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Schedule of Outstanding Resolutions

20 SEPTEMBER 2000

REPORTS FOR DIRECTOR ENVIRONMENT & COMMUNITY SERVICES

27. Awnings over Footpaths - Risk Management Policy and Procedures

Building Code

335

Cr Luff

Cr Marshall

RESOLVED that Council develops an appropriate Risk Management Policy in conjunction with advice from Council's solicitors.

Current Status: To be finalised.

4 OCTOBER 2000

REPORTS FROM SUB-COMMITTEES

2. Minutes of the Tweed Dune Care Advisory Committee Meeting held Thursday 14 September 2000

7. Bush Fires, Hastings Point

Dune Care

372

Cr Luff

Cr James

RESOLVED that Council brings together Department Land and Water Conservation, National Parks and Wildlife Services, the Senior Fire Control Officer, and Council staff to develop a bushfire plan of management for various bushland areas.

Current Status: Meeting held in December. Plan preparation progressing. Preliminary Plan proposed to be available for presentation to Council April 2001. Implementation costs unknown at this stage.

Schedule of Outstanding Resolutions

18 OCTOBER 2000

REPORTS FROM DIRECTOR CORPORATE SERVICES

8. Quarterly Budget Review - 30 September 2000

Budget

403

Cr Marshall

Cr Youngblutt

RESOLVED that a report be brought forward to enable consideration of the remaining 9 months of the current budget, and the Councillors communicate to the General Manager items to be considered in the review.

Current Status: Report to be finalised.

REPORTS FROM DIRECTOR ENVIRONMENT & COMMUNITY SERVICES

4. Bush Fires, Hastings Point

Bush Fire Brigades, Rainforest, SEPP, Notice of Rescission

371

Cr James

Cr Luff

RESOLVED that Council:-

1. Mounts an investigation to determine who was responsible for the fire in the SEPP 26 Littoral Rainforest at Hastings Point.
2. Takes appropriate action on the outcome of the investigation.

Current Status: Investigation Progressing.

6 DECEMBER 2000

REPORTS FROM DIRECTOR DEVELOPMENT SERVICES

14. Erection of Two (2) Farm Sheds for the Purpose of Fruit Packaging (Bananas) and Timber Milling at Lot 2 DP 262635 Baria Road, Burringbar

DA0425/20 Pt1

556

Cr Brinsmead

Cr Boyd

RESOLVED that this item be deferred on the request of the applicants, to allow the applicant time to ameliorate noise and to allow the Director to arrange an inspection by Councillors.

Current Status: Awaiting response from applicant. Inspection to be arranged.

Schedule of Outstanding Resolutions

REPORTS FROM DIRECTOR ENVIRONMENT & COMMUNITY SERVICES:

28. **Access Track at End of Bosun Boulevard, Oxley Cove**
Parks – Maintenance, Rubbish – Illegal Dumping

570

Cr Lawrie

Cr Youngblutt

RESOLVED that this item be deferred to allow a further report to be brought forward from staff investigating a suitable location for installing an appropriate barrier.

Current Status: Report proposed to Council meeting 21 February 2001.

OUTSTANDING INSPECTIONS

1. **Council Land - Mt Nullum**

Land Development – Mt Nullum

596

Cr Boyd

Cr Luff

RESOLVED that this inspection be brought forward at a later date.

Current Status: Date to be determined.

20 DECEMBER 2000

REPORTS FROM DIRECTOR DEVELOPMENT SERVICES

3. **Proposed Motorcycle Events – Five (5) Events Per Year until 2005 at**
Murwillumbah Showground - Queensland Road, Murwillumbah

DA4510/10 Pt2

618

Cr Boyd

Cr Luff

RESOLVED that this item be deferred so a representative from the Tweed River Agricultural Show Society can address Community Access on 14 February 2001.

Current Status: President of the Tweed River Agricultural Show Society to address Council at the February Community Access meeting.

Schedule of Outstanding Resolutions

ORDERS OF THE DAY

1. Council Pound Facility

Dog Pound, Notice of Motion

651

Cr Marshall

Cr Youngblutt

RESOLVED that the General Manager be requested to bring forward a report outlining options for the expansion/re-building of the Cattery area of the Council Pound facility as a matter of urgency. The report to detail potential funding from the accumulated funds from the new registration scheme associated with the Companion Animals Act 1998.

Current Status: Report to be finalised.

24 JANUARY 2001

REPORTS FROM DIRECTOR DEVELOPMENT SERVICES

7. Twelve (12) Lot Subdivision of Lot 166 DP 626372 Overall Drive, Pottsville

DA3975/10 Pt3

666

Cr James

Cr Luff

RESOLVED that this Item be deferred until the second Council meeting in February to allow interested parties to speak at Community Access.

Current Status: Community representative to speak at Community Access Meeting 14 February 2001.

QUESTION TIME

1. Northern Rivers Catchment Management Board

Total Catchment Management

Cr Boyd

Enquired has Council received copies of the communiqués from the Chairman of the Northern Rivers Catchment Management Board and if so, why have these not been included in Council's business paper.

The General Manager responded that he would investigate and report back.

Current Status: The current plan is to report to TRMPAC at meeting of 7 February.

Reports from Director Development Services

MATTERS FOR CONSIDERATION UNDER SECTION 79(C)(1) OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The following are the matters Council is required to take into consideration under Section 90 of the Environmental Planning and Assessment Act 1979 in assessing a development application.

MATTERS FOR CONSIDERATION

1. In determining a development application, a consent authority shall take into consideration such of the following matters as are of relevance to the development the subject of that development application:
 - (a) the provisions of
 - (i) any environmental planning instrument; and
 - (ii) any draft environmental planning instrument that is or has been placed on exhibition and details of which have been notified to the consent authority, and
 - (iii) any development control plan, and
 - (iv) any matters prescribed by the regulations,that apply to the land to which the development application relates,
 - (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts of the locality,
 - (c) the suitability of the site for the development,
 - (d) any submissions made in accordance with this Act or the regulations,
 - (e) the public interest.

Reports from Director Development Services

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Reports from Director Development Services

1. ORIGIN: Development Assessment Unit

FILE REF: DA4040/5115 Pt2

REPORT TITLE:

Proposed Rural Tourist Facility at Lots 1, 2 & 3 in DP567745, Pacific Highway, Fernvale

SUMMARY OF REPORT:

A development application has been received seeking approval for the establishment of a rural tourist facility at the abovementioned location. The proposal incorporates a distinctive eco-tourism theme, inclusive of the erection of a fruit sale and display area and guided tours throughout the property. Despite sharing a similar location to an existing roadside stall on the site, this does not form part of the proposed development, with the latter to be removed.

The proposal incorporates the retention and upgrading of the existing access facilities in an attempt to provide a safe and efficient traffic environment. In this regard the RTA was consulted as their approval for works within the road would be required. After consideration of the proposal, the RTA has advised that approval would not be granted on the basis that proposed access arrangements are unsatisfactory. Council's Engineering Services Division has also supported this view.

Despite all other issues being considered generally satisfactory, the lack of adequate and safe access and egress is considered to be a determining constraint to the granting of approval. Given the stance of the RTA, the applicant has canvassed the option of issuing a deferred commencement consent, with the carrying out of required road works being the deferred matter. As access to the development is a critical issue and not satisfactory it is not considered appropriate to issue a deferred commencement consent.

The proposal is considered to be unsatisfactory and is therefore recommended for refusal.

RECOMMENDATION:

That Development Application 0990/2000DA for the establishment of a rural tourist facility at Lots 1, 2 & 3 in DP 567745, be refused for the following reasons:-

1. The Roads and Traffic Authority has refused to grant approval to the proposed access arrangements.
2. The proposal is inconsistent with the provisions of Clause 75 of the North Coast Regional Environmental Plan 1988.
3. The proposal is unsatisfactory in relation to traffic safety with sight distances not complying with AUSTRROADS standards.

