability Assessment:

- **Environment**

No physical works are proposed which will impact on the environment. The operation of B-Doubles rather than standard 19m semi-trailers generally results in reduction in vehicle trips by up to one third. This will result in reduced fuel consumption and reduction in noise and air pollution.

B-Double vehicles are generally newer and better maintained than standard semi-trailers, also resulting in better fuel efficiency and reduced noise and air pollution.

- **Social**

B-Doubles commenced operation on Australian roads about 1985 and the 9-axle unit currently proposed is regarded as the safest and most efficient system of road transport available today.

The double articulation makes B-Doubles more stable than conventionally articulated vehicles, contributing to improved safety performance; and B-Doubles are subject to vehicle and operating conditions over and above those imposed on conventionally articulated vehicles, resulting in an improved safety and environmental performance”.

The use of B-Double vehicles will significantly reduce the number of truck movements. The efficiency of B-Doubles is shown by comparing the number of truck movements to transport any given volume. For example to shift 6 truck loads of goods using a standard rig will require 12 truck movements (6 loaded and 6 empty). In comparison a B-Double will shift the equivalent volume in 8 truck movements. Of these 8 truck movements (in the case of a logging truck), only 4 are as a B-Double, due to the A-trailer being loaded onto the back of the truck when travelling empty. When unladen the B-Double is retracted through a combination of folding and mounting the trailers on the back of the truck. Unladen it is 17 metres long which is shorter than the standard 6-axle truck.

- **Economic**

The operation of B-Double trucks will result in economic benefit through reduced transport costs.

Consultation:

Council wrote to all property owners in Glennifer Road and Bucca Road in March 2004 seeking comment on the B-Double trials. A summary of issues raised and comments on them are included later in this report.

Due to the higher standard of road construction, the already high level of heavy vehicle usage on Orara Way and the rural nature of adjoining land use, no specific consultation was undertaken on the Orara Way routes.

cont'd

S24 - Application of B-Doubles (cont'd)

Statutory Requirements:

Where a B-Double application involves a Regional or Local Road, Council is responsible for the assessment and approval.

The process must include reference to the Local Traffic Committee and on complex routes must include an "Impact Assessment" addressing road safety and traffic management issues.

All roads nominated in this report have been approved by the Traffic Committee. A traffic impact assessment has been carried out and documented for all roads considered for approval in this report.

Issues:

Physical Assessment of the Routes

The routes under discussion have been trialed using one of Burgundy Heights B-Double combinations, as required under the assessment guidelines. It should also be pointed out that this company has units that enable the rear axle groups to steer, a system which enables much tighter curves to be negotiated. During the trials, this device was not activated to better judge the overall suitability of the routes, as not all operators have this facility built into their units.

Consultation Process

As part of the overall trial, comments were invited from the general public. Six submissions were received in respect of the Bucca Road, seven in respect of the Glennifer Road. To Council's knowledge, no incidents have been reported in respect of the movement of the subject vehicles. The concerns and explanations are split into the two routes comments were received on.

Glennifer Road

Two of the submissions did not see any major problems, provided numbers of such vehicles did not increase from the current volume to any large extent.

The remainder expressed concerns, obviously relating to safety, but specifically in regard to speed and available carriageway width.

Speed

Council's original list of conditions included the requirement that vehicles be restricted to 40kph in the vicinity of the Bonville Public School. It is suggested that the 40kph truck limit also apply to the gravel section of Glennifer Road. This would largely eliminate concerns about the speed of these vehicles.

Width

There are a number of bends on the Glennifer Road (gravel section) which have a relatively narrow formation, and it is conceded that difficulties will be experienced from time to time. However, and this applies to all the considerations, there is no restriction on vehicles under 19m in length, and the trials indicated that while obviously a 25m long vehicle occupies more longitudinal area than a 19m vehicle, the transverse distance is actually marginally less.

cont'd

S24 - Application of B-Doubles (cont'd)

Also, B-Double combinations retain the load within the confines of the trailers, with standard configurations (ie single trailer articulated's), the 19m length is often legally extended some 4.5m with pole overhang beyond the rear axle set, which produces a much wider transverse distance on left hand bends.

Bucca Road

All submissions were concerned about speed and or available carriageway width: two were additionally concerned with perceived noise problems.

Speed

The perceived speed problem mainly concerned the negotiation of several relatively tight bends on the Bucca Road, particularly those close to Nana Glen, and a number of other locations.

There is a 60kph limit as the Bucca Road approaches Nana Glen, and this is considered a safe speed for all vehicles in relation to the bends closest to the Village.

The remainder of the road is unrestricted, that is a 100kph limit applies. During the trial, the vehicle maintained a speed close to 100kph, and at no time did any part of the combination cross to the incorrect side of the road. If a truck speed limit (applying to B-Doubles only as part of the approval conditions) of 90kph was imposed, this concern would be satisfied. Obviously the previously applied condition of 40kph in the school areas would still apply.

Width

It is considered that sufficient carriageway width exists on Bucca Road, and as the road is already Centreline marked, there is no real problem with standard width articulated vehicles.

Noise

Two of the respondents were concerned that approval would generate additional noise. While no noise studies as such have been undertaken, the original submission outlined the fact that B-Doubles would in fact reduce the number of truck movements, and if the restriction in the proposed conditions (that is one way B-Double configuration) is applied, then the movements should remain static, and in daylight hours only.

Orara Way

The Orara Way has been reconstructed/ realigned in past years to either the old 60mph (100kph) or 70mph (112kph) DMR (now RTA) standards from Coramba to the boundary.

There is therefore no technical reason to restrict B-Double movements on the subject section (Bucca Road to the boundary).

cont'd

S24 - Application of B-Doubles (cont'd)

Recommendation:

That Council approve B-Double access on Glennifer Road, Bucca Road and Orara Way (Bucca Road to Council boundary) subject to the following conditions:

- 1. Access in B-Double configuration be limited to the hours between 6.00am and 6.00pm daily**
- 2. A speed limit of 40kph apply in all school zones and 400m either side of the pre-school on Bucca Road.**
- 3. A speed limit of 40kph apply on the unsealed section of Glennifer Road.**
- 4. During school bus operating hours, radio contact be available between the B-Double units and the bus(es).**
- 5. The B-Double loaded configuration only be permitted between the source of the load and the delivery point.**
- 6. A maximum speed limit of 90 km/h apply to unrestricted sections of Glennifer Road and Bucca Road.**

S25 MINUTES OF THE ARTS AND CULTURAL DEVELOPMENT ADVISORY COMMITTEE MEETING HELD ON 21 FEBRUARY 2005

Purpose:

To present the minutes of the Arts and Cultural Development Advisory Committee meeting held on 21 February 2005.

Description of Item:

The Arts and Cultural Development Advisory Committee met on 21 February 2005. The minutes of this meeting are attached.

Sustainability Assessment:

- **Environment**

There are no environmental impacts.

- **Social**

The resolutions of the committee improve the capacity of the Arts and Cultural Development Advisory Committee to develop arts and cultural issues.

- **Economic**

Broader Economic Implications

There are no economic implications.

Management Plan Implications

There are no management plan implications.

Consultation:

Arts and Cultural Development Advisory Committee

Issues:

The meeting of 21 February 2005 resolved that:

- The committee reviews the current Codes of Practice, Structure & Composition of the committee and the current Public Art Selection Protocols.
- The committee should be a peak body to Council and a letter through the Chairperson is to be penned to the Chair of other relevant committees inviting them to attend a meeting to discuss this proposal.
- Committee members present a written report in the area of their responsibility before each Arts and Cultural Development Advisory Committee meeting.
- The committee supports a submission being presented to Coffs Harbour City Council in favour of the Brelsford Park precinct.

cont'd

S25 - Minutes of the Arts and Cultural Development Advisory Committee Meeting held on 21 February 2005 (cont'd)

Other items that were discussed included:

- The long term recommendations for cultural sensitive areas such as City Hill/Flats.
- The future funding for the Bunker Cartoon Gallery.
- The first Cultural Development Project Review Team meeting.
- The visit and recommendations of Shar Jones, Museum Consultants, on her visit to the Coffs Harbour City Museum.
- The tabled report on the Jetty Memorial Theatre parking.
- The meeting with the Woolgoolga Northern Beaches Place Committee regarding the Woolgoolga Public Art Master Plan.
- The 12th Australian Flute Convention in Coffs Harbour.
- The Jetty Foreshore Redevelopment Committee Project.

The minutes identify Monday, 21 March 2005 as the next meeting date for the committee, however, this meeting was cancelled.

