

Coffs Harbour City Council



Winner - "Enhancing the Landscape", and Silver Medal - "Most Liveable City" - 2004 International Awards for Liveable Communities.

Leading The World

Our ref: 1131506

17 May 2005

The Committee Manager
Standing Committee on Public Works
Parliament House
Macquarie St
SYDNEY NSW 2000

The LivCom Awards



Dear Sir/ Madam,

Re: Inquiry into Infrastructure Provision in Coastal Growth Areas

In response to the Committee's call for submissions as part of its inquiry and report on issues relating to the provision of infrastructure in the coastal growth areas, Coffs Harbour City Council attaches its submission.

The Coffs Harbour Local Government Area is significantly affected by the migration from other parts of Australia but generally from metropolitan cities.

This settlement pattern places enormous strain on the City and its resources and Council's submission addresses these issues as far as possible.

Should you wish to query any matter from the submission please contact Col Gregg on 6648 4210.

Yours faithfully

Mark Ferguson
General Manager

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COFFS HARBOUR
CITY COUNCIL



Submission

**Legislative Assembly
Standing Committee on Public Works**

**Inquiry Into Infrastructure Provision in
Coastal Growth Areas**

By

Coffs Harbour City Council

17 MAY 2005

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Introduction

Coffs Harbour will achieve two significant milestones in local government in 2006.

It will mark the centenary of the formation of our original Dorrigo Shire; it will also be the 50th anniversary of the establishment of the Shire of Coffs Harbour itself. Coffs Harbour has come a long way in that time.

The role of local government has evolved as Coffs Harbour has blossomed into a dynamic coastal city. The expectations of ratepayers have changed too. With imposed constraints on council revenue, successive administrations have found it increasingly challenging to keep pace with community aspirations.

Council recognises the need to deliver facilities and services demanded by a maturing city. In 2005/ 2006 Coffs Harbour City Council is responding to the call, by proposing a forward-thinking package of capital works.

The City Facilities Program addresses 16 major projects including the Hogbin Drive Extension, the commencement of the Harbourside project, the new Coffs Harbour City Park and major works in Woolgoolga, Sawtell and Nana Glen. It is a five year schedule, with a total budget of \$86.7million. The program will help to position Coffs Harbour for the coming years of rapid growth, creating a new social, cultural and economic focus and consolidating the city as the key regional centre on the North Coast.

It all comes at a cost and Council makes it clear that the community will have to share some of the burden. To fund the City Facilities Program, Council is proposing an 18.5% variation on residential rates in addition to the 3.5% increase approved under NSW rate-pegging legislation. For the average ratepayer, it will represent a total increase in rates of nearly \$140 a year – about \$2.70 a week.

Councils are increasingly required to deliver services and facilities traditionally provided by other levels of government. With no compensation, Councils have to adopt a user pays approach. The fact that a number Mid North Coast Councils are this year applying for rate variations is indicative of the widespread need for local government to catch up.

The NSW Minister for Local Government will determine if the variation proceeds. He'll be guided by the way the Coffs Harbour community responds to the proposal.

Councillors have been closely involved in reviewing Council's Strategic Directions, prioritising programs and setting budgets for the 2005/ 2008 Draft Management Plan. Strategic planning remains a key role in our growing city, along with the provision of a wide range of community services and the marketing of the Coffs Coast.

Important projects include the construction of a Resource Recovery Facility under the city's waste strategy, the ongoing rollout of sewerage reticulation for the Arrawarra/ Mullaway area, and the reconstruction of the Middle Creek Bridge at Sawtell.

To maintain existing programs and service levels, the draft budget provides for an estimated deficit of \$177,247 in 2005/ 2006, with Council continuing its drive to cut operating costs during the year.

A ruling has finally been made on the future of Red Rock and Corindi. Council's forward planning for the area has been disrupted by the Boundaries Commission

hearing. Anticipating a positive outcome, Coffs Harbour City Council is ready to resume the process of integrating Red Rock and Corindi into one of the most livable cities in the world.

1. Key Coastal population growth and urban consolidation trends in NSW

Coffs Harbour was originally part of the Dorrigo Shire Council.

The Dorrigo Shire Council was formed at the end of 1906, with headquarters at Coramba. At that time the shire extended from Dorrigo in the west to Coffs Harbour in the east and northward to the Clarence River.

By 1947 Coffs Harbour was an untidy sprawling centre in the huge Dorrigo Shire.

- Only one Councillor in a Council of six represented Coffs Harbour.
- Coffs Harbour only had six miles of formed streets, onto which stock frequently strayed.
- Packs of stray dogs were a problem.
- Treeless environment (ringbarked or felled).
- Lack of parks and playgrounds.

Coffs Harbour forms its own Council

A battle for shire status for Coffs Harbour waged for many years until the name of the new shire “Coffs Harbour” was proclaimed by gazettal on 30 November 1956 and the Council acquired a house in High Street, Coffs Harbour for its chamber.

In 1962 the council chamber was moved to newly constructed building in Vernon Street. In December 1984 it was again moved to where the administration building is currently located on the corner of Coff and Castle streets.

The new “coastal” shire took in Pine Creek in the south to Arrawarra in the north and westward to Ulong and Lowanna. The greater part of the Dorrigo Plateau was transferred to Bellingen Shire.

Coffs Harbour becomes a City

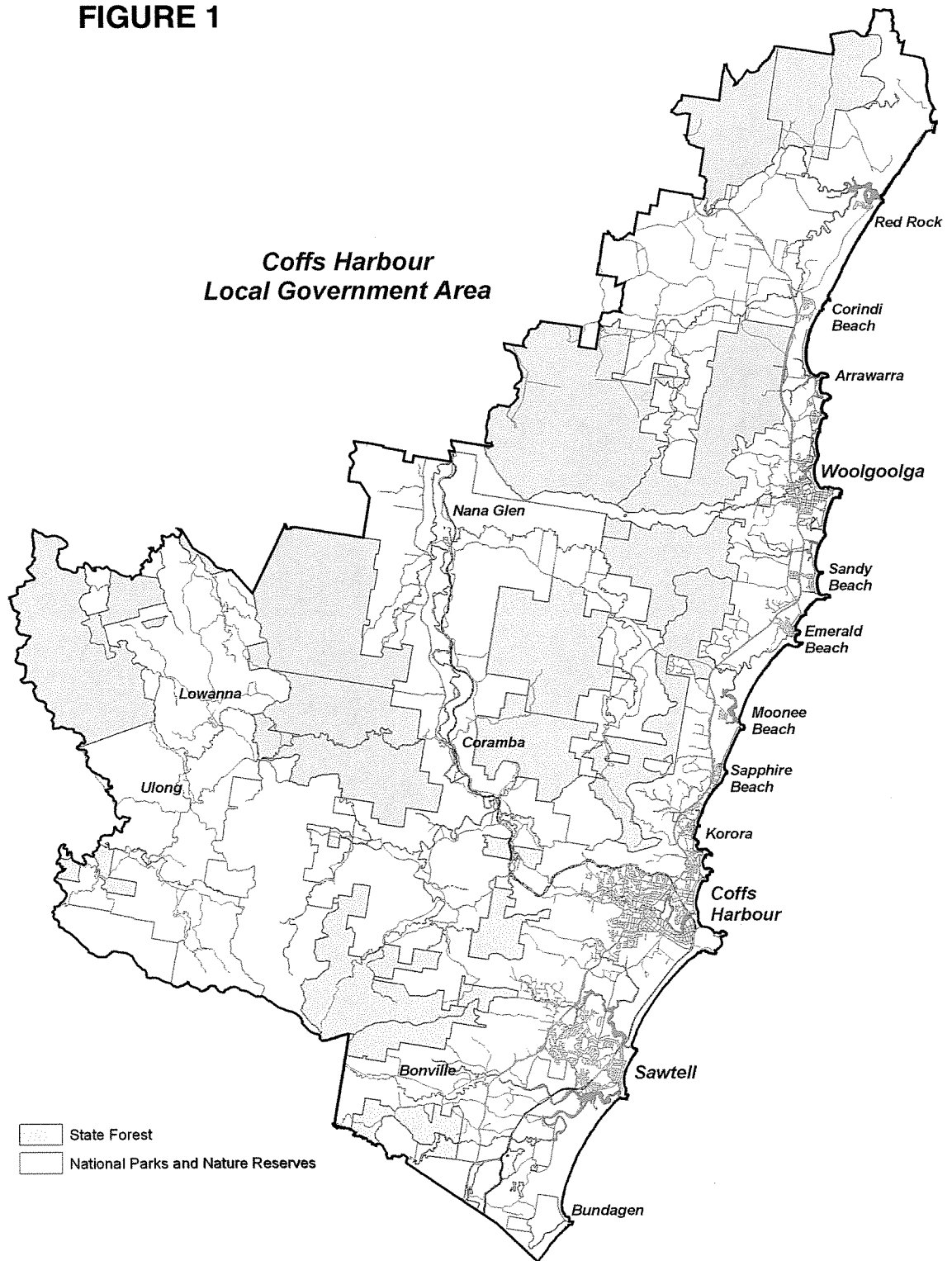
In 1987 Coffs Harbour was proclaimed a city.

Coffs Harbour is located on the Mid North Coast of NSW, practically midway between Brisbane and Sydney. The Coffs Harbour City Local Government Area (LGA) is bounded to the north and northwest by the new Clarence Valley Council, and to the south and southwest by Bellingen Shire Council. It is roughly triangular in shape, encompassing 1,174 square kilometres, with a coastline of 63 kilometres.