Reports from Director Development Services

REPORT:

Applicant: Mr P Youngblutt
Owner: N & S Walker & B & S Roach
Location: Lots 1, 2 & 3 DP 567745, Pacific Highway, Fernvale
Zoning: 1(a) Rural Zone

PROPOSAL

Council is in receipt of an application for the establishment of a rural tourist facility at the above location. The proposal incorporates a distinct eco / agricultural tourism theme, inclusive of the following:-

1. Sales and display building and parking for ten vehicles and a coach.
2. Guided tours through existing formal gardens and fruit orchards.
3. Self service fruit picking and interpretation attractions.

Upgrading of the existing Pacific Highway access arrangements are proposed in association with the proposal.

It should be noted that the development proposal does not incorporate the existing roadside stall at the site, with the latter proposed to be closed and removed.

A SEPP No. 1 objection has been submitted in relation to the minimum setback standard (30m) contained within clause 24 of TLEP 2000.

EVALUATION

The application has been assessed under the matters contained in Section 79C of the Environmental Planning & Assessment Act, 1979. This assessment is detailed in the following report.

(a) (i) Environmental Planning Instruments

Tweed Local Environmental Plan 2000 (TLEP 2000)

The subject land is located within the 1(a) Rural Zone and the proposal is permissible with the consent of Council. Pursuant to the provisions of TLEP 2000, the proposal is considered to be consistent with the relevant objectives of the rural zone.

Clause 22 of TLEP 2000 refers to land with direct frontage to a designated road. Clause 22(2) & (4) state, inter alia:

“(2) *This clause applies to land that:*

- (a) *has frontage to a designated road, or*
- (b) *relies on a designated road for its sole means of vehicular access,*
or

Reports from Director Development Services

- (c) *is within Zone 1 (a), 1(b), 1(c), 7 (a), 7 (d), 7 (f) or 7 (l) and has direct access to another road at a point less than 90 metres from that road's intersection with a designated road.*
- (4) *The consent authority may grant consent to development on land to which this clause applies only if it is satisfied that:*

 - (a) *the development (because of its nature, appearance, cumulative effect or illumination, or the intensity or the volume or type of traffic likely to be generated, or for another similar reason) is unlikely to constitute a traffic hazard or materially reduce the capacity or efficiency of the designated road, and*
 - (b) *the location, standard and design of access points, and on-site traffic movement and parking arrangements, would ensure that through traffic movement on the designated road is not impeded, and*
 - (c) *the development, or proposed access to it, will not prejudice any future improvements to, or realignment of, the designated road, and*
 - (d) *where the land is in Zone 1 (a), 7 (a), 7 (d), 7 (f) or 7 (l), the development is of a type that necessitates a location in proximity to the designated road for reasons other than only commercial advantage, and*
 - (e) *the development is of a type that is not sensitive to traffic noise or, if it is, it is located or adequate measures are included to ameliorate any potential noise impact, and*
 - (f) *the development would not detract from the scenic values of the locality, particularly from the point of view of road users, and*
 - (g) *where practicable, access to the land is provided by a road other than the designated road, and*
 - (h) *in respect of any application for commercial or retail development near the Pacific Highway in Zone 1 (a), 7 (a), 7 (d), 7 (f) or 7 (l), the development:*

 - (i) *would not compromise the Highway's function as the North Coast's primary inter- and intra-regional road traffic route, and*
 - (ii) *would not contribute to the need to expend public money on the Highway to overcome the effects of ribbon development, and*
 - (iii) *would not compromise highway safety and efficiency, and*

Reports from Director Development Services

(iv) *would not cause or contribute to the shifting of the retail/commercial foci of any town from the town centre to a highway-orientated site.*"

The applicant has submitted a traffic impact assessment, which contains a schedule of proposed upgrading works to the existing access point, whilst also arguing that the proposal satisfactorily complies with the abovementioned provisions of clause 22 of TLEP 2000.

The proposal was referred to both the Roads & Traffic Authority (RTA) and Council's Engineering Services Division for comment. Following is the RTA's response to Council:-

"I refer to your letter dated 5 October 2000, your reference DA4040/5115 Pt2.

The Roads and Traffic Authority (RTA) cannot agree to the development of a tourist facility adjacent to the Pacific Highway at this location. The type of activity proposed will generate right turn traffic and pedestrian movements across a high speed rural Highway.

The available sight distance in each direction along the Highway is below the minimum 250m Safe Intersection Sight Distance recommended by AUSTRROADS for 100km/h speeds.

The development application does not detail how sight distance or restricting pedestrian movements across the Highway will be achieved. The proponent should be made aware substantial excavation and road pavement construction will be necessary to safely cater for traffic generated by this proposal.

I would like to draw Council's attention to RTA Technical Direction 96/10 "Street Vending". This publication jointly prepared by the RTA and the Department of Local Government in Section 6.3 specifically restricts "Street Vending" where safety is compromised and the speed limit is greater than 80km/h. The existing fruit stall at this site has been operating without approval for some time.

The RTA is concerned operations may continue without completing the necessary roadworks. Substantial excavation and road pavement construction is necessary to both continue operating or to safely cater for this new proposal.

The RTA cannot give concurrence to a tourist facility at this site until such time as pedestrian movements across the Highway are restricted and safe entry exit to the site is provided".

It is evident from the above response that the RTA are of the opinion that the proposal (inclusive of proposed upgrading works) is unsatisfactory and does not provide for safe and efficient pedestrian and vehicular entry / exit movements to and from the site.

Reports from Director Development Services

In addition, the Director of Engineering Services has reviewed the application and has also expressed concern at the adequacy of the proposed works, and supports the above comments provided by the RTA.

Further discussion of traffic safety issues is provided under the heading of 'likely impacts'.

Clause 24 of TLEP 2000 refers to minimum setback requirements for development adjoining a designated road. In this regard, a setback of 30m is required. The proposal provides for a 10m setback only and therefore does not comply with this development standard. The applicant has submitted a SEPP No. 1 objection to this requirement, which has been assessed in this report (see under heading – State Environmental Planning Policies).

North Coast Regional Environmental Plan 1988 (NCREP 1988)

Clause 75(1) of NCREP 1988 refers to tourism development and requires Council not to grant consent to such development unless it is satisfied of the following:-

Development Control – Tourism Development

75(1) The Council must not grant consent to tourism development unless it is satisfied that:

- a. adequate access by road, railway or water transport (or any combination of them) exists or will be provided to service the development, taking into account the scale of the development proposed; and*
- b. if the proposal involves permanent residential accommodation, all social and community services reasonably required by those residents exist in close proximity to the development; and*
- c. the development will not be detrimental to the scenery or other significant features of the natural environment; and*
- d. reticulated water and sewerage are available, or arrangements satisfactory to the Council have been made for the provision of those facilities.*

As stated previously, both the RTA and the Director of Engineering Services are not satisfied that adequate access arrangements will be provided (see subclause (a)), with genuine concerns raised in relation to vehicular and pedestrian safety. The engineering details submitted by the applicant are considered to be inadequate and do not demonstrate that significant adverse impacts are unlikely to occur. It is therefore considered that the proposal is inconsistent with the relevant provisions of NCREP 1988.

State Environmental Planning Policy No. 1 – Development Standards (SEPP No. 1)

The proposed sales and display building is located (at its nearest point) only 10m from the adjacent Pacific Highway road reserve. In this regard, the applicant has submitted a

Reports from Director Development Services

SEPP No. 1 objection to the 30m setback requirement of TLEP 2000 (Clause 24). The following argument has been offered by the applicant:-

- a. The proposed setback is visually consistent with the established character of the area;
- b. The proposal is not visually prominent due to the topography of the site, when viewed from either south or northbound lanes;
- c. Existing vegetation on the site will provide significant screening from the adjacent highway, thereby ameliorating any distractive value of the proposal; and
- d. The imposition of a larger setback would achieve no greater purpose in relation to achieving a satisfactory streetscape and a safe and efficient road environment.