Recommendation:

That Council notes the minutes of the Arts and Cultural Development Advisory Committee meeting held on 21 February, 2005.

Attachments:

IR 1099230

ARTS AND CULTURAL DEVELOPMENT ADVISORY COMMITTEE MEETING

21 FEBUARY 2005

MINUTES

Meeting commenced at 5.30 pm

PRESENT: Cr Jenny Bonfield (Chairperson), Cr Ian Hogbin, Shirley Barnett, Richard Holloway, Carol Hellmers, Leigh Summers and Becky Cole

IN ATTENDANCE: Malcolm McLeod

APOLOGIES: Maree Waldren, Margaret Bruggisser, Gordon Amann and Steven Bush

ADOPTION OF MINUTES – 20 December 2004

MOVED (Holloway/Barnett) that the minutes of the meeting of 20 December 2004 be accepted as true and accurate record of the meeting with the alteration of 5.3 wording from "calibration" to "collaboration".

CARRIED

CORRESPONDENCE - IN/OUT

Email from M.Bruggisser handed to Chairperson for action.

BUSINESS ARISING

Agenda Item number:

5.1 The Acting Cultural Development (ACD) Officer tabled recommendations for the structure and composition of the A&CDA Committee including Codes of Practice and a Non-Attendance Clause 9.1, Election of Members 9.2 and the makeup of a Public Art Advisory Sub-committee 10. The ACD Officer also tabled the current Public Art Selection Protocols including the makeup of a Public Art Team. It was noted by the ACD Officer that the current Public Art Team did not have representation from members of the arts community. It was also noted by the ACD Officer that the current Public Art Team did not have to report back to the A&CDA Committee. It was noted a proposed Public Art Advisory Sub-committee would have to report back to the parent committee thus strengthening the proposal of the A&CDA Committee being a peak body to Council.

The committee asked for these papers to be emailed to them for comment before the next A&CDA Committee meeting. The committee agreed that a Public Art Policy should be embedded into the proposed Arts & Cultural Development project brief.

The committee agreed that the A&CDA Committee should be a peak body to Council and to help achieve this the ACD Officer, through the Chairperson, should pen a letter to other relevant committees inviting them to attend A meeting with the Chairperson to discuss how to refer items to Council and the General Manager through the A&CDA Committee. The ACD Officer will email this letter to committee members for comment.

It was confirmed that members of the committee would present a written report before each A&CDA Committee meeting dealing in the area of their responsibility.

The committee agreed that a submission should be presented to Coffs Harbour City Council in support of the Cultural Precinct as per the Arts And Cultural Development Advisory Committee minutes of 15 November 2004.

MOVED (Amann/Holloway) that the committee accept the Concept Plan for the Brelsford Park Precinct providing no more than 20% total footprint impact by buildings and that City Hill/Flat is retained for current and future cultural development. Plans need to be developed to support the Bunker Gallery.

CARRIED

This submission will also offer the guidance and support of the committee to the Cultural Precinct and will be in the form of a letter of support and signed of by the Chairperson of the A&CDA Committee.

The committee agreed that to be seen as a peak body to Council, forward thinking on areas such as City Hills/ Flats should be looked at and discussed with long term recommendations being made to Council as to possible usage of such areas. This discussion also covered future funding for the Bunker Gallery and how the future of the Bunker was also tied into the future cultural development of City Hills/ Flats. The committee agreed that plans and zoning information be made available to the committee at the next meeting. This information to be supplied by the ACD Officer. The committee also agreed the Bunker was an icon cultural building of Coffs Harbour and needs all possible support from the A&CDA Committee and from Council. The committee was informed that a new Board would be appointed to the Bunker Gallery and a meeting of this Board should be sought with Council's GM.

- 5.2 Richard Holloway gave an overview of the first Cultural Development Project Review Team meeting. The overall feeling was the project was positive with some reservations as to the amount of community consultation, which may be achieved, in the overall timeframe of the project.
- 5.3 The ACD Officer gave an overview of the visit of Shar Jones on the 9 and 10 February 2005. Shar is a Museum Consultant working through the Museums Reference Group as an advisor. She thinks the Coffs Harbour City Museum's collection is a very significant collection and is in the process of writing a report on her visit and ways to progress the current problems with the Museum.
- 5.4 The report on the current Jetty Memorial Theatre parking as prepared by Jennie Cullen was tabled.
- 5.5 Richard Holloway and the ACD Officer gave an overview of the meeting in Woolgoolga with the Northern Beaches Place Committee. Graham Fry and Cherelle Brooke to look at proposed public art areas. The process is continuing with public meetings to be arranged with the Woolgoolga community to identify other areas and community expectations and input to the process

- 5.6 The ACD Officer and Carol Hellmers gave an overview of the 12th Australian Flute Convention being held in Coffs Harbour. This is the first time this convention has been held outside a capital city. The ACD Officer advised that Coffs Harbour City Council would support this project with 2 x \$500.00 cash prizes from the Arts & Cultural Small Grants rounds money, to be awarded at the convention in the name of Coffs Harbour City Council. Council would also offer all possible publicity for the convention. The committee thought this was a worthwhile project to support.
- 5.7 Cr Ian Hogbin gave a brief overview on the progress of the Jetty Foreshore Redevelopment Committee project. Cr Bonfield pointed out that both she and Cr Hogbin were on the committee. It was suggested that the ACD Officer should also be on this committee. It was decided that the appointment of the ACD Officer to the committee would be dependent on the ACD Officer's future position in Council. No resolution was decided on.

GENERAL BUSINESS

Nil

NEXT MEETING

MONDAY, 21 MARCH 2005 AT 5.30 PM - COUNCIL'S COMMITTEE ROOM 2

Meeting closed at 7.00 pm

S26 2006 NSW LOCAL GOVERNMENT COMMUNITY SERVICES ASSOCIATION CONFERENCE

Purpose:

To recommend to Council that an expression of interest be made to host the 2006 NSW Local Government Community Services Association Conference.

Description of Item:

Correspondence has been received from the NSW Local Government Community Services Association (LGCSA) asking Councils to consider expressing interest in hosting the 2006 Association Conference.

The conference has, in recent years, been hosted by Hastings, Wollongong, Ryde and Orange Councils.

The expectation is that the host Council will enter into a partnership with the LGCSA. This partnership will see:

- The host Council planning and delivering a high quality, professional, up to date, relevant and innovative conference.
- LGCSA would have input into initial concept planning stage and then require monthly progress reports.
- LGCSA would have final sign off on the conference program and fee structure.
- The host Council and LGSCA share the small profit which traditionally results from the conference.

The conference usually attracts between 120 and 150 delegates.

Sustainability Assessment:

- **Environment**

There are no environmental impacts regarding this issue.

- **Social**

Hosting the LGSCA Conference allows the host Council to "showcase" the leadership role it plays in its community in relation to community services. There is also the opportunity for participation by local artists in the visual and performing arts to participate in the conference. This allows the unique culture of the community to be enhanced.

- **Economic**

Broader Economic Implications

This conference, if planned effectively, can provide significant economic benefit to the community during and following the actual days of the conference.

cont'd

S26 - NSW Local Government Community Services Association Conference (cont'd)

Management Plan Implications

Should Council resolve to host the 2006 LGCSA Conference it would be in October/November of 2006. Therefore there would be management plan implications in the 2006/07 budget. These implications are discussed in the issues section of this report.

Consultation:

Consultation has been undertaken with representatives of the LGCSA, staff members from Councils who have recently hosted the conference and professionals in the conference/event management industry.

Related Policy and / or Precedents:

Council has not hosted this particular conference previously.

Issues:

Coffs Harbour is ideally placed to host this conference and has the capacity to provide a conference of the highest quality.

The Process

An Expression of Interest is required by 31 May 2005. The Expression of Interest is to include:

- Dates for 2006 conference
- Promotional material from preferred venue
- Indicative budget
- Possible accommodation venues and costings
- Indicative travel costs for delegates attending the conference
- Commitment by host Council

LGCSA shortlists, four to five Councils by 1 July 2005.

Short listed Councils provide more details information by 2 September 2005.

LGCSA decides on host Council and announces this at AGM in November 2005.