The LGA includes the regional city hub of Coffs Harbour, larger centres of Sawtell/Toormina and Woolgoolga, and a series of attractive seaside settlements and inland villages, interspersed with rural lands, National Parks and State Forests. It is one of the fastest growing and most dynamic areas in regional NSW. It is one of Australia's most recognised visitor destinations.

Figure 1 shows the location of key settlements within the Coffs Harbour Local Government Area.

FIGURE 1



Population

Coffs Harbour City Council has used the latest Census data from 2001 to compile a population profile for the city that analyses social, demographic and economic trends.

Since the last population profile was prepared in 1998, based on the 1996 Census, there has been significant growth in the 40 – 59 age bracket and people aged over 80 years living in Coffs Harbour.

The area has continued to lose people in the mid 20's to late 30's, however it has retained more people in the 15 – 19 age bracket.

The unemployment rate for Coffs Harbour has decreased from 16.8% in 1996 to 13.2% in 2001, which is comparable to the rest of the Mid North Coast although much higher than the rest of NSW.

Population Statistics

Population Profile 2004 (Refer to attachment A)

The Coffs Harbour City Population Profile 2004 was prepared based on information provided predominately by the Australian Bureau of Statistics, from the 2001 Census.

The Population Profile looks at trends occurring in NSW overall (Section 1), in the defined Mid North Coast region (Section 2), and in Coffs Harbour generally (Section 3). A snapshot is provided at the start of each of these three sections, to give comparisons between local, regional and state-wide trends at a glance.

The following summary provides information on the Coffs Harbour Local Government Area (LGA) population for the 2001 Census period, along with comparisons with 1991 and 1996 periods.

Summary – Coffs Harbour Statistics – 1991 to 2001

	1991	1996	2001
Estimated Resident Population – ERP (persons)	50,877	57,283	61,770
Annual growth rate (%)	4.4	2.4	1.6
Median age (years)	Not available	36	39
Median weekly individual income	\$200 - \$299	\$200 - \$299	\$200 - \$299
Median weekly household income	\$300 - \$499	\$300 - \$499	\$500 - \$599
Unemployment rate (%)	18.7	16.8	13.2
Mean household size (occupancy rate)	2.7 persons	2.6 persons	2.5 persons

Section 4 of the Population Profile 2004 breaks the Coffs Harbour LGA into 14 localities, and gives a snapshot and an analysis of each of these localities. Trends and changes since the previous Census period are noted for each of these areas individually, as well as for the LGA as a whole.

Some of the key findings of the Coffs Harbour City Population Profile 2004 are as follows:

- Significant growth (53%) in the age group 45-60 years (known as the “baby boomer” generation), over the last 10 years. The influx of this age bracket from

metropolitan and other rural areas of the State to coastal areas such as Coffs Harbour LGA is occurring as these people search for a better lifestyle, part time work and/ or self employment.

- A decline of people ages 25-39 years over the last 10 years. This appears to be generally through the need to seed out job opportunities elsewhere. Trends indicate these people are returning to the Coffs Harbour LGA in their early 40's to raise their children.
- The occupancy rate (average household size) has continued to drop from 2.7 persons in 1991, to 2.5 persons in 2001. This is typical of changes in household structures, which are occurring throughout Australia. The Australian Bureau of Statistics has estimated this rate to drop to between 2.2 and 2.3 persons per household by 2021, this will have implications for the provision of housing stock over time.
- Males outnumber females up to age 24, and thereafter females outnumber males (except in the 50-59 age bracket). The numerical dominance of females is particularly evident from age 30-44 and then from age 75 and over. This is generally similar to the overall Mid North Coast trend.
- The proportion of Aboriginal and Torres Strait Islanders in Coffs Harbour has continued to increase from 1.8% in 1991, to 2.4% in 1996 and to 2.9% in 2001 Census. This compares to an Indigenous population of 3.7% for the Mid North Coast, and 1.9% for the state.
- The rate of unemployment for Indigenous persons in Coffs Harbour is second highest in the Mid North Coast region (34%) after Kempsey (35%). This is significantly higher than the NSW average of 24%.
- In 2001, the unemployment rate for Coffs Harbour was estimated to be 13.1% of the labour force (over 15 years of age), which is a decrease from 16.8% since 1996. Coffs Harbour LGA has a comparable rate of unemployment to that of the Mid North Coast, however the LGA has a much higher rate than that estimated for NSW (7.2%).
- The number of private dwelling houses within the Coffs Harbour LGA has increased by 9% since 1996. This compares with 5.9% for NSW overall.

While there is significant demographic data available the following specific issues should be highlighted. Coffs Harbour City has:

- Growing refugee populations
- Transient homeless visitors
- Increasing residents with disabilities
- Growing population in 0 – 5 age group areas
- Seasonal industries offering high amounts of employment for short periods of the year eg. Hospitality, tourism and fruit picking.
- A growing ageing of the population

The following extract from the NSW Local Government Population Ageing Project reinforces the impact of the ageing demographic. It is particularly disturbing to note that by 2008 Coffs Harbour Local Government Area will have more people leaving the workforce than entering it. Such a situation will require intervention to ensure sustainability.

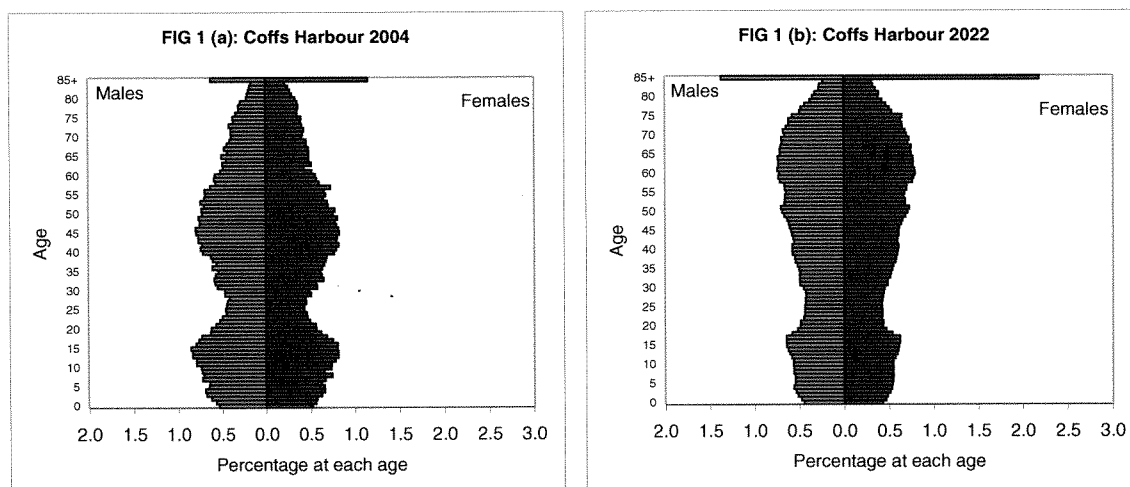
Coffs Harbour

****PROVISIONAL****

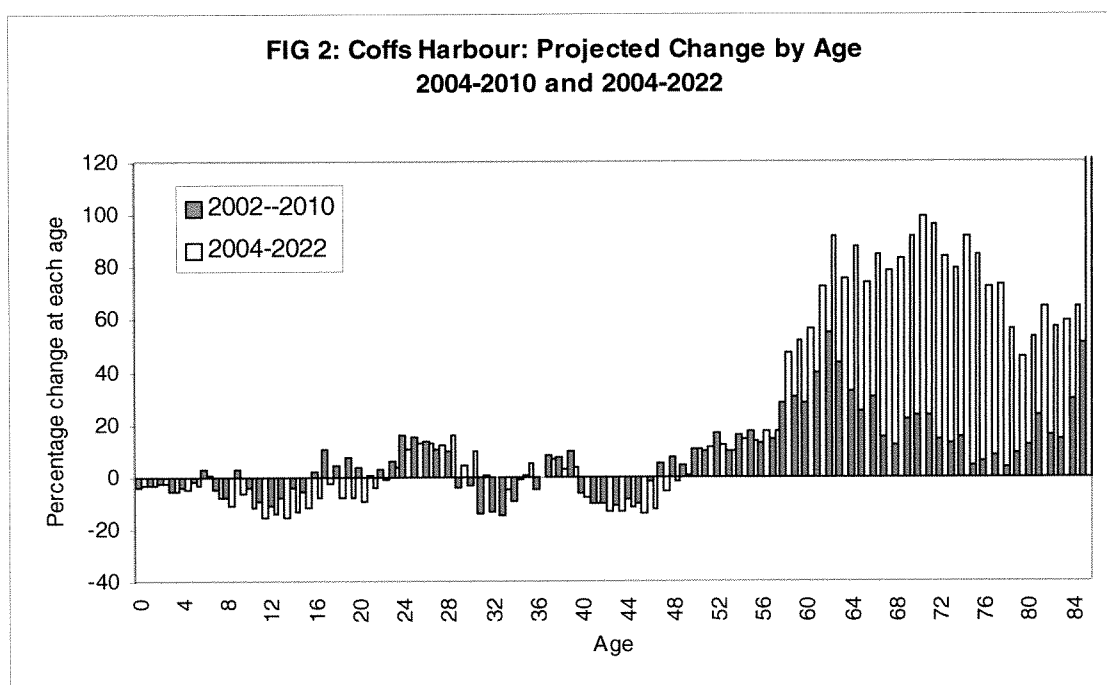
Ageing Index: 45/153 (With 16.2 per cent currently aged 65+ years, Coffs Harbour is NSW's 45th oldest LGA. By 2022 it will be its 38th oldest)

Force of ageing: 0.51 (average percentage point increase in 65+ population per year) compared with 0.33 for Total NSW, 0.28 Sydney and 0.43 NSW Balance.