Having regard to the argument submitted by the applicant and a review of on-site conditions, strict imposition of the 30m setback standard is considered both onerous and unjustified. A variance to the requested 10m is considered satisfactory and unlikely to detract from the objective of the standard.

(ii) Any Development Control Plans (DCPs)

DCP No. 2 – Site Access & Parking Code

The proposal makes provision for 10 off street parking spaces and a designated coach space. In this regard, the proposal exceeds the requirements of DCP No. 2 – Site Access & Parking Code.

(b) Likely Impacts

The proposed development does not provide for adequate access and exit facilities to and from the site. The latter has been a longstanding issue, with previous correspondence entered into between the applicant, Council and the RTA in relation to the existing roadside stall on the site. The RTA has stated that they are unwilling to support the proposal. In this regard, the RTA have made particular reference to the lack of adequate sight distances (150m- south and 130m north are provided) for an area located within a 100km/hour speed zone, whilst also expressing concern at the extent of excavation required to provide a safe traffic environment. It is noted that pursuant to AUSTRROADS Guidelines, a minimum 250m sight distance is required within a 100km speed zone.

Council's Engineering Services Division have also reviewed the proposal and concur with the RTA. Despite acknowledging that the adjacent highway, may in time, be downgraded, it is considered premature to permit a development such as that proposed upon the site at this stage. Should the adjacent highway be reclassified in the future, the applicant may be in a stronger position to gain support from Council officers.

The applicant was invited to respond to those comments provided by the RTA. In this regard, the following points were offered:-

Reports from Director Development Services

1. Pacific Highway traffic has greatly diminished in recent times as a result of increased usage of the Coast Road. Furthermore, traffic will significantly decrease upon completion of the awaited bypass. In regards to the latter, control of the subject road will be passed on to Council.
2. We have been trading as a roadside stall since 1992, during which not a single vehicle or pedestrian accident has occurred. There is considerable space to pull off the road, and pedestrians and drivers both have a flat stretch with a clear line of sight before they decide to either cross the road or move back into the flow of traffic.

Although it is acknowledged that usage of the highway may have diminished in recent times, and will almost certainly decrease upon completion of the bypass, the adjacent road remains classified as a state highway under the control of the RTA. As stated previously, upon completion of the bypass and in the event that the adjacent road is reclassified, the applicant may be able to mount a stronger argument in favour of the proposal. Until such time, it is considered premature to grant approval.

Notwithstanding the lack of accidents in this location, sufficient concern exists to require strict adherence to the formalisation of access arrangements in accordance with current road safety guidelines.

The proposed access arrangements traverse Lots 2 & 3 in DP 208563. Although the consent of the owners of the abovementioned properties has been supplied in relation to the lodgement of the application, these arrangements would need to be formalised by way of a right of carriageway in the event that approval is granted.

The proposal incorporates the provision of a single unisex / handicapped toilet for public use. In this regard, suitable conditions can be applied in relation to effluent disposal facilities. Furthermore, a water quality management plan should be submitted in the event that approval is granted. A suitable condition can be applied in this regard. All other relevant services are available to the site.

Given existing vegetation and existing landform, it is considered that the proposal is unlikely to have a deleterious impact upon the rural amenity of neighbouring residents or character of the area. It is also acknowledged that the proposal has some potential to provide economic benefits in relation to the proponents of the operation and the attraction of visitors to the shire in general.

(c) **Suitability of the Site**

Although the subject site is considered generally satisfactory in relation to the proposed development, the lack of adequate access arrangement is considered to be a significant limiting factor. Given the advice of both the RTA and Council's Engineering Services Division, it is considered that until such time that the existing road environment is altered, the subject site cannot suitably accommodate the proposed development.

Reports from Director Development Services

(d) Submissions

As stated previously, the RTA were invited to make comment in relation to the proposal. Their response has been previously tabled in this report.

(e) The Public Interest

Having regard to the contents of this report and with particular reference to comments provided by both the RTA and Council's engineers, the proposed development is considered to have the potential to compromise the public interest in terms of traffic safety.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS

Should the applicant be dissatisfied with Council's determination of the matter, a right to appeal in the Land & Environment Court is available. There are no third party appeal rights.

OPTIONS

In this instance, the following options are considered available:-

1. Refuse the application as per the recommendation.
2. Invite the applicant to amend the proposal and undertake further consultation with the RTA.
3. Issue a "deferred commencement" consent requiring approval under Section 138 of the Roads Act to be obtained prior to the consent becoming operational.

CONCLUSION

The proposed development is considered to be unacceptable as there are significant limitations in relation to the provision of safe and efficient vehicular and pedestrian access. Very significant excavation and road upgrading works would be required to bring the proposed access arrangements to a level considered suitable.

Works within the road reserve requires approval from the RTA. The RTA has indicated they would not grant an approval to the proposal. Furthermore, it is considered that pursuant to the provisions of both TLEP 2000 and the North Coast REP 1988, the provision of adequate access arrangements has not been satisfied. Although it is acknowledged that traffic usage of the adjacent road will decrease, the fact remains that the road, is at present, classified as a state highway with a 100km speed limit. As stated previously, in the event that the adjacent road is reclassified, the applicant may be able to resubmit the proposal for assessment.

Reports from Director Development Services

2. ORIGIN: Planning & Design Unit

FILE REF: GT1/S94/4 Pt4

REPORT TITLE:

Tweed Road Contributions Plan CP No 4, Provision for Time Payment of TRCP Contributions

SUMMARY OF REPORT:

To assist small businesses establishing in rented premises, it is proposed to initiate a time payment system that provides for these businesses being able to pay TRCP contributions by annual instalments. The proposal has been publicly exhibited and is now recommended for adoption.

RECOMMENDATION:

That:-

1. Council adopts a time payment system for Tweed Road Contribution Plan payments by using the provisions of s80A(1) of the Environmental Planning & Assessment Act (1979) to include a condition of development consent for Eligible Business Enterprises (EBE) that permits annual payment of Tweed Road Contributions Plan contributions. This condition will also provide for consent and development to cease on non payment of due annual payments.
2. Eligible Business Enterprises are defined as retail, commercial and light industrial activities to be established in rented premises with a GFA of not more than 1,000 m². Professional chambers are not included in the definition. Final determination of the eligibility of a business into this category will be at the discretion of the Director Development Services.
3. Annual payments for 1. above will be calculated by ensuring the net present value (NPV) of all the annual payments will be approximately equal to the full contribution.

Reports from Director Development Services

REPORT:

1. INTRODUCTION

At the Council meeting 20 May 1998 it was resolved

“That Council Officers prepare a report examining options for phasing payments to the Tweed Road Development Fund and Parking Contributions in cases where Council wishes to encourage and facilitate the entry of new industries/commercial ventures and where the size of the contribution may create temporary hardship for businesses changing location and/or type of operations. This report will be relevant to future operation of TEDCO, changing business mixes as part of the Main Street programs and general support for business without losing the overall imperative to properly fund roads and parking.”

There is concern that Tweed Roads Contribution Plan (TRCP) payments may adversely impact on small businesses who rent premises, because.

- They may not have the security required for a bank guarantee to take up Council’s deferred payment option.
- They may pay in full (or submit a bank guarantee). If they then fold or (for expansion or other purposes) need to relocate to other premises they lose all benefit of the payment (or redeemed bank guarantee) to the landlord. When relocating the payment cannot be credited to another site.
- The relatively high cost of the TRCP contribution, and the fear of losing credit for contributions paid (in cases of future relocation or if business closes down) may discourage establishment of small business entrepreneurs.

The TRCP currently has the following deferred payment option:

“Deferred Payments: Council accepts staged payment of commercial contributions: four equal payments over three years consisting of an initial payment and three subsequent payments together with a bank guarantee as security, although other options that protect Council’s interest may be acceptable.”