The Costs

In discussion with other Councils who have hosted the conference and professional conference organizers it is clear that the way to deliver a professional, cost effective conference is to engage the services of people who are in the business of arranging conferences.

cont'd

S26 - NSW Local Government Community Services Association Conference (cont'd)

With this in mind an indicative budget has been developed based on a number of variables. These include:

- Delegate numbers
- Sponsorship levels
- Trade exhibitions
- Venue costs
- Speaker costs

These budgets have the following estimates of income/expenditure and profit:

Based on Delegates	120	135	150
Income	\$92,000	\$98,500	\$107,000
Expenditure	\$76,000	\$82,000	\$ 87,500
PROFIT	\$16,000	\$16,500	\$ 19,500

Recommendation:

1. That an expression of interest be completed by Council to host the 2006 NSW Local Government Community Services Association Conference.
2. That if Council is successful in its bid that an appropriately qualified and experienced company be engaged to delivery the conference and that income and expenditure budget allocations be made in the 2006/07 budget for hosting the conference.

S27 COFFS HARBOUR WATER : MAINTENANCE REPORT JANUARY TO MARCH 2005

Purpose:

Information on maintenance, operation and construction activities for the three month period January to March 2005 for the Water Supply Fund.

Description of Item:

In addition to the routine maintenance and operation activities, the following works were carried out:

1. Assisted Construction gang on water main relocation and cut-ins, West High Street.
2. Roof repairs carried out at Moonee Reservoir.
3. Assisted Sewer gang with overflow at Opal Cove.
4. Flushing of all water mains connected to the Coffs harbour, Coramba and Nana Glen water supplies carried out between 22 February and 11 March 2005.
5. All operational staff attended electrical safety Course.
6. Two staff attended leak detection course.
7. Four staff attended First Aid refresher course.
8. 38 Year 1 and Year 2 Bishop Druitt College students toured Karangi Dam on 1 March.
9. All Water Operations staff attended site induction training.

		January	February	March
1.	Total Consumption - Karangi Dam Supply (ML)	544.2	446.4	503.8
2.	Average Daily Consumption (ML/d)	17.6	15.9	16.3
3.	Rainfall at Karangi Dam (mm)	290.2	98	60.8
4.	Karangi Dam (%) (end of month)	98.8	99.3	99.5
8.	Total Abstraction from Cochranes Pool (ML)	165.6	189.8	89.2
5.	Inflow from Regional Water Supply pipeline (ML)	377.8	306.1	473.3
6.	Orara River flow d/stream of P/S (ML/d) (end of month)	341.2	85.3	44.3
7.	Nymboida River flow upstream of off take (ML/d) (end of month)	4518	1045	543
9.	Total Karangi Dam Seepage (ML)	13.5	14.5	14.0
10.	Total Evaporation (ML) (average for month)	45.0	33.0	29.0
11.	Total Consumption Coramba (ML)	3.4	2.5	3.0
12.	Total Consumption Nana Glen (ML)	1.4	1.4	1.7

cont'd

S27 Coffs Harbour Water : Maintenance Report January To March 2005 (cont'd)

2. Sewerage/Reclaimed

In addition to the routine maintenance and operation activities, the following were carried out:

1. Marked a major milestone in the Coffs Harbour Sewerage Strategy with the commissioning of the upgrades to Woolgoolga WRP, the reclaimed water pipeline from Woolgoolga to Coffs Harbour, the Deep Sea Release and the closure of two near shore outfalls at Willis Creek and Corambirra Point. The ceremony celebrating the above attracted significant media interest and Ian Kiernan commended Council for progressing a Sewerage Strategy that has positive short and long term environmental benefits.
2. The pumping stations servicing Corindi were upgraded to permit the rapid coupling of mobile generators that will reduce the risk of overflows in the event of power failure. In addition two pumping stations were upgraded with larger impellers to accommodate planned development.
3. A Senior Electronics Technical Officer has been appointed and has commenced duties, these include repairing electronics associated with the pumping station treatment plants, assisting contractors electricians, contributing to asset maintenance and calibration of control and monitoring equipment.
3. Transferred decommissioned sand filters from the Woolgoolga WRP to Coffs Harbour WRP as spare and replacement units to those currently installed at Coffs Harbour WRP.
4. Responded to two sewerage overflow incidents into waterways, at Curacoa Street and Alleena Drive. The rapid response to these incidents has minimized environmental impact and Council continues to successfully manage and monitor this incidents with input from a range of government agencies. Public warning signs will remain at Coffs Creek until 14th June 2005.
5. An ongoing review of reclaimed water users investigating compliance with their site management plans has identified only minor noncompliance's; additional signs to be erected (signage supplied by CHCC).

Below is a breakdown of the effluent reuse meters read throughout the City. Volumes shown are in kilolitres.

EFFLUENT VOLUMES (kL) - January to March 2005

		% Reuse	Total Effluent	Effluent Reused	Effluent Disposed	Rainfall
January	Coffs Harbour	5%	387668	19206	368462	300
	Sawtell	2%	148051	3395	144656	389
	Woolgoolga Moonee	29%	74259	21579	52680	234
	Corindi Beach	45%	7065	3190	3875	177
	Monthly Total	8%	617043	47370	569673	
February	Coffs Harbour	1%	315771	3503	312268	13
	Sawtell	2%	114662	2106	112556	141
	Woolgoolga Moonee	15%	51367	7491	43876	38
	Corindi Beach	66%	5041	3330	1711	42
	Monthly Total	3%	486841	16430	470411	
March	Coffs Harbour	3%	289316	9541	279775	72
	Sawtell	3%	104449	2771	101678	61
	Woolgoolga Moonee	21%	50694	10517	40177	36
	Corindi Beach	100%	5624	11650	11650	43
	Monthly Total	8%	450083	34479	433280	

S27 Coffs Harbour Water : Maintenance Report January To March 2005 (cont'd)

REUSE BREAKDOWN (kL) - January to March 2005

	January	February	March	Total
COFFS HARBOUR WRP	2202	919	961	4082
OVERHEAD FILL POINT	0	0	0	0
UNMETERED TRUCK FILL POINT	600	195	5	800
PS 47 OVERHEAD FILL POINT	14	8	19	41
PS 47	1136	214	652	2002
RSPCA	292	6	4	302
AIRPORT	0	39	179	218
RACE CLUB	5716	664	2452	8832
UNIVERSITY	0	0	0	0
ADVOCATE PARK	2198	0	0	2198
HOCKEY FIELDS	0	0	0	0
MOTO X	398	178	136	712
STADIUM	4288	340	2276	6904
FLUSHING POINT (STADIUM)	0	0	0	0
GOLF CLUB	1047	0	211	1258
CITY HILL	0	0	1	1
STADIUM DAM	0	0	0	0
STADIUM DR - fruit trees	1315	0	606	1921
REX HARD. OVAL	0	296	1265	1561
SAWTELL RUGBY UNION	0	32	32	64
SAWTELL NURSERY	0	287	328	615
SAWTELL ROUNDABOUT (BARCOO)	0	325	414	739
JOHN PAUL COLLEGE	0	0	0	0
LEIGHTONS	0	0	0	0
TOTAL COFFS WRP	19206	3503	9541	32250
SAWTELL WRP	477	239	691	1407
SAWTELL BOWLING CLUB	353	365	137	855
CHINAMANS CK P/S	638	734	597	1969
SAWTELL GOLF CLUB	1927	768	1346	4041
TOTAL SAWTELL WRP	3395	2106	2771	8272
WOOLGOOLA WRP	0	164	226	390
WOOLGOOLGA PLAYING FIELDS (HIGH ST)	1460	829	2276	4565
GRAHAM DR - tomatoes	301	183	305	789
MORGANS RD - cut flowers	26	0	0	26
UNWINS RD (TOP) - bananas	301	923	694	1918
UNWINS RD (BOTTOM) - bananas	2290	257	0	2547
CONDONS RD - bananas & avocados	2884	1985	3299	8168
CONDONS RD - bananas & blueberries	108	18	0	126
CONDONS RD - avocados	442	258	385	1085
HOLLOWAYS RD - bananas & blueberries	6126	156	0	6282
MORGANS RD - tomatoes & cucumbers	669	75	0	744
MORGANS RD - tomatoes & cucumbers	0	0	0	0