Figure 1 shows the current (2004) and projected (2022) age-sex structures for Coffs Harbour. In addition to conventional structural and numerical ageing, these structures provide a clear indication of 'premature ageing', which is typically caused by the migration-related loss of young people and/or migration gain at older ages.



Between 2004 and 2022 the population of Coffs Harbour is projected to increase in size, from its current 65,097 to around 76,155 (17 per cent). As Figure 2 indicates, its youth populations is projected to decline while its working age population will grow slightly (mainly at the older ages); as elsewhere the elderly population will grow substantially.



Numerical Ageing: Coffs Harbour's 65+ population is projected to grow from its current 10,530 to around 19,315 by 2022 (83 per cent). At 85+ years the increase will be from 1,155 to approximately 2,708 (134 per cent).

Structural Ageing: Approximately 16.2 per cent of the Coffs Harbour population is currently aged 65+ years, and this is projected to grow to 25.4 per cent by 2022 (see Table 1). At an average increase of 0.51 percentage points per year, this 'force of ageing' is somewhat faster than that projected for most of NSW (e.g. 0.33 for Total NSW and 0.43 for NSW Balance). Coffs Harbour's 85+ population is projected to double in proportion, from 1.8 to 3.6 per cent of the population.

Currently Coffs Harbour has an 'elderly to child ratio' of 0.8, meaning that it has around eight elderly (65+ years) for every ten children (aged 0-14 years). This ratio will increase markedly over the projection period, to 1.6, or 16 elderly for every ten children by 2022. The crossover (to more elderly than children) will occur around 2010 (see Figure 3). This compares with 2009 for NSW Balance, 2015 for Total NSW, and 2019 for Greater Sydney.

Labour Market implications: Currently Coffs Harbour has a labour market 'entry:exit ratio' of 1.1, meaning that it has around 11 people at labour market entry age (15-24 years) to every ten approaching retirement age (55-64 years). This ratio will become negative (less entrants than exits) around 2009 and decline to around 0.7 (seven entrants per ten exits) by 2022. By comparison the entry/exit ratio for Total NSW is currently 1.3 and will decline to 0.9, the crossover to more exits than entrants not coming until around 2018. Figure 3 illustrates the trend for Coffs Harbour by plotting the underlying numbers of 15-24 and 55-64 year olds separately; the imminent cross over to greater numbers of people at labour market exit rather than entry age is clear.

Coffs Harbour's total working age population (15-64 years) is projected to fall from its current 63.1 per cent of the population, to around 58.4 per cent by 2022. However, it will increase in numbers from its current 41, 098 to around 44,492 (8 per cent).

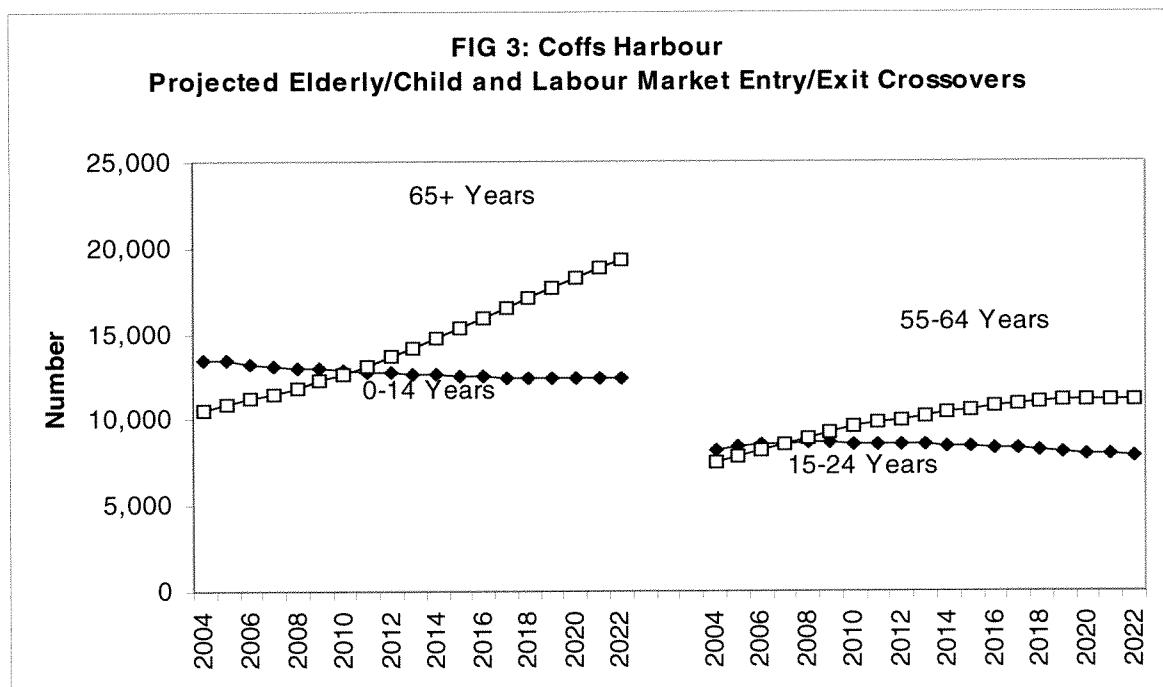


Table 1a: Coffs Harbour: Summary Statistics 2004-2022 (Raw data)

	0-14	15-24	25-39	40-54	55-64	65-74	75-84	85+	TOTAL	15-64	65+
2004	13,469	8,225	10,645	14,800	7,426	5,611	3,764	1,155	65,097	41,098	10,530
2005	13,377	8,374	10,586	14,905	7,788	5,732	3,841	1,254	65,857	41,653	10,827
2006	13,245	8,491	10,572	14,940	8,148	5,875	3,940	1,356	66,568	42,152	11,171
2007	13,132	8,551	10,600	14,976	8,551	5,985	4,015	1,454	67,263	42,678	11,453
2008	13,005	8,596	10,623	14,984	8,933	6,182	4,077	1,548	67,948	43,136	11,807
2009	12,913	8,612	10,659	14,994	9,220	6,453	4,127	1,637	68,614	43,485	12,217
2010	12,857	8,580	10,670	14,975	9,544	6,708	4,185	1,746	69,266	43,769	12,639
2011	12,769	8,568	10,626	15,037	9,827	6,960	4,262	1,856	69,905	44,058	13,078
2012	12,690	8,550	10,583	15,078	9,982	7,326	4,381	1,936	70,525	44,192	13,642
2013	12,655	8,484	10,574	15,054	10,188	7,681	4,485	2,018	71,140	44,300	14,184
2014	12,596	8,428	10,623	14,969	10,383	8,023	4,607	2,119	71,748	44,403	14,748
2015	12,531	8,375	10,697	14,884	10,563	8,373	4,736	2,185	72,344	44,519	15,294
2016	12,451	8,330	10,794	14,758	10,723	8,728	4,870	2,278	72,931	44,604	15,876
2017	12,424	8,238	10,889	14,633	10,887	9,095	4,988	2,349	73,503	44,647	16,432
2018	12,395	8,151	10,978	14,510	11,007	9,452	5,159	2,411	74,062	44,645	17,022
2019	12,373	8,063	11,062	14,409	11,114	9,730	5,388	2,465	74,605	44,648	17,583
2020	12,364	7,978	11,123	14,394	11,106	10,015	5,623	2,534	75,136	44,602	18,171
2021	12,358	7,908	11,140	14,399	11,100	10,284	5,850	2,617	75,655	44,546	18,751
2022	12,349	7,840	11,142	14,433	11,076	10,428	6,179	2,708	76,155	44,492	19,315
Change (%)	-8.3	-4.7	4.7	-2.5	49.1	85.8	64.2	134.4	17.0	8.3	83.4

Table 1b: Coffs Harbour: Summary Statistics 2004-2022

	0-14 %	15-64 %	65+ %	85+ %	65+ / 0-14 elderly/child	15-24 / 55-64 entrant/exit	Reproductive Age 25-39 %
2004	20.7	63.1	16.2	1.8	0.8	1.1	16.4
2005	20.3	63.2	16.4	1.9	0.8	1.1	16.1
2006	19.9	63.3	16.8	2.0	0.8	1.0	15.9
2007	19.5	63.4	17.0	2.2	0.9	1.0	15.8
2008	19.1	63.5	17.4	2.3	0.9	1.0	15.6
2009	18.8	63.4	17.8	2.4	0.9	0.9	15.5
2010	18.6	63.2	18.2	2.5	1.0	0.9	15.4
2011	18.3	63.0	18.7	2.7	1.0	0.9	15.2
2012	18.0	62.7	19.3	2.7	1.1	0.9	15.0
2013	17.8	62.3	19.9	2.8	1.1	0.8	14.9
2014	17.6	61.9	20.6	3.0	1.2	0.8	14.8
2015	17.3	61.5	21.1	3.0	1.2	0.8	14.8
2016	17.1	61.2	21.8	3.1	1.3	0.8	14.8
2017	16.9	60.7	22.4	3.2	1.3	0.8	14.8
2018	16.7	60.3	23.0	3.3	1.4	0.7	14.8
2019	16.6	59.8	23.6	3.3	1.4	0.7	14.8
2020	16.5	59.4	24.2	3.4	1.5	0.7	14.8
2021	16.3	58.9	24.8	3.5	1.5	0.7	14.7
2022	16.2	58.4	25.4	3.6	1.6	0.7	14.6
Change (%)	-21.6	-7.5	56.8	100.4	-10.5
			0.51				

2. **Short & long term needs of coastal communities for basic infrastructure (such as roads, power, water & sewerage) and human services infrastructure (such as hospitals, schools, aged care centres and sporting facilities).**

Unfortunately future infrastructure requirements will not only be impacted by the demand caused by the migration to the coastal cities from metropolitan areas and other areas of Australia but also the backlog and the renewal of infrastructure. Local Government has not been able to fund this construction nor maintain existing infrastructure at acceptable standards.