In response to Council’s resolution of 20 May 1988:-

- The issue of car parking was addressed by amendments to DCP2 in November 1999.
- At the Council meeting held 6 October 1999, action to assist small business was taken by deleting item c) iii) from Tweed Development Program Policy Statement c) below:-

“ c) Council allows a forty percent (40%) concession (reviewed on a tri-annual basis) for all commercial developments with the exception of:

i) coastal development between Kingscliff and Bogangar (Sector 7): Kings Beach, Kings Forest, Sahben, and the “Tourist Property” (Lot 490 DP 47021; and

ii) developments in Bilambil Heights and Cobaki;

iii) developments which utilise “existing rights use” (ie lawful uses); and

Reports from Director Development Services

iv) local area contributions.”

(The deletion of c) iii) above, meant that for redevelopment, businesses could gain both the 40% concession and the benefit of “existing use” exemption from their TRCP contribution.)

Whilst the above changes and policy have eased some of the burden of TRCP contributions on small businesses, there remains a problem for small businesses who establish in rented premises, who wish to later relocate to other premises or cease operation. Currently these business are required to pay the TRCP contribution (as reduced by 40% and existing use concessions) but if they relocate they are unable to get credit for their previous TRCP payments on the new site. This credit stays with the original site on which consent was granted. Similarly, if a small business in rented premises folds, the tenant receives no refund, but, the landowner benefits as the consent (with TRCP credit) stays with his land.

2. HOW SIGNIFICANT ARE TRCP CONTRIBUTIONS FROM SMALL BUSINESSES?

Table 1 - TRCP Commercial Compared with Total TRCP Contributions 1998 to 2001

Year	Total TRCP Receipts	TRCP Commercial Receipts
1998	1,455,412	363,903 25.00%
1999	1,085,652	415,290 38.25%
2000	1,724,032	359,566 20.86%
2001	ytd 44,151	ytd 9,023 20.44%

The majority of TRCP contributions come from subdivision and unit developments. Commercial contributions appear to be around 21% of the total. Contributions by small businesses would be a much smaller percentage. Concessions to small businesses are unlikely to significantly undermine the income stream of the TRCP and its ability to fund the future arterial road network of Tweed Shire.

3. ELIGIBLE BUSINESS ENTERPRISES (EBE)

In accordance with Council’s resolution of 20 May 1998 this report targets possible concessions for small businesses in rented premises.

For the purpose of this report, Eligible Business Enterprises (EBE) are defined as retail, commercial and light industrial activities to be established in rented premises with a GFA of not more than 1,000 m². Professional chambers are not included in the definition.

4. OPTIONS FOR EBES THAT RELOCATE OR CEASE OPERATION

4.1 Transfer of TRCP Credits to other Land ?

When EBES relocate, an ability to take their TRCP credits with them to the new site would enable the business to not lose the benefit of TRCP contributions already paid.

Reports from Director Development Services

Unfortunately the Environmental Planning and Assessment Act attributes development consent to the land, not the applicant or even the owner. If land is sold the consent stays with the land and the new owner can continue the approved development activity on that site. The vendor may benefit by receiving a higher price for the land because of the approval.

An EBE tenant who has paid the TRCP for his business to be established on one site and later relocates to another site, will receive no credit for his previous TRCP payment when applying for a DA on the new site. The first approval the tenant has obtained (by paying the TRCP contribution) remains with the land. The first landowner will benefit as he can relet the premises with an existing approval. It could be that some landowners would recognise this benefit and pay the value of the TRCP contribution to the departing tenant, but, this is considered unlikely.

Even if the EP&A Act provided for transfer of s94 contribution credits to other land, the administration of such a system of credits would be very difficult. Rules would have to be established determining ownership of the credits and determining the value of partly used approvals. There could even be a need/demand for trading of credits as businesses that cease operation would not benefit from portability of TRCP credits and to receive some benefit would need the ability to sell them.

This option is therefore considered impractical.

4.2 Surrender of Consent in Return for TRCP Refund

It may be possible for Council to institute a system for surrender of an approval when an EBE relocates in return for refund of part of the "unused" TRCP contribution. As only the landowner (not the tenant) can surrender the consent, this option would require the goodwill and cooperation of the landowner. This may not always be the case. Nevertheless the option is available.

4.3 Unsecured Deferred Payment

The current policy provides for deferred payments of four instalments over three years provided a bank guarantee is submitted for the whole amount. This requirement can still be onerous, as banks usually require security on the guarantee and payment of interest. The policy could be amended to allow deferred payments for EBEs with no security (ie delete the requirement for a bank guarantee). This approach would be helpful to establishing small businesses, but, would then expose Council to a significant risk of debt default. It would ease the up front cash flow problems for small businesses but does not address the issue of TRCP credits for relocating businesses. Relocating businesses would be faced with an additional TRCP debt for the new site and remain liable for the debt on the old site.

This option is considered impractical.

4.4 Use Terminating Consents and Pro-Rate TRCP Contributions

EBEs could be entitled, at their election to obtain a terminating (or "sunset") consent for activities to be conducted on a property. Renewal or extensions could be effected by a s96 (DA amendment) application prior to the expiry of the period of permitted use.

TRCP charges for the terminating consents would be applied pro-rata assuming say an infrastructure asset life of say twenty years. In addition the calculated pro-rata charges would be increased in accordance with an adjustment to defray the borrowing costs for council in financing the shortfall in infrastructure funding.

Reports from Director Development Services

4.5 Use s80A(1)(d) of the EP&A Act
s80A(1) of the EP&A Act provides

“A condition of consent may be imposed if:

(a) ...

(d) it limits the period during which development may be carried out with the consent so granted, or”

This section of the act could be used by including the following standard condition on EBEs.

Draft Condition Number #

In accordance with s80A(1) (d) of the Environmental Planning & Assessment Act 1979, the period during which the development, being the subject of this consent may be carried out is limited as follows:

a. If the Tweed Road Contribution Plan contribution is paid in full prior to the commencement of the use stage of development, the period during which the development may be carried out is not limited by this condition

b. If an amount being, the Tweed Road Contribution Plan contribution divided by 8 is paid prior to the commencement of the use stage of development, the period during which the development may be carried out shall be for one year from the date of such payment

c. The period referred to in b. above may be extended year by year by the payment (prior to the expiration of the previous period) of the Tweed Road Contribution Plan contribution divided by 8, with each such payment extending the period during which the development may be carried out by one year.

d. The consent for the use stage of this development will not commence until payment has been made in accordance with a. or b. above.

e. The consent for the use stage of this development will cease to operate (and the use stage of the development must cease) within a period of 90 days after the expiration of the annual period for which payment has been made under b. or c. above unless payment has been made under c. for the following year.

f. If 10 consecutive annual payments have been made in accordance with c. the TRCP payment will be considered to be paid in full and the period during which the development may be carried out will not be further limited by this condition.

Note: The annual payment is based on the full amount being approximately equal to the net present value (NPV) of a payment up front and an additional 10 years payment of 1/8 of the full amount each year at a discount rate of 8%

Advantages of this proposal are

- There is only one consent and no need for submission of s96 applications to vary the term (as in option 4.4)

Reports from Director Development Services

- Yearly payments mean that small businesses that may fold or relocate are only putting one years TRCP payment at risk year by year
- If payments are discontinued, consent ceases automatically, cessation of use can be enforced
- only a small portion of future TRCP income is at risk

Disadvantages are

- Resources will be required for tracking and follow up of the status of the consent/debt
- If consent ceases due to non payment, enforcement of cessation of development activity may be difficult
- Use of s80A(1)(d) of the act in this way has not been tested

5. PREFERRED OPTION

The preferred option is Option 4.5, to use s80A(1)(d) of the EP&A Act. Whilst this option results in some administrative and possible enforcement impositions on Council, it provides the relief small businesses in rented premises need. At start up they only have to find one eighth of the TRCP amount. They pay as they go and if they wish to relocate they have only paid the amount of TRCP contribution proportional to the number of years they have been at the first site. Council is protected as once TRCP payment stops the consent for that site also ceases. Landowners of tenanted business do not get windfall benefits (of TRCP credits) from businesses that relocate or cease operation.