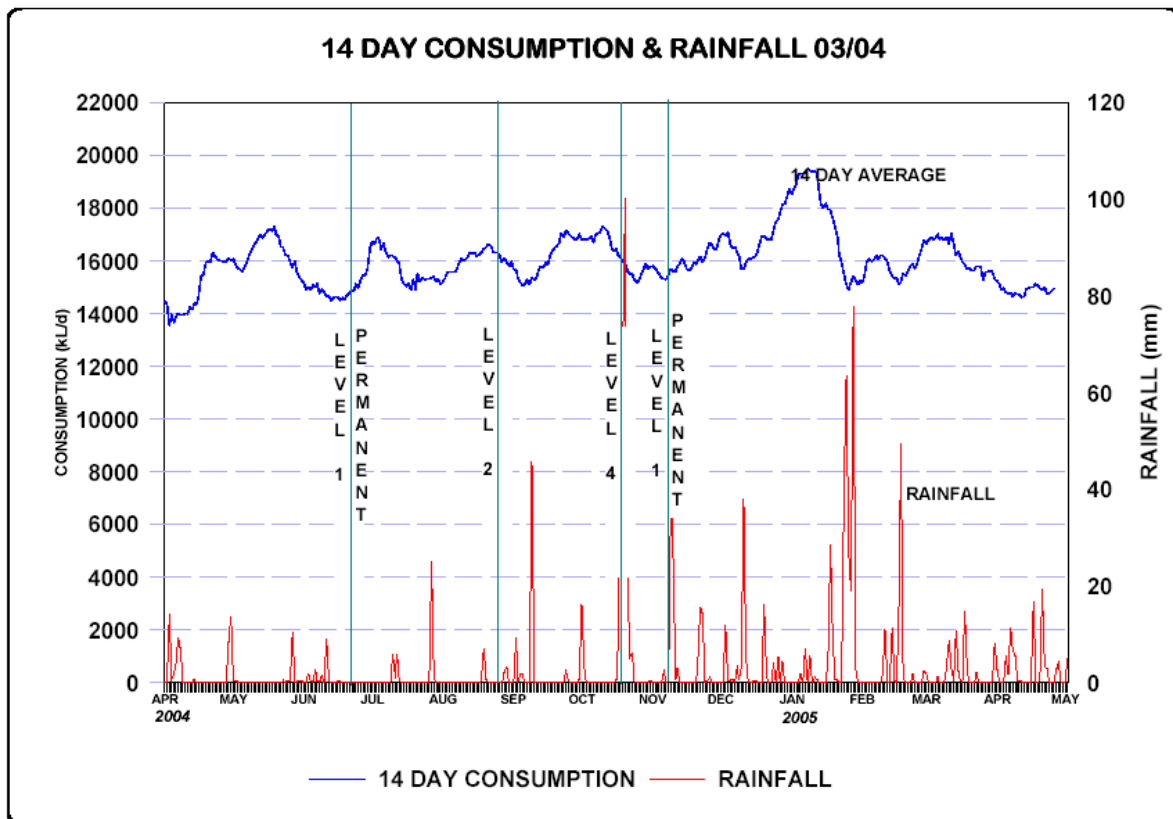
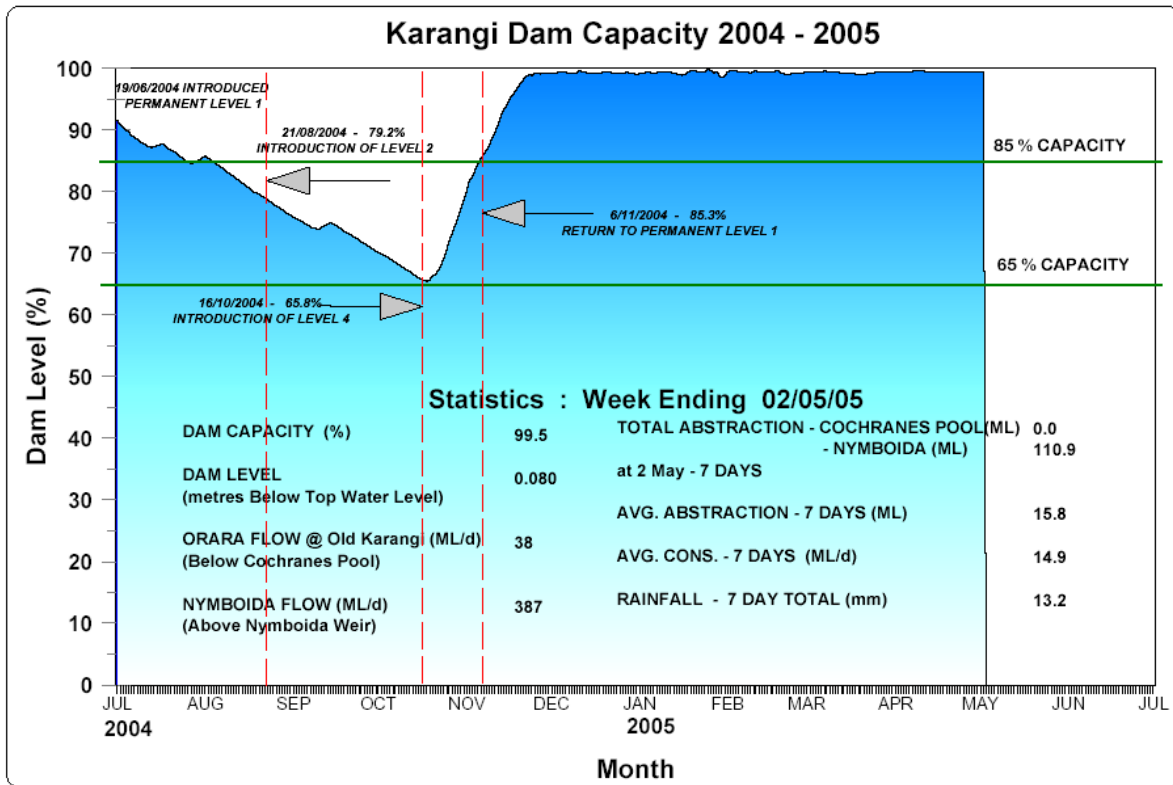
S27 Coffs Harbour Water : Maintenance Report January To March 2005 (cont'd)