Whilst the following infrastructure needs are identified, the list is in no way complete and would be more expansive if time permitted.

Transport

In 1999, Council undertook a stocktake of outstanding infrastructure needs and again reviewed the list in 2002. This is currently again being updated.

In 2002 the value of outstanding works totalled \$94,882,835 as follows:

1.	Urban Roads Sealed	\$47,371,698
2.	Dust Seal	\$5,102,737
3.	Drainage	\$9,321,400
4.	Footpaths	\$2,797,380
5.	Cycleways	\$4,382,800
6.	Bridges	\$4,351,320
7.	Traffic Infrastructure	\$21,500,000
8.	Street Lights	\$55,500
	Total	\$94,882,835

A full list is appended. (Refer Attachment 3)

As only a few of these works have been finalised, the current review will grow in number and cost.

Coastal & Estuary Protection

The inquiry into infrastructure provision in coastal growth areas is an appropriate time to rethink seriously about ecologically sustainable development.

Sustainability is a dynamic process that enables all people to realise their creative potential and improve their quality of life in ways that simultaneously protect and enhance the Earth's life-support systems and its variety of life.

If sustainability were to be viewed seriously by government, many of the issues relating to the pressures of coastal development would be eased.

There is enormous array of development control systems mounting to become a more complicated and reactive control system, and fragmenting the issues surrounding coastal development. These include the costs associated with environmental and social upkeep. Even with SEPP 71 now in place, the development approval process shows little understanding of the complexity surrounding ecological and social issues with coastal development. The cost implications to deliver appropriate infrastructure and upkeep are not realised. It would be naive to think

planning policies such as SEPP 71 are a solution to ecological coastal degradation and social deterioration. If insightful understanding is not realised in regards to the complexity of ecological and social issues, the bill of unrealised costs for inappropriate coastal development and associated infrastructure provision will and does go to the local governments and their communities.

In an estuarine environment, the water quality impacts are dependent on the type of estuary and the location within the estuary. The well flushed down river estuaries are generally least susceptible to urban storm water pollution, with coastal lakes most susceptible due to the absence of tides. The Coffs Harbour coastline is made up of the most urban development sensitive estuarine environments. In these areas, the tidal excursion (the longitudinal movement of water) is generally small, often resulting in a long residence time for pollutants. This can cause public health concerns, ecological collapse and aesthetically distressed environments. Many of Coffs Harbour's urbanised coastal waterways are facing these issues, further urbanisation surrounding coastal waterways will accumulate costly mitigation of these problems, costs to be met by council and the community.

To meet ecological and social needs under the pressure of coastal development, costly management interventions are required. Most often additional infrastructure not included in the fragmented approval processes and are needed to:

- Remove excess water and minimise flooding of property and the impacts of flooding community facilities.
- Protect downstream water bodies from the contamination in urban runoff
- Provide aesthetic values within the urban landscape
- Provide recreational facilities on water bodies
- Provide nature conservation habitat in urban areas for ecologically and socially valued species
- Provide recreational corridors and paths along drainage lines

It is widely recognised that retrofitting infrastructure to ensure the upkeep of the coastal environment is costly business to local government and communities. While it is recognised the developers provide some contribution to the costs for mitigation of urban impacts such as storm water management, development approvals are often made without examining the cumulative impacts within a catchment. Such temporal and spatial fragmented decision making holds little accountability for quality or quantity impacts on the receiving environment downstream. Even with the establishment of an Environmental Levy, the pressure of coastal growth in the Coffs Harbour area development continues to be approved with concern for future costs, which are unlikely to be adequately met.

In the past State Government had financially supported councils through the Stormwater Trust where some progress began to catch up on restoring and protecting coastal waterways from the impacts of coastal urbanisation. Funding has become very limited and the programs put in place with the Stormwater Trust funding are falling by the way side. The Coffs Harbour City Council Stormwater Management Plan is not being implemented or reviewed because there are no resources. Estuary Management Plans are slowly being developed but are not keeping up with the current coastal expansion and older plans are now becoming defunct due to new issues and new levels of pressure from coastal development.

Community Services

In relation to infrastructure needs for community services, it may be best to consider them in two categories -short term and long term.

Short Term

- Childcare places in the 0-5 age group, which offer choice and flexibility, are in short supply. The types of industries in Coffs Harbour and the changing demographics to include higher numbers of young families contribute to this need. Care for 0-2 age group is in very short supply and impacts on some parents' ability to take up employment opportunities.
- An effective flexible public transport system is required as this is hampering the ability of many in the community to access employment, training and service opportunities.
- Affordable stable housing underpins people's ability to participate fully as a member of the community. It particularly impacts on the things such as the ability to find and perform work. There is a shortage of this type of accommodation for a range of groups in the community including young people, single parent families, low-income earners and older people.
- In relation to families and people who have a disability there is a need for flexible accessible respite accommodation.

Long Term

- There is a number of public and private primary and secondary schools in the LGA. The numbers attending the primary schools vary, however, most report growing numbers.
- In relation to secondary schools all are large schools and there is likely to be a need in the future for an additional high school.
- The private education system reports waiting lists in many, if not all its schools. This is therefore limiting in terms of choice for many families.
- Appropriate planning is required for the ageing population. The NSW Local Government & Shires Association has recently released a report - "Planning the Local Government Response to Ageing and Place" which outlines many of the issues facing Coffs Harbour now and in the future.
- Coastal regions such as the Coffs Coast are being "targeted" as appropriate places for refugees to be placed when arriving in Australia. This results in the need for a significant service structure to be in place.

Open Space

In 1992 Coffs Harbour City Council prepared an Open Space Strategy to guide the acquisition and development of open space lands to meet the needs of a growing community. Periodic revision of the strategy is necessary to ensure it remains relevant and keeps pace with changes in community needs, legislation, planning policy and existing resources. This document is the first of these revisions.

The Open Space Strategy covers the entire Local Government Area and focuses on Council controlled open space lands and recreation facilities.

The objective of Council's Open Space Strategy is to provide Coffs Harbour City Council with a framework for the acquisition, development and /or management of public open space within the City.

The specific objectives of this revision to the Open Space Strategy are to:

- define works, facilities and additional lands required to meet existing and future community needs for open space and recreation.
- give works priorities for consideration in Council's annual management plan budget preparations.
- outline the resources available to achieve the aims and proposals of the strategy.
- provide a suitable basis for the review of open space components of the Coffs Harbour Local Environmental Plan and Council's Section 94 plan.

The Strategy recommendations have been based on the findings of the Coffs Harbour Open Space and Recreation Study 1997. The study uses expected population and urban growth patterns to the year 2021, open space standards, current policy and legislation and a variety of community consultations to determine existing and future open space needs. The value of outstanding works resulting from development of this strategy totals \$6,721,000 of passive and \$32,253,200 of active recreation needs. A copy of the Open Space Strategy and listing of outstanding works is appended (refer attachment C).

Water

The Coffs Harbour Water Supply Strategy Study (CHWSS) was commissioned by Coffs Harbour City Council (CHCC) to investigate the water supply distribution and reticulation systems in the Coffs Harbour City Council Local Government Area. The aim of the study was to:

- Assess the performance of the existing water supply system and to investigate possible remedies for any deficiencies found;
- Investigate what augmentation works will be required to meet future demands anticipated to the year 2021;
- Provide a recommended works programme with preliminary cost estimates.

These tasks were undertaken in a series of five working papers. These were combined to form the chapters of the Final Report. The principle assumptions and findings of the report are presented in the Executive Summary.

Assessment of Reservoirs

The storage volumes of the reservoirs were assessed against control, balance and reserve storage requirements. Balance storage requirements could only be determined through modelling of the design peak day. The findings of the assessment are summarised in the following sections:

Ineffectual Reservoirs

Due to their low elevation and inlet/ outlet configuration, Corindi and Haviland Street (Woolgoolga Heights) Reservoirs are not utilised under normal operation. This may lead to water quality problems.

Bark Hut Reservoir

Bark Hut Reservoir currently has only 14% excess capacity (ie 86% of the reservoirs capacity is currently required to meet its design storage requirements). Due to the high development growth in the area, Bark Hut Reservoir is likely to reach its design capacity within a few years.

Woolgoolga Reservoirs

The reservoirs servicing Woolgoolga (Scarborough Street, Woolgoolga Headland and Haviland Street) are relatively low. As a result, substantial parts of Woolgoolga suffer from poor pressure. A less than ideal solution has been implemented which allows some of the affected areas to be supplied directly from Emerald Reservoir. Even so, poor pressures are experienced by many properties. Further, the existing reservoirs are too low to supply a significant part of new development areas west of the Pacific Highway. Two options were investigated that involve the replacement of the three Woolgoolga Reservoirs with one higher reservoir at Unwins Road.

Moonee Reservoir

High demand growth is expected at Moonee once the sewerage infrastructure is completed in 2001. The existing 1.2ML reservoir is predicted to be unable to meet its design capacity requirements by 2007.

North and West Coffs Harbour

Red Hill and Macauleys Reservoirs both supply North and West Coffs Harbour. However, due to the higher elevation, Red Hill Reservoir provides the majority of supply. Under the current design peak day demand, Red Hill Reservoir is under capacity by 6%. Three Shepherds Land Reservoir options were formulated to remedy this problem. They involved the construction of a new reservoir at the northern end of Shepherds Lane and the separation of the reticulation system to ensure that Macauleys Reservoir supplies a greater proportion of the demand.