6. REPORT TO COUNCIL 1 NOVEMBER 2000

A report was presented to Council 1 November 2000, proposing the above preferred option. At that meeting Council resolved to defer consideration pending a public exhibition of the proposal for 28 days.

The Proposal for “Time Payment of Developer Road Contributions for Small Businesses in Rented Premises “ was advertised and publicly exhibited from 28 November until 27 December 2000 and two submissions were received.

7. SUBMISSIONS FROM THE PUBLIC ON “TIME PAYMENT PROPOSAL”.

Submission from L Bowditch

The submission is critical of the Tweed Road Contribution Plan in general, but, does not address the time payment proposal.

Submission from R Harradine

The author was under the impression that a new charge was being proposed. The time payment proposal was not addressed.

8. CONCLUSION

The time payment proposal for developer road contributions will relieve the pressures on small businesses in rented premises that have been causing both them and Council concern for many years. Its introduction will mean that eligible new development applicants will not be required to

Reports from Director Development Services

pay all development road contribution fees up front, but, rather will be able to spread them over a period of up to 10 years.

Reports from Director Development Services

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3. ORIGIN: Director

FILE REF: Tugun Bypass

REPORT TITLE:

Tugun Bypass Project

SUMMARY OF REPORT:

In January, 2001 PPK Environment and Infrastructure presented a Planning and Preliminary Design Report. This report was the culmination of two separate workshops held by Queensland Transport and PPK to reach a consensus on minor adjustments to the preferred Western Bypass option. This report reaches a preferred option given the environmental and physical constraints of the original route selection.

RECOMMENDATION:

That this report be received and noted.

Reports from Director Development Services

REPORT:

Last year two workshops were conducted to review the Western Option for the Tugun Bypass in light of the physical and environmental constraints identified within the original route selection. The key constraints include:

1. Identification of key environmental areas along route, including:

Key Vegetation Communities:

- Mangrove communities;
- Lowland forest;
- Hidden Valley rainforest community;
- Wallum Heath/shrubland;
- Broadleaf Paperbark/Swamp Mahogany forest.

Fauna Species:

- Roosting shorebirds;
- Various bird species;
- Various bat species;
- Wallum froglet and wallum sedge frog;
- Planigale.

2. Individual Flora Species.

3. Landfill Issues:

- 30% of landfill will require removal or capping.

4. Groundwater:

- Tunnelling south of runway.

Several options have been developed by the consultants to make minor adjustments to avoid these constraints. The workshop process worked through a simplified cost/benefit ratio analysis for each option. This process has identified a preferred alignment for the southern section (south of Boyd Street). This preferred alignment minimises and avoids impacts on environmentally sensitive areas, and increases the tunnel length under the runway. Other aspects of options include a simplified interchange with the Tweed Heads Bypass and the rail line follows the road alignment until diverting towards the airport.

The following are issues that will affect Council with the southern realignment:

Reports from Director Development Services

1. The proposed industrial area south of the airport will be considerably restricted in area. This option does preserve the service road to the west which will allow access to this area. The Investigation Study on the proposed airport industrial land will present financial feasibility for the development of this land. This report will need to be given consideration in light of the new alignment.
2. The Recreation reserve immediately south of the airport will be considerably reduced in area. This reduction in size will severely restrict the possibility of this land being utilised for any other purpose other than buffering. DLWC will play a major role in determining the future of this remaining land.

This report on the Bypass forms part of the ongoing consultation Queensland Transport and PPK have undertaken with Council. There has been a commitment to keep Council updated as the project progresses.

Reports from Director Development Services

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4. ORIGIN: Administration Services Unit

FILE REF: Councillors - Conferences

REPORT TITLE:

"Sydney's Population Future" Forum to be held Saturday, 3 March 2001, Sutherland Entertainment Centre

SUMMARY OF REPORT:

Advice of the abovementioned conference has been received through Australians for Ecologically Sustainable Population Inc. (ASEP) NSW Branch requesting Councillors attendance.

RECOMMENDATION:

That Council authorises those Councillors interested in attending and the Mayor's Secretary be advised so the necessary arrangements can be made.

Reports from Director Corporate Services

REPORT:

Advice has been received through Australians for Ecologically Sustainable Population Inc. (ASEP) NSW Branch of a conference to be held at the Sutherland Entertainment Centre on Saturday, 3 March 2001.

The conference topic is "Sydney's Population Future", a full days forum designed to broaden the current debate about urban consolidation and to examine the long-term impacts of present day choices.

FORUM PROGRAM

- 9.10-9.15am Welcome – **Cr Tracie Sonda**, Mayor of Sutherland Shire Council
- 9.15-9.30am Opening of Conference – **Dr Mary E. White**, Palaeobotanist and Author
- 9.30-9.40am Forum outline – **Bob Walshe OAM**, Chairman, Sutherland Shire Environment Centre
- 9.40-10.30am Keynote address – **Professor Peter McDonald**, Head, Demography Program, RSSS Australian National University
- Population policies and projections*
- 10.30-11.00am Morning Tea
- 11.00-11.30am **Hon Philip Ruddock**, Minister for Immigration and Multicultural Affairs
Population stabilisation: Australia 24 million, Sydney 6 million.
- 11.30am-noon **Cr Peter Woods OAM**, President, Local Government Association of NSW
Shifting the focus to whole of state development
- 12.00-12.30pm **Sue Holliday**, Director-General, Department of Urban Affairs and Planning
Community participation in planning metropolitan growth
- 12.30-1.30pm Lunch
- 1.30-2.00pm **Cr Genia McCaffery**, Mayor of North Sydney Council
Local Government experience of urban consolidation
- 2.00-2.30pm **Martin Ferguson MP** Shadow Minister for Regional Development, Infrastructure, Transport, Regional Services and Population
Labor's population policy outline
- 2.30-3.00pm **Dr Tony Recsei**, President, Save Our Sydney Suburbs
Dictatorship of the high-density bullies
- 3.00-3.30pm Afternoon tea

Reports from Director Corporate Services

3.30-5.00pm Panel debate with audience participation

A 6 million Sydney?

Moderator – **Jill Curnow**, Vice-President, Australians for an Ecologically Sustainable Population, NSW Branch

Panel members: **Dr Tony Recsei, Martin Ferguson MP, Sue Holliday, Cr Genia McCaffery**

FINANCIAL IMPLICATIONS

Registration \$38.00

Airfares \$375.54 (special) or approx. \$600

Accommodation \$120 approx.

Budget Allocation for 2000/01 = \$22,600

Year to date expenditure = \$12,202

Remaining Funds = \$10,398

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5. ORIGIN: Administration Services Unit

FILE REF: Councillors-Conference

REPORT TITLE:

"Cities for the New Economy" Conference, Marriott Hotel, Gold Coast - 22 to 24 April 2001

SUMMARY OF REPORT:

Advice has been received from the Mayor of the Gold Coast City Council concerning the abovementioned conference inviting Councillor's attendance.

RECOMMENDATION:

That Council authorises those Councillors interested in attending and that the Mayor's secretary be advised so that the necessary arrangements may be made.

Reports from Director Corporate Services

REPORT:

The following letter has been received from the Mayor's Office, Gold Coast City Council:-

"Most large urban areas in Australia are grappling with issues like ageing urban infrastructure, the 'brawl against sprawl', community resistance to higher densities, the changing economic base and its impact on urban growth.