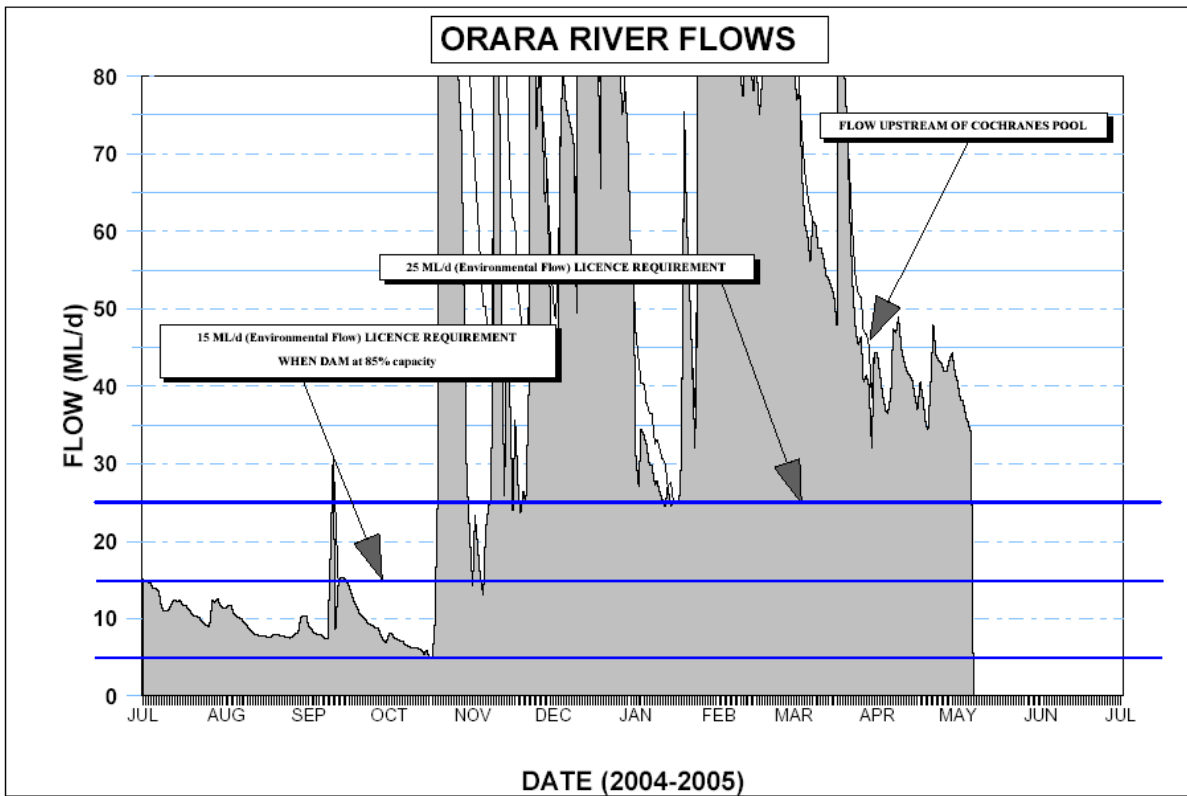
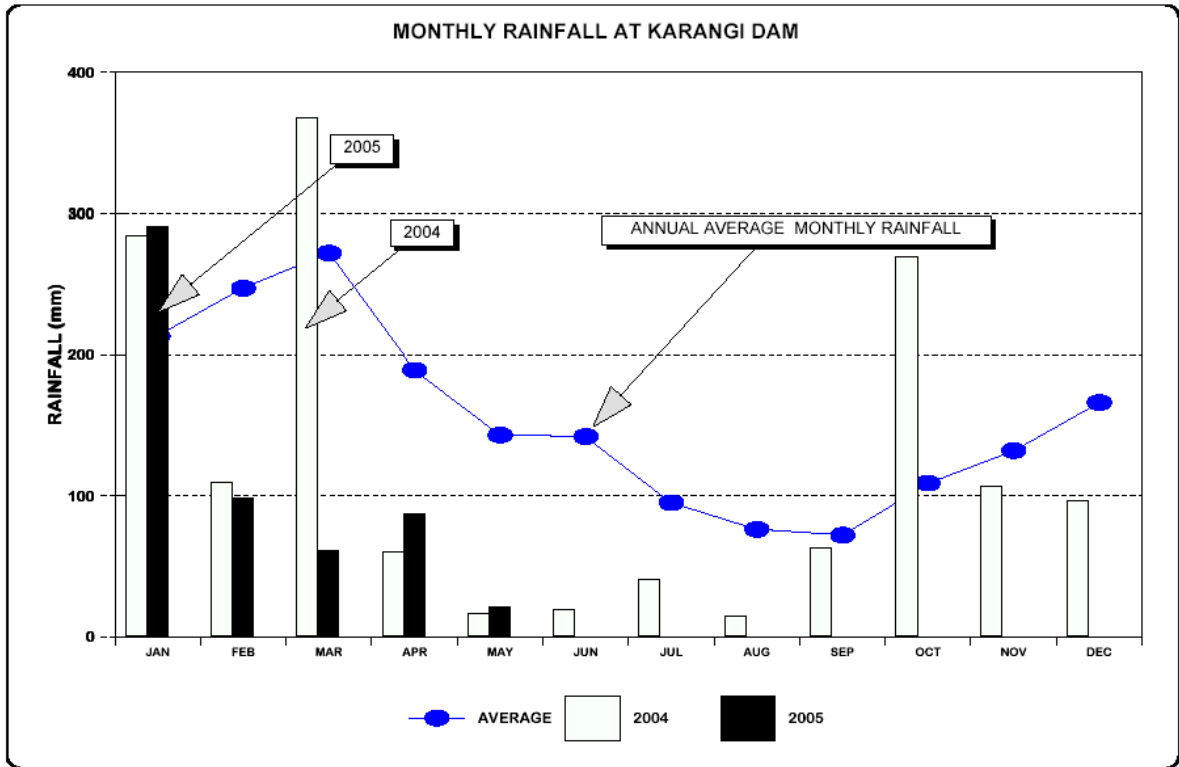
TANKER FARM1	0	0	0	0
CONDONS RD - bananas	1969	505	988	3462
GRAHAM DR - bananas	160	33	11	204
MORGANS FARM 1	325	204	4	533
MORGANS FARM 2	3680	1675	2050	7405
MORGANS RD - bananas & blueberries	135	145	251	531
NEW (MORGANS)	0	0	0	0
PACIFIC H/WAY - macadamia nuts	703	81	28	812
TOTAL WOOLGOOLGA WRP	21579	7491	10517	39587
CORINDI BEACH WRP				
PASTURE	2390	0	5490	7880
BANANAS	800	3330	6160	10290
TOTAL CORINDI WRP	3190	3330	11650	18170

Recommendation:

1. That the report on Coffs Harbour Water maintenance and operation activities for the three month period January to March 2005 be noted.
2. That the average daily consumption for the March quarter of 16.6 ML/day, total abstraction for the quarter from Cochranes Pool of 444.6 ML, total inflow to Karangi Dam from Regional Water Supply P/L of 1157 ML, total consumption for the quarter of 1494 ML and Karangi Dam storage level of 99.5% on 6 May 2005 be noted.

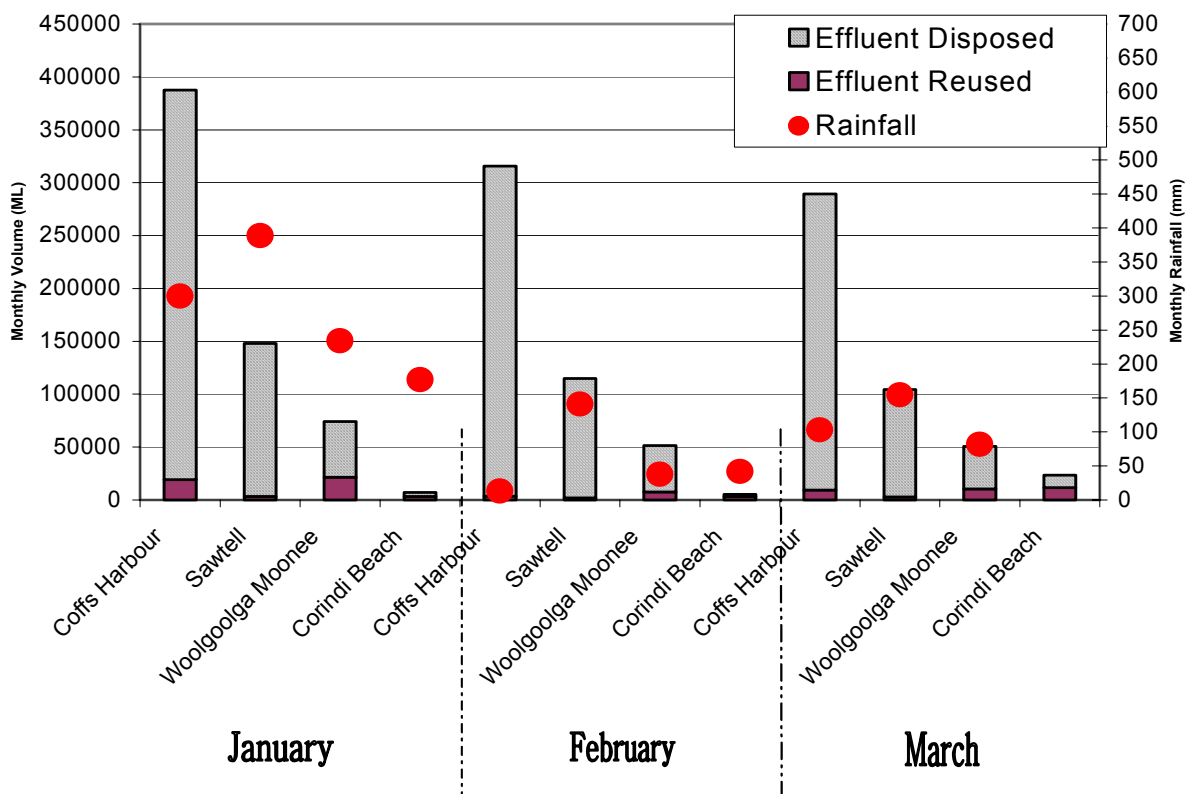
Attachments:





RAINFALL AT KARANGI DAM												
MONTH	AVG	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
JANUARY	213	161	385	164	62	237	174	147	57	18	284	290
FEBRUARY	247	413	157	206	160	255	78	413	266	394	110	98
MARCH	272	381	221	138	107	219	152	755	297	258	368	61
APRIL	189	64	102	25	166	319	145	155	71	108	60	87
MAY	143	183	786	154	28	161	136	103	39	203	16	21
JUNE	142	42	75	38	30	269	43	8	47	63	19	
JULY	95	8	76	32	60	364	11	73	4	13	41	
AUGUST	76	12	60	8	209	102	56	21	137	6	15	
SEPTEMBER	72	34	30	52	131	89	13	32	6	3	63	
OCTOBER	109	73	38	93	34	65	100	26	31	79	270	
NOVEMBER	132	263	339	190	240	108	323	129	41	84	107	
DECEMBER	166	128	101	60	101	123	131	28	68	107	96	
TOTAL YEAR	1856	1760	2370	1159	1329	2312	1363	1849	1064	1337	1448	541

Total Monthly Effluent Volumes January to March 2002



S28 RESTORATION OF CORAMBIRRA POINT

Purpose:

To report to Council on the status of the closure of Corambirra Point ocean outfall and its rehabilitation.

Description of Item:

Most Councillors would be aware that the deep sea release was commissioned in mid January 2005 and the Corambirra Point outfall decommissioned.