Coramba Reservoir

Coramba Reservoir is predicted to be unable to meet its reserve storage requirements by around 2022. At this time a reservoir of similar capacity should be constructed.

Assessment of Distribution Pipelines

Distribution pipelines convey supply to reservoirs. By utilising some of the reservoir's storage to balance out peak demands from the reticulation system, the distribution pipelines need only be designed to carry the design peak day demand and not the peak instantaneous demand. The PIPES ++ models were used to assess the performance of the distribution pipelines against existing and future design peak day demands. The following sections outline where augmentation works will be required.

Main Northern Trunk Line

The Main Northern Trunk Line (MNTL) traverses northwards from Macauleys Reservoir to Corindi. At present it can only just supply the design peak day demand to its reservoirs. By 2001 it will be unable to meet Emerald reservoir's design requirements.

Karangi to Red Hill

The Karangi to Red Hill (KRH) distribution pipeline traverses the 5.5km from Karangi Dam to the Red Hill Balance Tanks. The pipeline is mostly made up of either 600mm Ø DICL pipe. Karangi Dam and the Balance Tanks are at similar elevations. A pump station consisting of three 400 KW pump sets is located at Karangi Dam. Normally, one pump is operated, except, during times of high demand two pumps are operated in parallel.

The pipelines and pumps have the capacity to supply the current design peak day demand. However, the current operation of the pumps involves a cessation of pumping during peak electricity tariff hours and the initiation of a second pump only

at low balance tank levels. This results in the system failing to meet the current design requirements. This situation is easily remedied by a revision of the pump operation. With appropriate revision to operation it would be possible for the existing pipeline and pumps to meet their design requirements up to 2010.

Assessment of Reticulation Networks

Modelling the current design peak instantaneous demand assessed the existing performance of the reticulation networks. Residual pressure in the network was then reviewed. Poor residual pressure was categorised in two bands. Pressure below 20m was considered low and undesirable. Below 12m was considered very low and unacceptable. The ability of the network to provide fire-fighting flows was also assessed. The areas that currently experience poor pressure under design peak instantaneous demands are:

- Campbell Street Safety Beach, minimum pressure of 15m.
- Elevated properties in Woolgoolga, minimum pressure down to 7m.
- Newman's Road Country Club Estate, minimum pressure of 16m.
- Malibu Drive and Melrose Place Korora, minimum pressure of 9m. Also, the new development at Pacific Bay, pressure down to zero.
- Island View Close, Macauleys Headland, minimum pressure of 18m. There is no simple cost effective solution to this minor problem
- Vera and Perry Drives Coffs Harbour, minimum pressure of 17m. There is no simple cost effective solution to remedy this problem.
- Kratz Drive Coffs Harbour, minimum pressure of 10m. This problem is caused by the high elevation of a few properties at the end of Kratz Drive. No viable remedies are available.
- Linden Avenue, De Castella Drive and Cuthbert Street Boambee, minimum pressure of 14m. The pressure problems in these locations are caused by the elevation of the properties. No viable solutions are available.
- Wedgetail Crescent and The Eagles Place Toormina, minimum pressure of 8m.

In addition to the problem areas discussed above, the assessment of fire fighting demands identified the need to boost supply to the Bosworth Road Industrial Area in Woolgoolga.

Varying degrees of urban consolidation and infill development is expected to occur within the existing serviced areas by the year 2021. This generally should not cause any additional low-pressure problems, except at Sapphire and Korora. Further upgrading will be required shortly after 2021.

Beyond the existing serviced areas, substantial reticulation infrastructure will be required as part of the development of new areas. This study identified the new reticulation infrastructure, which will be required by the year 2021. The provision of 100mm Ø pipeline within a new development was not generally considered. These pipelines will depend on the street layout of the development and are generally the responsibility of the developer. In most cases, only pipes of 150mm Ø and larger were considered.

Preliminary sizing, locating and costing of pipelines was undertaken. Of note is the infrastructure required at:

- Woolgoolga. \$720,000 in capital cost from 2011 to 2012. This is required for the reticulation work as part of the Unwins Road Reservoir and the new development area (3NRA1), west of the Pacific Highway.

- Moonee. \$1,870,000 in capital cost from 2002 to 2016.
- West Coffs Harbour. \$1,050,000 in capital cost from 2000 to 2015.
- North Boambee Valley. \$1,700,000 in capital cost from 1999 to 2010.
- North Bonville. \$350,000 in capital cost from 2000 to 2005. Refer to Section 4.4.10 and Drawings 3-17.

It should be noted that these costs are in 1998 dollars and are not discounted.

Sewerage

Sewerage is an important community service, which manages wastewater from residences, commercial areas and industries in a manner, which safeguards public health and the environment, and is convenient for residents. The sewerage systems at Coffs Harbour have been progressively developed over the last 45 years and now service Coffs Harbour, Sawtell, Woolgoolga and adjacent urban areas. A sewerage system for Moonee Beach and Emerald Beach is currently being constructed. The intention is to expand the systems to serve the northern beaches and future urban growth, so that all coastal areas are sewered.

A comprehensive Sewerage Strategy has been developed for Coffs Harbour. The strategy is an integrated package of works and actions over the next 20 years to provide a modern, integrated sewerage system that meets the following objectives:

- Safeguard public health;
- Provide sewerage to present and future urban developments;
- Satisfy stringent environmental safeguards;
- Protect the coastal environment and the Solitary Islands Marine Park;
- Maximise the beneficial use of reclaimed water;
- Ensure the strategy is affordable for the Coffs Harbour community; and
- Stage implementation to take advantage of developing technology.

The Council has developed the Sewerage Strategy with the assistance of government agencies and the benefit of extensive public consultation. The Council is committed to maximising cost-effective reuse of reclaimed water, so that reuse will increase over time and that the discharge of reclaimed water to the ocean will correspondingly decrease over time.

The Proposal is the construction and operation of major components of the Coffs Harbour Sewerage Strategy. The components of the Proposal are listed in Table ES-1 and depicted in Figure ES-1 (which is the last page of the summary). The additional actions, which are in the Sewerage Strategy, are summarised in Table ES-2.

Some of the components in the Sewerage Strategy do not require approval through the EIS process. The sewerage reticulation for Moonee and Emerald Beach was approved in an earlier EIS and is currently under construction. Extension of existing sewerage systems to serve infill development or adjacent new urban areas does not require approval if the works do not involve new treatment, storage, discharge or transfer of sewerage, or significant environmental effects.

The future use of reclaimed water at specific locations and future changes to existing management of biosolids requires further investigation and development before approvals may be sought. Many of the future reuse applications will be on private land and the Council cannot apply for approvals for these activities.

Table ES-1 Major Components of the Proposal

Major Component	Component
Sewerage Reticulation	<ul style="list-style-type: none"> • Provide sewerage reticulation to Arrawarra, Arrawarra Headland and Mullaway (currently new sewered).
Sewage Treatment/ Treatment Plants	<ul style="list-style-type: none"> • Expand Woolgoolga treatment plant to serve Arrawarra, Arrawarra Headland and Mullaway as well as expansion in the Woolgoolga catchment; • Upgrade existing sewerage treatment facilities to serve Coffs Harbour and Sawtell to improve effluent quality and to maximise the potential for reuse; and • Close Sawtell plant and transfer the wastewater from Sawtell to the expanded and upgraded Coffs Harbour treatment plant.
Reclaimed Water Transfer System	<ul style="list-style-type: none"> • Construct a 41km long transfer pipeline from Arrawarra to Sawtell, and a storage reservoir near Woolgoolga, for the distribution of reclaimed water to future reuse projects.
Deep Sea Release	<ul style="list-style-type: none"> • Construct a 1.5km long deep sea release outside the Solitary Islands Marine Park for the discharge of surplus reclaimed water; and • Cease discharge of treated wastewater into Willis Creek and close the existing three shoreline outlets (at Corambirra Point, Sawtell and Willis Creek/ Flat Top Rock).

Table ES-2 Additional Components in the Sewerage Strategy

Major Component	Component
Sewerage Reticulation	<ul style="list-style-type: none"> • Provide sewerage reticulation to Moonee and Emerald Beach (this work has been approved under an earlier EIS and is under construction); • Extend existing sewerage reticulation systems to cater for future urban growth; • Upgrade pumping stations and pressure mains in Coffs Harbour, Sawtell and Woolgoolga.
Sewage Treatment/ Treatment Plants	<ul style="list-style-type: none"> • Construct a new water reclamation plant at Moonee (this work has been approved under an earlier EIS and is under construction).
Refurbishment of Existing Infrastructure	<ul style="list-style-type: none"> • Undertake remedial works in sewerage systems to reduce flows in wet weather, maintain design levels of service and meet NSW EPA requirements to minimise overflows to wet weather; and • Provide storage facilities at pumping stations to minimise sewer overflows.
Reclaimed Water Strategy	<ul style="list-style-type: none"> • Develop and operate reuse demonstration projects using reclaimed water to raise community confidence in reuse and to develop best practice guidelines for future reuse operations; and • Develop and implement a long term strategy for increasing reuse of effluent over time, drawing on the information gained through the reuse demonstration projects.

In summary, the Proposal will expand and augment the sewerage system to serve all urban areas in the coastal strip of the City, produce a high quality reclaimed water suitable for reuse in a variety of applications, provide a reclaimed water transfer pipeline 41km long to distribute reclaimed water throughout the coastal area, close the existing ocean discharge outlets and provide a new deep sea release for discharge of excess water 1.5km from shore.