In April 2001, the Gold Coast City will host an important international conference dealing with these and other issues. Jointly presented by the Property Council of Australia and the Urban Land Institute (based in the USA), the 'Cities for the New Economy' leadership summit will focus on the latest development strategies designed to cater for the needs of a 21st century community.

Already, leading international speakers such as Peter Katz (author of 'The New Urbanism'), Perry Reader (Development Manager for the Disney Corporation community of Celebration, Orlando) and Professor Richard Florida, (John Heinz III Professor of Regional Economic Development Policy at Carnegie Mellon University and visiting Professor at MIT and Harvard) have agreed to present sessions at this event.

My purpose in writing to you is to encourage you to support this major event by attending and or sending some of your key planning and development staff as delegates.

Please find attached some preliminary material on the conference and I will arrange to have more complete details forwarded once they become available.

It is hoped that you regard this, as I do, as a most important policy and educational event and will support the initiative taken by the organisers."

Reports from Director Corporate Services



Cities for the new economy

Development Strategies for 21C Urban Growth

As cities grow and sprawl outward, there are pressures to consolidate and develop higher densities in established areas. Urban infrastructure is ageing and many established commercial and retail precincts are in need of a makeover to remain competitive, profitable and viable.

This joint initiative of the Property Council of Australia and the Urban Land Institute (USA) examines many of the factors affecting urban growth and development. It looks at successful development strategies which marry community aspiration to tenant and consumer demand.

Leading national and international speakers will feature on a program which aims to "bring it all together" and leave delegates with a better appreciation of the factors shaping our future and how to profit from them.

Topics will cover:

Placemaking - new approaches to commercial and retail centres.

Smart Growth - a toolkit for containing urban sprawl.

The New Urbanism - a community model for the new economy? Is it suited to Australian conditions?

Population & demography - trends affecting the development of our urban centres.

Transport and development - integrating transport facilities and property development.

Urban magnets - how environment and amenities attract talent in the new economy.



**General enquiries should be directed to
Conference Solutions on (02) 62853000.**



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6. ORIGIN: Administration Services Unit

FILE REF: Councillors – Conferences, Centenary of Federation

REPORT TITLE:

Invitation to the Mayor to attend the Centenary of our Federation, Melbourne, 9 May 2001

SUMMARY OF REPORT:

An invitation has been extended to the Mayor to attend the Centenary of our Federation Celebrations to be held in Melbourne on 9 May 2001.

RECOMMENDATION:

That the Mayor be authorised to attend the Centenary of our Federation Celebrations to be held in Melbourne on 9 May 2001.

Reports from Director Corporate Services

REPORT:

The following invitation has been extended to the mayor to attend the Centenary of our Federation Celebrations to be held in Melbourne on 9 May 2001:

“In 2001, Australia will celebrate the Centenary of our Federation and mark 100 years of nationhood. Throughout the year and across Australia, there will be events and activities designed to achieve this and indeed there will be centrepiece celebrations in all States and Territories at different times of the year.

In May of 2001, the national focus will fall on Melbourne, and in particular on 9 May 2001. In the afternoon of 9 May at the Royal Exhibition Building, there will be a commemoration of the opening of the First Parliament of the Commonwealth of Australia on 9 May 1901 and the marking of the Centenary of the Commonwealth Parliament. This will be followed by an extensive celebration of 100 years of nationhood and finally by the Federation Reception.

These events will take place in the presence of the entire Commonwealth Parliament, representatives of the Parliaments of the States and Territories and a whole range of Australians who will represent every sector of our society, a gathering of 7,500 people from across the Federation. The events are a very Australian celebration. In 1901, the mayor of every local government was included in the opening ceremony and celebrations. In 2001, it is planned that every local government would again be invited to send the mayor or other representative to be part of the Centenary activities.

The treatment of this day is a series of consecutive events which are linked seamlessly. At 2.00pm the program will commence with a Joint Meeting of the Commonwealth Parliament. The Joint Meeting will then be adjourned and the proceedings move to a ceremony of commemoration and celebration, staged also at the Royal Exhibition Building, of Australia’s journey across 100 years of nationhood and the contributions by Australians to our nation. To conclude the festivities, the participants will move to the new Melbourne Museum for the Premier of Victoria’s Federation Reception.

The invitation to the events on 9 May 2001 will be issued jointly by the Prime Minister of Australia, the Presiding Officers of the Commonwealth Parliament and the Premier of Victoria. These invitations will be issued in late March 2001 and at that time extensive briefings will be provided and involvements planned definitely. Please note that the invitation will entitle the Council’s nominee to be accompanied by their spouse or partner.

This letter is to advise you of the extent of the Centenary program for May 2001. As well, we seek to make plain the process and timeframe to be applied in order to enable the appropriate planning to be undertaken. Similar advice will be issued to all participants likely to be in office in May 2001.

The important planning focus of the involvement of all 7,500 participants on 9 May 2001 is that the costs of travel and accommodation etc are to be the responsibility of the jurisdiction or organization which each participant represents. This approach has been endorsed by all key stakeholders. Of course, this is a matter which Council will need to consider and determine.

Reports from Director Corporate Services

The celebrations in Melbourne, however, involve a very extensive range of events and activities which commence on 6 May with 'Our Nation on Parade', Victoria's largest ever street parade and 'Federation Football', and continues through three weeks of the Federation Festival.

The full program is set out on Centenary of Federation Victoria's website: www.federation.vic.gov.au, and we invite you to peruse the extensive program for the May 2001 celebrations. You may wish to consider involvement in some other the other events and activities.

Importantly, we advise, in the event that Council plans to accept the invitation for 9 May, that consideration of accommodation arrangements should be undertaken as soon as possible. Centenary of Federation Victoria has established an extensive Accommodation Guide for Melbourne in May 2001 and this is also included on the CFV website.

The Guide offers a very broad range of accommodation options, with considerable discounts, and can be utilised to arrange directly your preferred location. Attached is a pathway to assist you in reaching the Accommodation Guide and responding to those options.

You should be aware that the extensive array of hotels and apartments with which we have negotiated have agreed to hold rooms so as to enable participants in the 9 May celebrations to secure accommodation of their choice. However, we stress that these arrangements will need to be made by 31 January 2001. Our hotel partners have advised that following this date it will be necessary for them to release our block bookings, so we advise that you secure your preferred venue prior to that time.

In conclusion, in presenting this informal advice to you on the proposed arrangements for the events of 9 May 2001, and hope that you will be able to give favourable consideration to participating."

Reports from Director Corporate Services

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7. ORIGIN: Director

FILE REF: Ethnic Affairs

REPORT TITLE:

Harmony Day - 21 March 2001

SUMMARY OF REPORT:

Advice has been received from the Department of Immigration and Multicultural Affairs regarding Harmony Day on 21 March 2001, which coincides with the United Nations International Day for the Elimination of Racial Discrimination.

RECOMMENDATION:

That Council determines its extent of participation in Harmony Day on 21 March 2001.

Reports from Director Corporate Services

REPORT:

The following letter has been received from the Department of Immigration and Multicultural Affairs:

“As you may be aware, Australia will celebrate Harmony Day on 21 March 2001, which coincides with the United Nations International Day for the Elimination of Racial Discrimination.

Harmony Day provides an opportunity for people to become involved in activities that encourage understanding, respect and acceptance of each other and appreciation of our nation’s cultural diversity.

In the Centenary of Federation year, Harmony Day 2001 provides an opportunity to acknowledge that throughout Australia’s history, people from many backgrounds and cultures have joined together to play a role in national development.

A range of national, State/Territory and community events are planned for this year’s Harmony Day (Attachment A) and the Council for Multicultural Australia (CMA) would be delighted if your Council could participate in this highly important occasion.