As part of the decommissioning the site around the old outfall is to be rehabilitated. A rehabilitation plan has been prepared by Council's Parks Branch after consultation with interested parties and the Coffs harbour Aboriginal Land Council.

Where possible, native plants will be used and the Parks Branch will collect and propagate plants from those found on site.

The cost of proposed works is estimated by Parks Branch to be \$95,000.

These works will be completed by 30 June 2005. See attached plan.

Sustainability Assessment:

- **Environment**

The restoration of the site will go part of the way to restoring the site and preventing further erosion of the site.

- **Social**

The works will provide an access pathway out Corambirra Point and seating. The local Land Council has approved the proposed works.

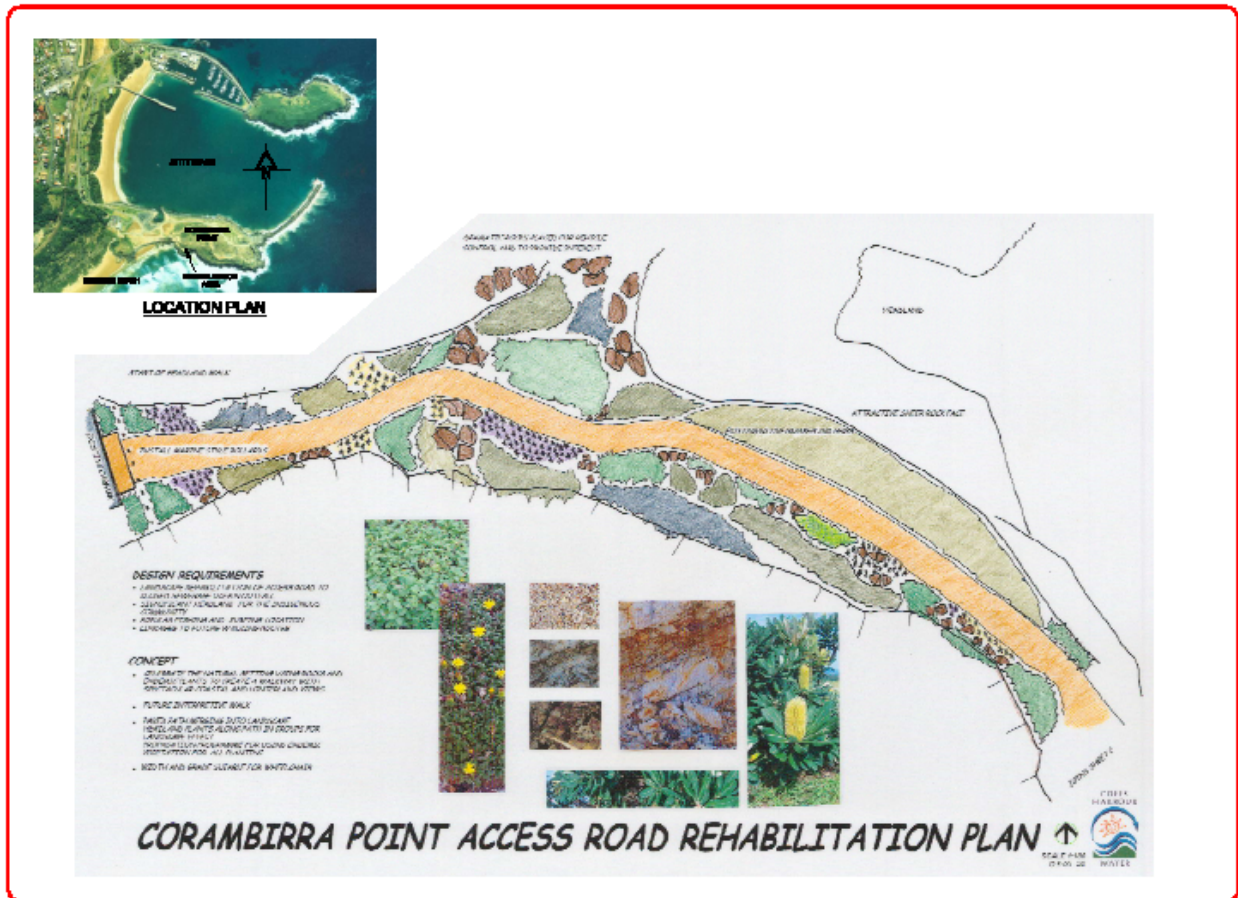
- **Economic**

Restoration works will be funded from the deep sea release budget.

Recommendation:

That the status of proposed restoration works at Corambirra Point be noted.

Attachments:



S29 WORKS BRANCH REPORT

Purpose:

To advise Council of the progress of construction and maintenance programs undertaken by Works Branch up to 30 April, 2005.

Description of Item:

Construction

1. Completed Works in April 2005

- Road rehabilitation work at Woolgoolga Creek Road (2322m²),
Trafalgar Street Woolgoolga (738m²),
Park Avenue Lane (280m²),
Harbour Drive, Coffs Harbour (3065m²)
- PAMPS - Pedestrian Refuges and Kerb ramps at River Street Woolgoolga, First Ave Sawtell (18th Ave),
- Beach Street Beautification, Woolgoolga

2. Works in Progress and/or Commencing in May, 2005

- Velodrome construction, Minorie Drive, Toormina
- Regional Roads Rehabilitation: Coramba Road, Nana Glen (5380m²),
Coramba Road, Buchannans Rd (1610m²)
- Road rehabilitation work at Thompsons Road, Coffs Harbour (4625m²),
MacKays Road, Coffs Harbour (2760m²),
- Englands Road CCRRF and MRF preparation work
- SH 10 and Thompsons Road Cycleway (345m), kerb and gutter 200m, parking area and associated works
- Footpaths Harbour Drive / Edinburgh Street, Coffs Harbour Jetty. 50m plus associated works
- Cycleways Sawtell Road, Sawtell. Linden Avenue to Corrigan Avenue (380m) and associated works
- Lyons Road Park stormwater drainage Stage 1 (51.24m of 750mm dia pipe and associated works)
- Mt Browne Rail overbridge and approach roads
- Lyons Road watermain. Commences with an underbore at Toormina Road then 852.5m of pipe to Celeste Avenue.

A financial attachment detailing expenditure verses budget for the 2004/2005 financial year is included for Councils information.

cont'd

S29 Works Branch Report (cont'd)

Maintenance

The Jetty landing is due for completion in May with the staircase and lower landing to be lowered and fixed in place.

The entrance to the boat ramp basin was dredged between 29 April and 1 May 2005 resulting in the removal of 550m³ of sand and rock.

Operations expenditure is within the allocated program budgets and will continue to be monitored.

Recommendation:

That:

- 1. Council notes the progress report on construction and maintenance works undertaken by Works Branch up to 30 April, 2005.**
- 2. Council notes that individual program expenditures are being monitored to ensure that the total program costs for 2004/2005 will be contained within the approved budget.**

Attachments:**Works Branch-Construction Projects Budget/Expenditure****2004/2005 Program****AS AT DATE: 30-Apr-05**

Description	Revised Budget	Actual Expenditure	% Project Complete	% Costs Expended
Local Roads				
Sealed Roads Reseals	\$606,800	\$564,812	93%	93%
Sealed Roads Reseals - Asphalt	\$57,000	\$180	0%	0%
Sealed Roads Rehabilitation	\$1,289,318	\$969,375	62%	64%
Dust Sealing	\$155,000	\$137,255	100%	89%
Unsealed Roads Gravel Resheeting	\$140,900	\$44,378	33%	31%
Total:	\$2,249,018	\$1,716,000		
Federal Roads to Recovery				
Residential Street Rehabilitation	\$264,662	\$242,531	82%	84%
Gravel Resheeting	\$105,000	\$91,263	100%	87%
Bitumen Sealing	\$228,828	\$218,102	100%	95%
Total:	\$598,490	\$551,896		
Regional Roads				
3 X 3 Program	\$151,125	\$118,229	78%	78%
Total:	\$151,125	\$118,229		
Drainage				
Drainage Impts / Nuisance Flooding	\$259,265	\$300,230	100%	116%
Total:	\$259,265	\$300,230		
Bridges				
Major Repairs (includes Woolgoolga Rd No2)	\$204,746	\$111,652	55%	55%
Mt Brown Rail Bridge Approaches	\$35,580	\$570	1%	2%
Total:	\$240,326	\$112,222		
Footpaths / Cycleways				
Footpath Construction	\$305,540	\$167,486	60%	55%
PAMPS Footpath Works	\$111,987	\$63,016	56%	56%
Cycleway Projects	\$244,345	\$98,614	40%	40%
Total:	\$661,872	\$329,116		

S30 WEIGHT OF LOADS ENFORCEMENT

Purpose:

To recommend that Council enters into negotiations to join the Mid North Weight of Loads Group to enforce load limits on local roads.