The capital cost of the works proposed in the Sewerage Strategy is estimated to be \$170 million (1999 costs). As already mentioned, not all of the Sewerage Strategy works are part of the Proposal assessed in this Environmental Impact Statement.

The capital cost of the Sewerage Strategy works in the Proposal is \$95.1million (1999 costs). The capital cost, by major components, of works and actions in the Sewerage Strategy and the Proposal are listed below. The estimated annual operating cost for the City's integrated Sewerage Scheme is \$7.3million in 2021 (excluding inflation).

Major Component	Sewerage Strategy Capital Cost, \$million	Proposal Capital Cost \$million
Reticulation of new urban areas	15.3	6.7
Upgrading existing sewers and pumping stations	38.0	-
Treatment plants	60.3	51.1
Reuse	34.3	17.6
Deep sea release	19.7	19.7
Planning, studies and EIS	2.4	-
Total Capital Costs	170.0	95.1

Based on the proposed schedule of construction, it is anticipated Council will need to increase annual sewerage rates by \$25/ household. It is anticipated this increase will be at the rate of \$5/ household/ year in each of the next financial years.

Airport

In January 2004, Coffs Harbour City Council appointed consultant Sinclair Knight Merz (SKM) to undertake a review of the Coffs Harbour Regional Airport Master Plan 1994. This document currently serves as Council's main management tool to guide planning and development of the airport.

Development undertaken at the airport since 1994 has generally been in accordance with, and in the spirit of the 1994 Master Plan, which has a planning horizon of 2010/11.

This 2004 Master Plan Review has a planning horizon of 204/15 and is an update of the earlier plan, much of which still remains valid.

Coffs Harbour is the major commercial and administrative centre for the surrounding district, and is one of Australia's most recognised visitor destinations. In common with other coastal areas it is experiencing a relatively rapid population growth.

The economy of the Coffs Harbour region is dominated by tourism, construction and primary production.

The Coffs Harbour Economic Profile 2003 identifies aviation as an emerging industry and employment opportunity for the city. As a result of its progressive upgrading over time, the airport has become a significant component of the region's growth enabling infrastructure. The airport from both a runway and terminal perspective is now able to accommodate aircraft up to B767 size. With the exception of Newcastle (Williamstown) and Ballina (which commenced in August 2004), Coffs Harbour has the only jet regional passenger service within the State.

The underlying principles articulated in the 1994 Master Plan remain valid. This periodic review is in itself one of the key principles, given the dynamic changes in the aviation environment, which have occurred since 1994.

The 1994 Master Plan noted the importance of maximising the use of the airport site and providing a return on investment for Council for the provision of infrastructure. Since 1994, airports both in Australia and elsewhere have generally taken on a far more commercial approach to the use and return on assets (particularly land). One of the key principles of this review is having assessed the needs of aviation users, to identify opportunities for aviation associated, or compatible non-aviation related activities.

Since 1994, the Civil Aviation Authority has been split into two bodies, with Airservices Australia responsible for air traffic control, airport rescue and fire fighting, provision of navigation aids etc. and the Civil Aviation Safety Authority (CASA) responsible for all regulatory issues associated with aviation including aerodrome standards. The Department of Transport and Regional Services (DOTARS) has been given an enhanced role in relation to aviation security following the events of 11 September 2001 in the United States.

As a result of the review, indicative cases of the infrastructure were estimated:

Indicative Cost Estimates (Medium-Term Development)

RPT Operations	
Element	Estimated Cost (\$M)
RESA existing runway	0.058
Two additional PAPI units (excluding flight testing if required)	0.107
Northern runway extension and parallel taxiway extension (including lighting)	4.059
Southern runway extension (including lighting)	1.352
New RESA (extended runway)	0.058
Terminal expansion	2.065
Terminal kerb, exit road and car park extension	0.121
Airside road	0.021
Total	7.841

GA Operations	
Element	Estimated Cost (\$M)
New taxiways/ taxi lane (including lighting where required)	0.816
Relocation of WI	0.006
Road development	0.250
Trunk engineering services and stormwater drainage for new areas and the northern hangar line	0.676
Total	1.748
Non-Aviation Development	
Element	Estimated Cost (\$M)
Road development (Areas 1-3)	0.425
Trunk engineering services and stormwater drainage (Areas 1-3)	0.780
Trunk engineering services and stormwater drainage (Area 4)	0.115
Total	1.320

Note 1: Cost estimates include preliminaries and contingencies but exclude GST.

Note 2: Cost estimates do not include any site filling, compaction etc. to achieve required flood immunity levels.

Note 3 It has been assumed that capacity is available for new airfield lighting and trunk power requirements.

The following services are not in the domain of local government to provide but influence as the occasion arises:

Transport

Rail

The State Government provides rail transport. The service runs from Sydney to Brisbane. A recent review has caused the government to reduce services.

Most affected at this stage are those without access to other transport solutions, passengers who are financially unable to make other arrangements and depend on government assistance.

There is certainly the capacity to expand the services but this will require an approach that is mutually acceptable on social and economical development grounds.

State Highway

As you will be aware, Coffs Harbour City Council since 1999 has been involved with the Roads and Traffic Authority and the Department of Infrastructure Planning and Natural Resources in development of the Pacific Highway Coffs Harbour By-pass Planning Strategy.

Council at its meeting of 29 October 2003 resolved to adopt its “preferred corridor option for the Pacific Highway Bypass”. The Coffs Harbour City Council Preferred Corridor comprises of an 11.4 km section of the Coastal Ridge Way option from England’s Road to the northern side of Ulidarra National Park, a 27km section through the Bucca Valley from Ulidarra National Park to Arrawarra Creek, and a 16 km section from Arrawarra Creek to Halfway Creek.

RTA strategic cost estimates for the CHCC preferred corridor options vary from 1.025 to 1.650 billion dollars.

At 11.00am on Tuesday 7 December the RTA, through a media conference, which excluded Coffs Harbour City Council, released its “Preferred Route” for the Coffs Harbour Highway Planning Strategy. The RTA route includes options IS1 and IN2 a 12.6 km deviation around the Coffs Harbour urban area from England’s Road, through North Boambee Valley, under Roberts Hill ridge (tunnel), then west of Shephards Lane and Gatelys Road, through West Korora Basin and back to the existing Highway Corridor at Korora Hill.

For approximately 14 km, from Korora, through Sapphire, Moonee Beach, Emerald and Sandy Beach to Hearn’s Lake Road the RTA preferred route follows the alignment of the existing Highway.

At Hearn’s Lake Road, the preferred Option E (9.9 km) detours to the west of the South Woolgoolga Urban Investigation area, through Wedding Bells State Forest and rejoins the existing Highway at Arrawarra Creek.

RTA strategic cost estimate for the RTA preferred corridor is \$900 Million.

Council previously developed a set of key objectives to use in assessing Pacific Highway Route options. These objectives have been applied where possible in compiling comments on the route options within this report.

1. To have short-term amelioration of noise/safety issues addressed within 2 years.
2. To have the Pacific Highway Planning Strategy considered as a single project.
3. To ensure the impacts of options for upgrading the existing highway through urban areas are fully considered.
4. To ensure the design development phase and ongoing maintenance integrates best practice noise mitigation measures at the source rather than the receiving end.
5. To achieve the highest possible visual amenity for the highway and surrounding areas.
6. To ensure the Pacific Highway Planning Strategy complements and connects with the City’s local transport.
7. To achieve adequate compensation for property owners impacted upon by the alignment of the selected route.
8. To protect prominent ridgelines that provide the green backdrop to the City.
9. To ensure the Pacific Highway Planning Strategy incorporates the redesign of the existing highway through urban centres that are bypassed.
10. To ensure any selected route minimises impacts on people/residential areas, agriculture, tourism and environmental values.

11. To ensure the route maximises potential residential development for the sustainable growth of the City.

The following issues are now raised for the Committees consideration:

Hogbin Drive Extension

Traffic modelling for the RTA preferred options are based on the assumption that the Hogbin Drive Extension project is complete, and this remains Council's highest priority for major road network projects. Yet the RTA preferred option announcement does not include any commitment to funding of the Hogbin Drive Extension. In order to ameliorate existing traffic and safety issues in the Coffs Harbour CBD and provide surety that the road connection is in place within required timeframes, work on the project should be commenced immediately.

Action/Mitigation

- Seek immediate funding for completion of the Hogbin Drive Extension.

Timing

While the RTA program for the Pacific Highway upgrade may see work commence on the Sapphire to Woolgoolga section within the next 5–6 years, the Coffs Harbour deviation proposal still has a 20-year planning timeframe.

This potentially leaves the Coffs Harbour urban area with existing traffic and road safety problems for an unacceptably long time. The effect on members of the community who own property along the preferred routes will also be unacceptable with such an extended planning horizon. Those property owners that are directly affected by potential land acquisitions should not be required to wait without a higher degree of certainty regarding the Highway project.

A program which offers acquisition of land effected by the preferred route immediately upon rezoning of the land is required as part of the project. Council should also seek inclusion of the Coffs Harbour Deviation works in the same time frames as the Sapphire to Woolgoolga sections of the project.

Council as a Bypass option cannot endorse the preferred route as detailed. Council should therefore require an undertaking by the State Government to continue investigation of a Western Bypass of Coffs Harbour from Coffs Harbour South to a point north of the Coffs Harbour Local Government boundary.

Action/Mitigation

- Seek commitment from State and Federal Government to a future far western bypass of the Coffs Harbour area.
- Seek commencement of the Pacific Highway Coffs Harbour deviation works within the same timeframe as Sapphire to Woolgoolga.
- Seek commitment to a program, which offers acquisition of land affected by the preferred route immediately upon rezoning of the land.