Some options for participation by your municipality include:

- *Organising a local government event with a multicultural theme, such as a luncheon or street parade;*
- *Encouraging Council members and staff to wear orange lapel ribbons on 21 March 2001 to demonstrate their commitment to cultural and racial harmony for all Australians; and*
- *Display Harmony Day posters in your offices.*

As the leading organization representing the local community you may care to consider getting together with service clubs, sporting clubs, religious groups, ethnic communities, business organisations and educational agencies to celebrate our cultural diversity.

You would be encouraged to know that Councils in Albury-Wodonga and Eden were responsible for two of the most successful Harmony Day 2000 events in the country.”

ATTACHMENT A – HARMONY DAY 2001

“Introduction

The Council for Multicultural Australia (CMA), which was established in August 2000, is actively engaged in the Commonwealth Government’s arrangements for Harmony Day 2001.

The Council for Multicultural Australia sees Harmony Day 2001 as an opportunity for all Australians to reflect on and celebrate how cultural diversity enriches our nation.

Reports from Director Corporate Services

Harmony Day 2001 Objectives

The objectives of Harmony Day 2001 are to encourage the community to:

- *Take a stand against racism, prejudice and intolerance;*
- *Help build a peaceful and productive future for our children by setting an example of how to live in harmony, making the most of our racial, cultural, social and religious diversity; and*
- *Put into practice the traditional Australian values of justice, equality, fairness and friendship.*

Harmony Day 2001 Activities

Activities currently planned include:

- *Launching Harmony Day 2001 at the National Press Club in Canberra on 21 March 2001.*
- *'Australia, Give Yourself a Wrap' – State/Territory Government and community organizations have been invited to wrap public buildings/spaces in capital cities and regional areas, with orange ribbon, as a symbolic demonstration of commitment to Australian multiculturalism. This concept follows from a Western Australian Government initiative where a Perth library was 'wrapped' in an orange ribbon during Harmony Day 2000.*
- *Each State and Territory Government and community organizations across Australia have been invited to stage an event celebrating Harmony Day.*
- *Community Service Announcements promoting key Harmony Day messages will be aired on radio stations throughout Australia during March 2001.*

Media Strategy

A media strategy is being developed to promote Harmony Day. It will comprise a number of elements that:

- *Recognise the media's influence on public opinion and potential role in promoting Harmony Day key messages.*
- *Educate the media about Harmony Day and the importance of celebrating cultural diversity, including raising the awareness of individual journalists, producers etc of Harmony Day and the CMA.*
- *Stimulate positive coverage of Harmony Day in specialist programs and publications.*

Commercial Partnerships

*The Council has been very successful in securing the participation of a number of organisations in Harmony Day 2001 – including **McDonalds, Microsoft, Drake International, Woolworths, Telstra and Coca-Cola Amatil.***

Reports from Director Corporate Services

Corporate partners will contribute case studies (five in all) outlining the impact of cultural diversity on their organizations. Discussions are continuing with these partners to finalise details of other involvement with Harmony Day 2001.

Non-corporate Partnerships

Partnerships are also being developed with Snowy Scheme South Care, Surf Life Saving Australia and the Australian Centre for Christianity and Culture.

Promotional Products

A limited number of promotional products will be distributed to organizations, including community and business groups, educational institutions, libraries, Members of Parliament and the media.”

Reports from Director Engineering Services

8. ORIGIN: Director

FILE REF: Government Grants - Roads

REPORT TITLE:

Federal Government Roads to Recovery Program

SUMMARY OF REPORT:

Tweed Shire has been allocated \$3,946,235 over four (4) years as its share of the Federal Government's Roads to Recovery (R2R) Program. Council must determine the first year's program quickly to allow the \$986,559 to be spent before 30 June, 2001. A draft program is submitted for Council's determination.

RECOMMENDATION:

That:-

1. The following projects be approved for the Roads to Recovery Program:-
 - a. Advanced Survey & Design \$34,559
 - b. Ewing Street \$200,000
 - c. Cudgen Road \$150,000
 - d. Reserve Creek Road \$150,000
 - e. Wardrop Valley Road \$180,000
 - f. Fernvale Road \$60,000
 - g. Hogans Road \$212,000

Total: \$986,559
2. Council accepts the grant and completes the necessary documents under the Common Seal of Council.
3. Council votes the expenditure.

Reports from Director Engineering Services

REPORT:

Tweed Shire has been allocated \$3,946,235 over four (4) years as its share of the Federal Government's "Roads to Recovery" (R2R) Program. This is an annual allocation of \$986,559.

The funding is to be spent on local roads as defined by the Act. The focus of the Program is the renewal of local roads. Attached are two letters from the Federal Minister for Transport & Regional Services, the Hon. John Anderson, MP outlining the program and how funding may be expended.

Reports to Council from the Works Unit have previously advised Council of the under funding of its road assets by an amount of more than \$4M per year. It is therefore anticipated that all of the R2R funding will be expended on roads. It should also be noted that council's existing road expenditures and forward allocations must be maintained over the life of the program.

Council will need to determine the program for the first year as soon as possible to allow completion by 30 June, 2001. It is proposed that the following 3 year program will be submitted with the Annual Works Program in June, 2001.

With the time taken to finalise survey, design, development consent and any land negotiations the Works Unit in conjunction with Planning & Design Unit are now 12 months ahead in the design and consent stage for the Works Program.

In order to remain at that acceptable level a portion of the funding should be allocated specifically for that purpose. Normal costs are 3.5% of project cost. This equates approximately to \$34,559, leaving a balance of \$952,000 for road projects.

With this additional funding there has been an expectation that some funding will be allocated to sealing gravel roads. There have been many phone calls and written submissions on this subject. Taking the view that this is an additional funding income and the Minister has stated that local roads are "*an essential element of Australia's social and economic infrastructure*" it is proposed that \$452,000 be allocated to sealing gravel roads and \$500,000 to restoration of failed sealed roads.

To allow some logical debate on which gravel roads should be sealed each one has been inspected and assessed in accordance with the following criteria:-

- Traffic volumes
- School bus route
- Maintenance costs and needs
- Safety (unsafe points per kilometre)
- Through road
- Other development (e.g. tourist development)

A point system has been devised to give a total to each road. The assessment criteria used is shown under Table 3. It is acknowledged that it is subjective, however the results indicate that the system reflects the actual situation. The outcome is shown on the following tables. Table 1 shows the roads by alphabetical listing and Table 2 shows the roads by highest to lowest priority.

Reports from Director Engineering Services

The other factor to be considered are those small missing links on through roads.

TABLE 1 – GRAVEL ROADS BY ALPHABETICAL LISTING

GRAVEL ROADS										
NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL	
Adcocks Rd	0.65	0-50	no	2	1.5	no	no	10	80/km	
Andersons Rd	0.7	0-50	no	2	0	no	no	7	80/km	
Ashburns Rd	0.25	0-50	no	4	0	no	no	9	50/km	
Back Ck Rd	4	0-50	no	8	1	no	no	13	100/km	
Bartletts Rd	1.9	250+	no	10	1	yes	yes	28	175/km	
Beantree Rd	0.3	0-50	no	2	0	no	no	7	80/km	
Boormans Rd	1.2	0-50	no	4	1.7	no	no	12	80/km	
Boxsell Rd	0.5	0-50	no	4	2	no	no	12	80/km	
Brays CreekRd	4	50-100	no	8	1.75	no	no	18	120/km	
Brookers Rd	0.85	0-50	no	6	2.3	no	yes	22	80/km	
Brooks Rd	1.7	0-50	yes	4	2.3	no	no	20	100/km	
Browns Ln	0.5	0-50	no	4	0	no	no	9	80/km	
Bryants Rd	1.1	0-50	no	4	0	no	no	9	80/km	
Bryens Rd	1.1	0-50	no	4	0.9	no	no	9	80/km	
Butlers Rd	3.2	0-50	no	6	0.6	no	no	11	100/km	
Byrrell Ck Rd	5	250+	yes	6	1.4	yes	no	32	200/km	
142 - Bus t'round										
Byrrell Ck Rd	5	150-200	no	6	2.4	yes	no	28	150/km	
Bus t'round - Forest Rd										
Byrrell Ck Rd	5.7	250+	no	6	0.7	yes	no	24	150/km	
Forest Rd- Brays Ck Rd										