Description of Item:

Council has been invited to join the Mid North Weight of Loads Group whose role is to enforce weight limits on local roads and bridges in mid northern NSW area. The Mid Northern division is one of five local government groups operating under the NSW Local Government Weight of Loads Groups who has sixty member Councils located in country and coastal areas of the state.

The weight of Loads Group performs the following functions:-

- Works in co-operation with the NSW Roads and Traffic Authority (RTA) to ensure that the provisions of the Roads Act 1993 and the Roads Transport (Mass, loading and Access) Regulations 1999 are complied with.
- Conducts random mass checks on heavy commercial vehicles to ensure that they operate legally within the mass limits.
- Patrols Regional and Local roads within the participating Council areas.
- Liaises with the local transport carriers and assist with training where required.

Historically local government roads have been low traffic volume roads, and due to funding restraints have been constructed with thin pavement thicknesses. With local and regional growth occurring these roads now carry higher volumes of heavy traffic and are susceptible to being damaged by over loaded vehicles. In the recent past within Coffs Harbour it is suspected that two timber bridges have been seriously damaged by overloaded vehicles. The repair, and in one instance the replacement of a bridge has been at significant cost to Council.

A standard single axle fitted with dual tyres and loaded to 8.2 tonnes will cause 2,250 times more pavement damage than a car. The same standard axle when loaded to 10 tonnes will double the damage to the pavement. Recent heavy vehicle inspections in the Clarence Valley area indicate that many overloaded vehicles have either originated in/or traveled through the Coffs Harbour area on local roads. Council's local road network consists of 82 timber bridges and 709km of pavement. In order to better maintain and preserve the road network a mechanism is required to ensure that damage is not incurred from over loaded vehicles, eg Moleton bridge damage and cost.

The Mid North Weight of Loads Group consists of eighteen councils, from Glouster in the south, Bellingen in the north and west to the Greater Tamworth Council. Each Council contributes according to the size of its road network and annual budget to fund four full time inspectors and two vehicles. Councils are visited by the inspectors randomly, averaging out at a visit every 2 weeks over a year. In addition inspections can be requested when a Council suspects that vehicles are being overloaded at a specific job site.

The commitment of the Weight of Loads Group is as follows:-

- To reduce overloading of vehicles and to increase the life of the road pavements.

cont'd

S30 - Weight of Loads Enforcement (cont'd)

- To treat every truck driver fairly with respect and courtesy.
- To constantly improve the quality systems through liaison with industry organizations.
- To provide a fair complaint appeal process for drivers or operators with legitimate objections to the groups procedures.

Sustainability Assessment:

- **Environment**

By enforcing weight limits on local roads and bridges the rate of deterioration over the network is slowed increasing the longevity of the road assets. This results in a lower demand on natural road building resources such as crushed gravels, bitumen and bridge timbers, required for repairs and reconstructions.

- **Social**

Weight limit enforcement provides a level playing field for transport carriers to operate and is an investment that upholds fairness and equity, both being ethics that Council and the community supports.

- **Economic**

Broader Economic Implications

Enforcement of weight limits will reduce sudden and unexpected repairs that occur when pavements and structures are damaged by overloaded vehicles. With the mitigation of these unexpected costs road maintenance expenditure can be better targeted to maintain the road network.

Management Plan Implications

The annual membership fee will be in the order of \$11,500 as advised by the Mid North Group. Under Council's agreement with the RTA for expenditure of the Regional Road Block Grant this fee can be charged as part of the regional road maintenance expenditure, relieving Councils revenue income from the expense.

Consultation:

When commencing in a new area the practice of the Weight Loads Group is to inform the local transport industry that inspections will be carried out and offer practical advice regarding distribution of loads over axles.

Implementation Date / Priority:

The Mid North Group are able to commence operations in the Coffs Harbour Municipality early in the 2006/07 financial year.

Recommendation:

That Council enters into negotiations with the Mid North Weight of Loads Group to become a participating member and support the enforcement of weight limits on local roads and bridges.

CITY BUSINESS UNITS DEPARTMENT REPORTS

B14 ADOPTION OF REVISION TO BRELSFORD PARK PLAN OF MANAGEMENT 1999

Purpose:

The purpose of this report is to seek Council adoption of the revised Brelsford Park Plan of Management.

Description of Item:

On 16 December 2004 Council considered a report on an amendment to the Brelsford Park Plan of Management 1999 and resolved "That Council place on exhibition the proposed amendments to the Brelsford Park Plan of Management, enabling the construction of the Senior Citizens / Multi-purpose Centre to proceed".

The proposed amendments were exhibited for the statutory 28 day period (a requirement of the Local Government Act), at the Coffs Harbour Council Administration Building, and in the Advocate newspaper. No objections or comments were received.

It is now requested that Council adopt the Brelsford Park Plan of Management revisions.

Sustainability Assessment:

- **Environment**

It is intended that buildings in the area be energy efficient and designed to have a pleasing visual presence in the Park.

The majority of the endemic trees will be retained and the four (4) trees to be removed for the construction will be compensated for in the landscaping of the Park establishing a fauna corridor. This will retain and improve the habitat value of the park.

- **Social**

The broader community will benefit from the social support services that these amendments will allow.

- **Economic**

Broader Economic Implications

These amendments will allow more flexibility in the use of the site and have economic benefits to the City.

Consultation:

The revisions were publicly exhibited for the statutory 28 day period and no objections or comments were received.

cont'd

B14 - Adoption of Revision to Brelsford Park Plan of Management 1999 (cont'd)

Related Policy and / or Precedents:

The proposal is in keeping with Councils adopted City Centre Strategic Plan.

Issues:

Four main issues of loss of parkland, distance to facility, parking and funding were addressed in the 16 December 2004 report to Council. There are no new issues following public exhibition of the revisions to the Brelsford Park Plan of Management.

Implementation Date / Priority:

Adoption of the revisions to the Brelsford Park Plan of Management 1999 will take effect upon Council's resolution.

Recommendation:

That Council adopt the amendments to the Brelsford Park Plan of Management 1999.

S31 TENDER PLANT REPLACEMENT PROGRAM SUPPLY OF ONE COMPACT STREET SWEEPER 04/05-192-TI.

Purpose:

To advise Council of tenders received for the replacement of one compact street sweeper in the plant fleet and recommending approval to upgrade a new compact street sweeper under the 2004/2005 Plant Replacement Program.

Description of Item:

Two companies were invited to tender after the assessment of an expression of interest Contract No. 04/05-192-EI, which closed on 17 December 2004.

Tenders were called closing 2 May 2005 for the purchase of a compact street sweeper. Two conforming tenders were received from the following:

1. MacDonald Johnston Engineering Company Pty Ltd
2. Applied Cleansing Solutions Pty Ltd

Sustainability Assessment:

Tenders for the compact street sweeper were called following adoption of the 2004/2005 Plant Replacement Program. Sustainability issues have been considered in the specification and tender assessment.

- **Environment:**

- Emission standards are in accordance European standards. 'Tier II'
- Service frequency and the reduction of waste products on oil and filters.
- Fuel consumption.
- Noise levels.
- Recyclability of parts

- **Social:**

The review of tenders included field performance testing to assess ergonomics and operator safety.

Two of the primary advantages of the selected unit are.

- A higher level of service will be able to be provided in councils CBD.
- A reduced exposure to occupational health & safety issues.

The location of the supplier, with a view to promoting business and employment in the local area, has been taken into account through the local business preference weighting in the tender evaluation.

cont'd

S31 - Tender Plant Replacement Program Supply of One Compact Street Sweeper 04/05-192-TI (cont'd)

- **Economic:**

On the basis that Council accepts the recommendation the purchase price of the new compact street sweeper as tendered with trade in is \$138,235.00 including GST. It should be noted that the net cost to Council accounting for GST input credits is \$125,668.18, plus RTA registration costs.

Funds for the change over have been budgeted for and are available in the Plant Fund budget.

Consultation:

The tender evaluation has included consultation with Works Coordinators, Plant Operators and Workshop Staff.

Related Policy and / or Precedents:

Tendering procedures were carried out in accordance with Councils Policy.

Statutory Requirements:

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

Issues:

The Tender Value Selection System was applied to all tenders and the assessment details are contained in the attached confidential supplement.

The tender Value Selection System assessed the Applied Cleansing Solutions 525 Green Machine the best overall package to Council.