Existing Highway

The RTA preferred option provides the potential for effective deviation of through traffic around the existing Coffs Harbour and Woolgoolga Urban areas. This could provide greater opportunity for Council and the RTA to investigate traffic management and main street treatments on the Highway to better cater for local traffic movement.

The Korora to Hearnese Lake Road option however maintains the reliance on the Pacific Highway for local and through traffic, which is currently proving to be unacceptable. A program of works is required on the Pacific Highway north of Coffs Harbour, which addresses existing safety issues and provides improvements to the existing Highway pending completion of the Highway upgrade.

Intersections requiring upgrade include;

- Moonee Beach Road
- Fiddamans Road
- Graham Drive South
- Hearnese Lake Road
- Bosworth Road

Action/Mitigation

- Seek inclusion in costing for the preferred options a program of works on the Pacific Highway north of Coffs Harbour, which addresses existing safety issues and provides improvements to the existing Highway pending completion of the Highway upgrade.
- Ensure that provision of a local road/service road parallel to the Pacific Highway upgrade is included where possible in the Korora to Hearnese Lake Road section of proposed upgrade.
- Seek inclusion in costing for the preferred options of funding for completion of the Northern Beaches Cycleway project

Impact on Urban Development (Southern)

Both the IS1 and IS2 options bisect Stages 2 and 3 of the North Boambee Valley Release Area. The release area was to accommodate a population of 9,350 people. Council will need a new strategic plan and Developer Contributions Plan for the area. Future population could be reduced from 9,350 to 3,870, a loss of planned 2,109 dwellings (currently a potential loss of between \$20m and \$26m in contributions (water/sewer and Section 94). Additionally, the community will face a loss in potential rate and DA fee income. Similarly the State government will suffer reduced income through stamp duty and GST from the construction.

IS2 has major impact on North Boambee Stage 2 and Stage 3 as it directly traverses them, IS1 however has even greater impact as it;

- Isolates stages two and three of the North Boambee Valley Release Area from Stage 1 (already zoned)
- Passes directly through a proposed school site

- Will result in a reduction of lots which would increase per capita of contributions or reduce level of services/facilities
- New (reduced) population may be inadequate to support proposed school
- Dissects proposed sporting facility
- Significant impact on major koala corridor
- Has greater impact on the Coffs Harbour Settlement Strategy currently being drafted.

IS2 is considered a better option as it;

- Is located further from existing residential areas
- Has less impact on North Boambee Stage 1
- Avoids relocation of new school (However the question still remains would reduced numbers be sufficient to support a school?)
- Provides better opportunity for the design and location of the collector road system in the North Boambee Valley release area.
- Less acoustic impacts on area – need for noise control devices
- Less impact on koala corridor. However does have greater impact on banana plantations

The RTA's preferred option also bisects part of the West Coffs Harbour Future Extension and the Korora Rural Residential DCP. The corridor is likely to result in the West Coffs Harbour extension not being viable because of the low lot yield and need to provide an acoustic buffer. A review of the future land use potential of the land that adjoins the corridor is required.

The proposed corridor will have significant implications for both North Boambee Valley, West Coffs release areas and Korora Rural Residential DCP in terms of provision of recreation facilities, business services, local road networks, community facilities and general urban planning. The release areas will require re-planning to take into account the proposed corridor.

Action/Mitigation

- Seek abandonment of the IS1 option in favour of the IS2 option.
- Seek funding from the RTA for the re-planning of North Boambee Valley.
- Seek funding from the RTA for a land use review of the rural land generally located between Spagnollos Road and the proposed corridor.

Impact on Urban Development (Northern)

Option E deviates from the existing Pacific Highway corridor in the vicinity of Graham Drive North, traverses the western corner of the south Woolgoolga urban investigation area and rejoins the Pacific Highway just south of Arrawarra Creek.

This option has major impact on the Hearn Lake Development area common to a number of options considered for the Northern Section of the Highway Planning Strategy. The development of the Hearn Lake DCP currently being undertaken by

Council takes these impacts into account, however further detail is required to ensure impact on land development in the area is minimised.

Option E was developed to reduce impacts on existing and future residential areas in west and south Woolgoolga and on existing banana growing areas to the west of Sandy Beach. While this option results in less severance of existing and future communities, it still has a high impact on existing properties along the corridor as do all of the RTA preferred route options.

Option E also provides desirable safety and noise effect improvements to the Mullaway and Safety Beach areas.

Action/Mitigation

- Seek further detail and negotiation with the RTA on property impacts of Option E.

Road Network Impacts

The RTA preferred option fails to provide for local road connection to the Highway Deviation at Mastracolas Road and at North Boambee Road. Half interchanges were included in previous options at these locations. Traffic modelling which was used to justify Cost Benefit analysis for previous options also included these interchanges.

Local road connection to the Pacific Highway at this location is considered essential for management of traffic from the West Coffs and North Boambee Valley areas. Omission of these interchanges will result in increased traffic at the already congested Pacific Highway/Bray Street intersection and the Pacific Highway/North Boambee Road intersection.

The RTA preferred option announcement does not include any commitment to funding for upgrade of North Boambee Road, Mastracolas Road and Coramba Road, which will become major feeder roads to the Highway Deviation through Coffs Harbour.

Action/Mitigation

- Seek inclusion of full or half diamond interchanges on the IS2 and IN2 route options.
- Seek inclusion in costing for the preferred options funding for upgrade of North Boambee Road, Mastracolas Road and Coramba Road.

Value Management Study

On the 3rd and 4th of August 2004 the RTA hosted a Value Management Workshop to consider short listed options within the Inner Corridor proposal for the southern section of the Highway Strategy. The Workshop included representatives of various government authorities, community interest groups and Council. The Workshop recommended Options IS2 and IN2 go forward for further consideration. This was announced in an RTA media release on the 10th August 2004.

The RTA preferred route option however includes IS1 rather than IS2. The justification from the RTA for this switch appears to be based on cost alone.

Action/Mitigation

- Lodge an objection to the Minister for Roads on the process followed by the RTA following the recommendations of the Coffs Harbour Highway Planning Strategy Value Management workshop.
- Seek the Minister's intervention in reverting from IS1 back to IS2 as the preferred route option.

Heavy Vehicles

Traffic studies have shown that there has been an increase in Heavy Vehicle volumes on the Pacific Highway as a result of completion of key Pacific Highway upgrade projects. For example average daily heavy vehicle movements on the Pacific Highway through Coffs Harbour were around 1450 prior to the opening of Yelgun to Chinderah, which has increased to 1700 since opening.

Some of these additional movements are due to induced demand and natural growth, however some are a direct transfer of movements from the New England Highway. The economic loss to towns on the New England Highway due to the reduction in Heavy Vehicle volumes has not been assessed and should be included in consideration of options for the management of Sydney-Brisbane road freight.

The long time frames previously discussed which are being considered for the Highway Deviation options means that the Coffs Harbour community will potentially bear the negative road safety and amenity impacts of high heavy vehicle volumes on the Pacific Highway for some time to come.

Anecdotal evidence suggests that Heavy Vehicle operators are choosing the Pacific Highway over the New England due to a saving of up to 100 litres in fuel costs. While this may also provide benefit in terms of environment and resource management, consideration should be given to provision of a fuel rebate or subsidy system to encourage Heavy Vehicle operators to use the New England Highway.

Action/Mitigation

- Seek a commitment for consideration of provision of a fuel rebate or subsidy system to encourage heavy vehicle operators to use the New England Highway.

Other Planned Council Infrastructure

Both the IN2 option and Option E traverse land that Council has identified for construction of water reservoirs as part of the Coffs Harbour Water Supply Strategy. Coffs Harbour Water's Strategy and Development Manager has indicated that the need and location of these reservoirs can be reviewed.

Depending on its final location option IN2 may also impact on a proposed flood mitigation detention basin west of Spagnolos Road.

Action/Mitigation

- Review need and location of proposed water reservoirs in West Coffs and South Woolgoolga.

- Ensure that detail design for the IN2 option includes consideration of the proposed West Coffs detention basins.

Noise

Planning and Design for reconstruction of the existing Highway from Korora to Hearn's Lake Road while by legislation requiring noise impact assessment will be assessed differently to the new corridor sections.

The RTA's proposed corridor has the potential for acoustic impacts for properties generally within 300m of the road; properties closer to the road, particularly those that are elevated above the road, will be significantly affected. The RTA has requested Council to include planning controls on new buildings within the areas exposed to noise. This means that new residents/occupants of new dwellings may be forced to pay for noise amelioration measures on their own property rather than the RTA treating the noise at its source.

Action/Mitigation

- Seek a higher standard of noise impact assessment for reconstruction of the Pacific Highway in the existing Highway corridor.
- A clear set of guidelines relevant to the noise contours should be provided by the RTA together with a suitable package of compensation measures for those severely affected. These measures may include assistance with acoustic mounds, air conditioning, insulation, double-glazing, etc.

Coffs Coast Resource Recovery Facility

The RTA's preferred corridor cuts through the eastern side of the facility. The corridor will require an adjustment to site planning for the facility and will need to take into account the visual impacts associated with a future elevated highway. This site will be one of the entryways to the City.

Action/Mitigation

- Request a detailed urban design review of this area taking into account visual impacts from the road to the facility and vice versa. Request compensation for impact upon the facility.