Recommendation:

- 1. That Council accept the tender (Option B – without trade-in) submitted by Applied Cleansing Solutions Pty Ltd, ABN 59078317316 for the purchase of one 525 Green Machine compact street sweeper, for the price of \$138,235.00, including GST.**
- 2. That the existing Council-owned, Tenant street sweeper, Registration No. WKH555, be sold by the most financially advantageous means upon delivery of the tendered equipment.**

Stephen Sawtell
Director of City Services

CITY BUSINESS UNITS REPORTS

B15 COMMERCIAL OPPORTUNITY

Purpose:

To seek Council approval to tender for a commercial enterprise.

Description of Item:

Refer to the confidential section of the report.

Sustainability Assessment:

- **Environment**

The acquisition of the existing enterprise on a commercial basis will not have any environmental consequences. How the enterprise is actually run, and how funds generated from the undertaking are spent could have positive impacts on the environment in the future.

- **Social**

The social impacts are in a similar situation to those quoted above under environment.

- **Economic**

Broader Economic Implications

These are many and varied and are canvassed in the confidential section of the report.

Management Plan Implications

These will depend upon how the purchase is funded if Council is the successful tenderer. Funding of the purchase is recommended to be by way of a loan.

Consultation:

Council has had expert advice on the condition of the current structural improvements.

Related Policy and / or Precedents:

Council has as one of its goals, the acquisition of income producing assets that will provide recurrent funding to assist Council in providing facilities for the community.

Statutory Requirements:

If Council is to fund the acquisition by way of loan funds, it will be necessary to obtain the Minister's consent.

Issues:

Refer to the confidential section of the report.

cont'd

B15 Commercial Opportunity (cont'd)

Implementation Date / Priority:

Subject to Council's approval, a tender will be lodged by the closing time of 4pm on Monday 30 May 2005.

Recommendation:

- 1. That Council lodge a tender to acquire the commercial enterprise described in the report, on the terms and conditions detailed in the body of the report.**
- 2. That any necessary documents be executed under the Common Seal of Council.**

Purpose:

To make council aware of the contractual position between the Coffs Harbour City Council and the Australian Rugby Union (ARU) and to outline to Council the financial position relevant to the Wallaby contract.

Description of Item:

Coffs Harbour has been successful in securing the Wallabies for a further three years including the World Cup year of 2007. Council through its development arm (Coffs Harbour Future Development Corporation) originally secured the right to host the Wallabies in 1999 and have enjoyed many benefits from its continued association. In their six years since their first training camp the community has gained much tourism recognition as well as access to many other events for the region. The commercial benefits from being associated with the Wallabies go well beyond the dollars and cents and must be recognised in this report.

Council has always endeavoured to mitigate the financial cost of the Wallabies basing themselves in Coffs Harbour but this has not always been possible given that a premium was paid for the World Cup year in 2003 and a shortfall in funds from local sponsors of the program. The Wallabies have endeavoured to be involved and supportive of the local community and its people.

The Wallabies first arrived in Coffs Harbour in 1999 and throughout their tenure in Coffs Harbour have carried out a minimum of three open training sessions at Brelford Park, the Coffs Harbour International Stadium and lately at the high-performance training centre at Pacific Bay Resort. Who can't remember the open training session at Brelford Park in 2001 watching John Eales and George Gregan battling through a series of sprints and exercises, whilst school children were hanging off fences to seek a better vantage point of their heroes.

Wallaby management has consistently over the years donated sporting gym equipment that has been surplus to their use to the Sports Unit. This equipment has been distributed amongst needy sporting groups in Coffs Harbour such as the Police Citizens Boys Club and has been appreciated greatly by the community.

The Wallabies in 2004 provided financial assistance to several sporting organizations at the end of their season by donating \$7000 of sports drinks that were able to be sold to raise much needed funds. The recipients of this gesture were all the surf and athletics clubs in Coffs Harbour. Each club received the opportunity of a \$1000 injection into their club's revenues.

Council should keep in mind the benefits it receives from its association far beyond the terms and conditions of the agreement.

Sustainability Assessment:

- **Environment**

There are no environmental concerns or issues relevant to the Australian Wallabies.

cont'd

B16 Australian Rugby Union - Wallabies Report - New Contract 2005-2007 (cont'd)

- **Social**

The Australian Wallabies have been part of the Coffs Harbour community for the past 6 years and this agreement will take Coffs Harbour through to and including the 2007 Rugby World Cup. Their impact on the community has been immense, and has been by no means coincidental with the ever-increasing tourism and recognition benefits to the region. Community awareness and pride in the Wallabies is strong throughout the community and has a positive social worth to Coffs Harbour. Coffs Harbour truly had a team to support in the 2003 World Cup with the Wallabies just beaten in the final by England.

Many local sporting organizations seek signed jerseys and memorabilia to be signed by the Wallabies to assist in raising funds for their sporting clubs. The Wallabies are pleased to help with good causes for the community, such as the Allan McCabe memorial.

A highlight of the season for the Wallabies and the business community of Coffs Harbour is the Sponsors and Community golf days held each year at the Bonville Golf Resort. As well as an enjoyable day on the golf course with a Wallaby, each group gets to spend the night and dinner with the Wallabies at the club afterwards.

Throughout their season visits in Coffs Harbour players from the Wallaby line-up visit the local children's wards of the hospitals to make some kids hospital stay a little easier. These visitations are not predicated by any media accompaniment, but purely made to benefit the sick children. The Wallabies themselves receive little recognition for all these gestures of goodwill, and do not seek any recognition as such.

- **Economic**

Broader Economic Implications

Coffs Harbour asked **Media Monitors** (Australian Media watch company) to place an economic value on the **commercial worth of its sponsorship** through recognition and attachment to the Wallabies and they were unable to place a value on it. The figure was **simply so high** that it was beyond them to place a value on it. Their comment was that it was immeasurable. Coffs Harbour is now the second most recognised tourist destination outside of only Sydney in the whole of New South Wales as stated in a Roy Morgan Holiday tracking survey, having come in fourth in 1999 (Blue Mountains, Byron Bay, Wollongong etc). The value of the Wallabies stretches even further beyond this as it has helped Coffs Harbour to attract many other major sporting events to the city (regional, national, international etc) including the famous **British Lions in 2001**. The economic impact to the city is enormous as we receive a constant and steady stream of recognition from all over the world.

Council's association with the Wallabies provides us with the opportunities to host and bid for many other regional and major events. It is no coincidence that we are looked at as an option for many major events due to our much heralded relationship with the Wallabies. Coffs Harbour was able to procure other major events to the city such as the 2001 British Lions Tour game which saw nearly 12000 spectators pack the International Stadium for a great afternoon of Rugby. Other major events have been held for Soccer, Rugby League, Touch and AFL.

Management Plan Implications

Refer to the Confidential attachment.

cont'd

B16 Australian Rugby Union - Wallabies Report - New Contract 2005-2007 (cont'd)

Consultation:

Council's Accounts Branch, Sports Marketing Australia, the Sports Unit and the Australian Rugby Union have provided information for this report. The agreement has been negotiated between the Australian Rugby Union, Coffs Harbour City Council and Thakral Holdings Limited (owners of Pacific Bay).

Related Policy and / or Precedents:

Coffs Harbour has been the official Training Base of the Wallabies since 1999.

Issues:

Coffs Harbour derives enormous benefits from its relationship with the Wallabies but need to open up the marketplace in order to truly mitigate the cost of having the team. The suggestion being put to Council is that we (Sports Unit and Sports Marketing Australia) sell in packages to other regional NSW Rugby Union strongholds such as Armidale and Tamworth. The full costs cannot be fully mitigated within the local market/ community and we should open ourselves up to alleviate the financial shortfall. There is no against to this idea and only for's because we need to continue enjoying the great benefits from our association but alleviate some of the financial pressure. As noted from the recent press release, "Players and Coaching staff have unlimited access to a number of first class facilities and the Wallabies have also developed a strong relationship with the people of Coffs Harbour over the years" coach Eddie Jones said recently.

The current financial position is detailed in the confidential attachment to the report. It should be noted that there are strict confidentiality clauses in the Wallaby Contract, preventing disclosure of financial arrangements.

Implementation Date / Priority:

Subject to execution, the contract commences on 1 January 2005 and expires on 31 December 2007.

Recommendation:

- 1. That Council enter into agreement with the ARU and Thakral Holdings to co-host the Australian Wallabies for the period 2005-2007.**
- 2. That any necessary documents be executed with the common seal of Council.**

Pat Littler
Director of City Business Units