Coffs City Centre and Woolgoolga Town Centre

As the existing Highway will still dissect business lands within the Coffs Harbour and Woolgoolga town centres, there is an opportunity to incorporate urban design measures to improve the amenity of these areas. This will require urban design measures relating to landscaping, street pavements, street furniture and the like. The route options which deviate around the Coffs Harbour and Woolgoolga urban areas will require careful treatment at the interchanges, where through and local traffic will diverge. This will require carefully planned urban design, signposting and landscape treatments at the interchange points.

Action/Mitigation

- Seek funding from the RTA for the implementation of urban design measures along the Highway in the City Centre and Woolgoolga and at deviation points from the existing Highway.

Health

The government has recently commissioned the Coffs Harbour Health Campus, a modern facility with the capacity to expand service delivery and training.

As a regional hospital, there is currently demand for a range of specialist services that are not provided locally and require patient transfer to Sydney and Brisbane.

As migration occurs, new residents will demand the service standards previously available in the metropolitan areas.

With the current status of health funding it is not envisaged that these demands will be met. However, the following projections and data support the need for additional beds in our region.

Nursing Home Beds (High Band)

At the current planning ratio of 40 beds per 1000 population over the age of 70, Coffs Harbour should have 277 high band beds. It has 235, and all of these are not yet operational. Accommodation standards vary from barely adequate to overly generous.

Hostel Beds (Low Band)

The ratio here is 50:100. This yields a desirable number of 346. The actual number is 272. The standard is more uniform.

Respite Care

There is huge, largely unmet, demand for respite care both in the patient's own home and in institutions.

Day Care

The one day care facility is grossly overloaded.

Policing

Council has a good working relationship with the local command. This partnership is cemented through membership of several committees of Council.

A range of initiatives has had an effect on crime especially in the central business district.

The local command is housed in several outdated and inefficient buildings, which have been reportedly planned for replacement for some time.

Effective Police response will be further exasperated by an increase in population.

Similarly the local Coffs Harbour Courthouse is outdated and does not meet current needs.

Energy

The grid delivers electricity supply. No power stations are present in the local area.

Neither solar nor natural gas power supplies are available for delivery to the Local Government Area or currently under consideration for development within the area.

No doubt public and political pressure may change this status.

Communications

The Local Government Area seems well situated with the range of communication services including telephone, mobile phone and Internet.

There is a plethora of cable types ie cable and optical fibre passing through the Local Government Area but generally the community is locked out. This will no doubt change over time and with community pressure.

Emergency Services

The Local Government Area comprises a combination of urban, village, semi-rural, rural and open space (mainly National Park and State Forest).

As development occurs and extends, the NSW Fire Brigade will extend its service and create new stations in line with its criteria.

The Rural Fire Service may contract in some areas as this expansion by the NSW Fire Brigade occurs, but there is every possibility that in fill development will also require the Rural Fire Service to expand its service.

Generally speaking the effect on Council of expanding the service will be:

- The NSW Fire Brigade will expand with a significant increase in the Council contribution without any increase in the capacity to pay. In fact Council is unable to collect a contribution from the developer, conversely
- The Rural Fire Service will submit a forward budget so that Council can participate in funding the expansion at a rate it can sustain.

At this time two State Emergency Service (SES) Units headquartered in Coffs Harbour itself and at Corindi Beach service the Local Government Area.

The Coffs Harbour Unit has 40 volunteer members at the present time and the Corindi Unit has 20 volunteer members. If the projected population growth reaches the level of 100,000 people by 2015 then we would be looking to recruit additional members and possibly set up at least one additional Unit somewhere in the City. We would expect to have in the vicinity of 100 volunteer members.

This would mean an expansion in the premises occupied by SES and additions to funding. As you are no doubt aware, Council is required by the Act governing the SES to provide suitable premises and provide grants to cover operating essentials.

If Units are to expand and new ones formed, then additional accommodation will be required along with increases in grants to operate effectively.

As the City grows, then the effect of natural disasters will be felt more by the general population. The SES role in floods and storms will increase greatly and will need to have the backing of Council to fulfil these duties. The SES's other role as the Accredited Road Crash Rescue Unit for Coffs Harbour City means that as the population increases, so will traffic and the constant call for our services in extraditing injured and deceased persons from motor vehicle accidents.

3. Co-ordination of commonwealth, state and local government strategies to deliver sustainable coastal growth and supporting infrastructure.

Most coastal Councils are grappling with developing their Local Government Area in consultation with their communities.

Coffs Harbour City Council is certainly using this approach. Unfortunately, Council can only proceed within the limits conferred upon it by the Local Government Act '93 and other legislation eg. EP & A Act, Rural Fires Act, Government policy, and so on.

Coffs Harbour City Council can only develop a sustainable city if it has the community's support and resources at its disposal including access to appropriate funding.

It is often the case that Council has to co-ordinate the delivery of services on the ground including those services in the domain of State and Federal Governments.

Mostly, Council is able to define the need and the best delivery process but regularly finds it is unable to fund the service itself and on approaching government finds that State priorities and policy do not acknowledge nor respond to the need.

Funding the current infrastructure renewal and backlog of works and asset development is now out of Council's hands.

No matter how well Council manages its resources and funds, almost 30 years of rate pegging have defied Council and its community from meeting the demands for basic infrastructure.

To further exasperate Council's position a similar period of cost shifting has raised the local community's expectation of services not previously the domain of Local Government and deflected Council from its role of providing basic infrastructure and diminishing the funds previously allocated.

Council's submission to the Federal Government's House of Representatives Economics Committee inquiry into cost shifting onto Local Government is appended to clearly identify its position and the cost imposition on Council's limited funding. (Refer Attachment D).

As cynical as the foregoing appears, Council has always adopted a positive approach to solving such problems in spite of its handicaps.

Council's approach has been to consult with its community, resolve with the community acceptable levels of service, identify the level of resource it has available

and then approach State & Federal Governments for support, assistance and sometimes form a partnership.

It is not normally a government response to say we want to be working with you on the ground to identify need, co-ordinate government resources and in partnership solve infrastructure provision, reclaim the backlog and provide for its renewal.

This is the cultural change necessary to resolve the provision of basic infrastructure.

It should also be noted that Local Government in NSW does not enjoy access to Goods & Service Tax Receipts and National Competition payments as happens in other states, but Council does shoulder the costs.

Local Government does need growth taxes, access to such taxes or a guarantee of a portion of State revenues.

Certainly a whole of government approach is required. All governments should be on the same side using all their resources to co-ordinate the local solution for all necessary infrastructure.

In relation to coastal areas, for most of the issues this coordination is fundamental to good outcomes for the community. The priority areas are targets for outcomes need to be agreed at the state/ commonwealth level, utilising information from local government.

At the moment programs and funding from the state and commonwealth spheres developed to meet outcomes are arrived at by one sphere of government and then the cooperation or input from the other is sort.

While the NSW government has adopted a whole of government approach to selected service/ program development and delivery, it would be of benefit for the federal government to do the same and also complement these approaches.

4. **Best practice methods to plan, manage and provide infrastructure to coastal growth areas.**

As stated previously, Council's approach is to consult with its community to develop a strategy for a sustainable city.

Currently, the North Coast Regional Environmental Plan (REP) 1988 requires the preparation of an urban land release strategy prior to any significant rezoning of land for urban purposes within the North Coast region. Coffs Harbour City Council currently has the 1996 Coffs Harbour Urban Development Strategy. This was prepared for the entire Local Government Area (LGA) prior to the rezoning of land for urban purposes under Coffs Harbour Local Environmental Plan 2000.

The existing Urban Development Strategy is eight years old. Part of the monitoring and review process incorporated within the existing Strategy is to undertake a review every five years. This includes an evaluation of the planning principles, assumptions relating to population growth, development trends, residential densities and consumer preferences.

It is now time to undertake the review and evaluation process of these planning principles and demographic assumptions, to consider the need for urban land over coming years and to include lands in the newly defined Coffs Harbour LGA.

Population projections based on recent growth trends estimate the need to accommodate an additional 33,000 people in the LGA by 2030.

Council is keen to ensure that growth occurs within an appropriate planning framework, that takes full account of the social, economic and ecological attributes of our city. Therefore this strategy process is being undertaken.

Considerable consultation has occurred and Council is at the stage of having its strategy on public exhibition.

A copy of the draft discussion paper and "Our Living City, A Settlement Strategy for Coffs City to 2030", is appended (Refer Attachment E).

Supporting the settlement strategy is a range of other planning instruments, strategy documents on specific issues, management plans, plans of management and reports.

Quite a number of these documents are in existence and will be reviewed and co-ordinated. The gaps eg. Economic development plan, will be developed over time and eventually provide a total framework for developing the City to which the community aspires.

Consultation has occurred with State Government departments through various phases of developing this framework and this will continue.

The key to the future is the development of a model that allows Councils framework to be meshed with the State and Federal Governments Strategies as they apply to this Local Government Area, so that all Governments can sign off on the timeframe, funding and responsibilities for providing the infrastructure on the ground so to speak.

In this way there would be a total strategy for the provision of infrastructure for Coffs Harbour Local Government Area by 2030 and its maintenance thereafter.

5. **Management of social, environmental and economic considerations associated with infrastructure provision in coastal growth areas.**

Coffs Harbour City Council is well known for its sensitive approach to sustainability. Coffs Harbour has again been honoured at the 2004 International Awards for Liveable Cities. Coffs Harbour outpointed 47 other cities to win the overall Enhancement of the Landscape Award and also received a silver medal in the World's Most Liveable City category (population 20,000 to 75,000). Council won the gold medal in 2002.

Council has adopted the principles of triple bottom line and applies this strategy in all its current decision making.

Should a whole of government model be adopted for the provision of infrastructure to this Local Government Area, the principles of sustainability should be employed in all aspects.