[Gravelroads]

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Cadell Rd	1.9	0-50	no	8	0	no	yes	18	80/km
Campbells Rd	1.8	0-50	no	6	3.3	no	no	18	150/km
Carraboi Place	0.3	0-50	no	4	0	no	yes	14	80/km
Cedar Ck Rd	1.5	0-50	no	8	3.3	no	no	22	120/km
Chauviers Rd	1.5	0-50	no	6	1.3	no	no	14	100/km
Chilcotts Rd	3.1	50-100	no	4	1.9	yes	no	19	200/km
Chowan Ck Rd	3	0-50	no	2	2	no	no	13	120/km
Christies Rd	0.65	0-50	no	4	0	no	no	9	80/km
Coalmine Rd	0.05	0-50	no	2	0	no	no	7	50/km
Cobaki Rd	0.08	0-50	no	2	0	no	no	7	100/km
Commercial Rd	1.2	0-50	no	4	1.6	no	no	12	100/km
Commissioners Ck Rd	3.75	150-200	yes	8	1.4	no	no	27	150/km
EOB-bus t'round									
Commissioners Ck Rd	6.6	50-100	no	8	1.8	no	no	18	100/km
bus t'round-end									
Costellos Rd	0.3	0-50	no	6	3.3	no	no	20	80/km
Couchy Creek Rd	3.8	0-50	no	6	1.6	no	no	14	120/km
Crabbes Ck Rd	0.7	0-50	no	2	0	no	no	7	80/km
Crams Rd	1.4	0-50	no	4	1.4	no	no	12	80/km
Crookes Valley Rd	0.5	0-50	no	2	2	no	no	13	80/km
Cudgera Creek Rd	5.6	250+	no	10	3.0	yes	no	37	400/km
Davis Rd	1.0	0-50	no	6	1	no	no	14	80/km

1/2/2001

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Depot Rd	0.3	0-50	no	2	0	no	no	7	80/km
Dixons Rd	1.0	0-50	no	8	1.0	no	no	16	80/km
Doon Doon Rd EOB-Costellos	0.4	100-150	no	8	0	no	no	17	80/km
Doon Doon Rd Costellos-end	3.5	50-100	no	8	2.8	no	no	21	100/km
Dungay Ck Rd	2.2	50-100	yes	6	1.8	no	no	21	100/km
Duranbah Rd	1.7	50-100	yes	6	2.4	no	no	19	120/km
Edwards Lane	0.2	0-50	no	2	0	no	no	7	80/km
EverestsRd	2.5	0-50	no	6	2	no	no	17	150/km
Everingham Rd	0.95	0-50	no	6	0	no	no	11	100/km
Farrants Rd	2.2	120	yes	8	3.2	yes	no	36	150/km
Fernvale Rd Wardrop-end	1.66	0-50	no	6	3	no	no	20	80/km
Fernvale Rd W' drop-Minnows	0.5	100-150	yes	6	6	yes	no	43	120/km
Forest Hill Rd	0.1	0-50	no	4	0	no	no	9	80/km
Garden of Eden	2.3	0-50	no	6	4.8	no	no	23	200/km
Glengarrie Rd Carool end	1.1	50-100	no	6	0.9	no	no	13	120/km
Glengarrie Rd MR143 end	1.53	0-50	no	6	3.3	no	no	20	150/km
Harwood Rd	1.3	0-50	no	2	2.3	no	no	13	100/km

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Hattons Rd	0.8	0-50	no	4	2.6	no	yes	15	120/km
Hawkins Ln	1.6	0-50	no	4	0	no	no	9	80/km
Hazelbrook Rd	2.5	50-100	no	6	2.8	no	no	19	100/km
Hickory Way	0.3	0-50	no	2	0	no	no	7	80/km
Hidden Valley Rd	0.4	0-50	no	2	0	no	no	7	80/km
Hogans Rd	1.1	250+	yes	4	5.5	yes	no	37	250/km
Hoggs Rd	1.3	0-50	no	6	0.8	no	no	11	80/km
Hopkins Creek Rd (A)	3	50-100	yes	8	0.7	no	no	20	200/km
Hopkins Creek Rd (B)	1	0-50	yes	8	2	no	no	24	120/km
Hopkins Creek RD (C)	2.3	0-50	yes	8	0.9	no	no	18	80/km
Howards Rd	0.7	0-50	no	8	3.3	no	no	22	80/km
Hulls Rd	0.5	0-50	yes	4	0	no	no	14	80/km
Ironbark Rd	0.2	0-50	no	2	5	no	no	19	80/km
Johansens Rd	0.9	0-50	no	2	0	no	no	7	80/km
Jones Rd	1.3	0-50	no	2	0.8	no	no	7	80/km
Jowetts Rd	0.7	0-50	no	4	1.4	no	no	12	80/km
Kanes Rd	3.3	50-100	no	6	1.2	yes	no	21	150/km
Kellys Rd	1.1	0-50	no	4	2.7	no	no	15	120/km
Kerrs Lane	0.5	0-50	no	2	0	no	no	7	80/km
Kileys Rd	2.0	50-100	no	6	1.5	no	no	16	80/km
Kirbys Rd	0.45	0-50	no	2	0	no	no	7	80/km

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Kunghur Ck Rd	3.9	50-100	no	6	2.1	no	no	19	120/km
Larkins Rd	0.9	0-50	no	2	2.2	no	no	11	80/km
Lilly Pilly Rd	0.2	0-50	no	2	0	no	no	7	80/km
Limpinwood Valley Rd (A)	1.5	50-100	yes	8	1.3	no	no	23	80/km
Limpinwood Valley Rd (B)	1.6	0-50	no	8	1.8	no	no	16	80/km
Lone Pine Rd	1.3	0-50	no	4	0	no	no	9	80/km
Mayes Hill Rd	0.5	0-50	no	4	4	no	no	21	200/km
McAuleys Rd	2.2	50-100	no	6	0.5	yes	no	18	120/km
McCabes Rd	0.7	0-50	no	6	1.4	no	no	14	80/km
McCloy's Rd	0.9	0-50	no	4	0	no	no	9	80/km
McConnells Gully Rd	2	50-100	no	4	3.5	no	no	20	80/km
McDonalds Rd	1.0	0-50	no	2	5	no	no	22	120/km
Midginbil Rd	2.0	50-100	no	6	2	no	yes	24	120/km
Minnie Perkins Rd	0.35	0-50	no	2	0	no	no	7	80/km
Minnows Rd	0.6	100-150	no	6	3.3	yes	no	29	100/km
Mt Burrell Rd	3.7	50-100	no	6	3	no	no	22	150/km
Nobbys Creek Rd	3.5	50-100	yes	8	1.6	no	no	23	100/km
North Pumpenbil Rd	3.3	0-50	no	6	0.3	no	no	11	90/km
O'Briens Rd	0.12	0-50	no	2	0	no	no	7	80/km
O'Mearas Rd	0.1	0-50	no	2	0	no	no	7	80/km

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
O'Riellys Rd	1.1	0-50	no	4	1.3	no	no	12	100/km
Old Lismore Rd	0.9	0-50	no	4	3.3	no	no	18	80/km
Ophir Glen Rd	1.05	0-50	no	6	2.8	no	no	17	100/km
Palmer Rd	0.7	0-50	no	4	2.9	no	no	15	100/km
Palmvale Rd	4.2	50-100	yes	6	2.6	no	no	24	150/km
Pidgeonberry Rd	0.3	0-50	no	4	0	no	no	9	80/km
Piggabeen Rd	1.0	0-50	no	6	3	no	no	20	150/km
Pine Log Rd	1.5	0-50	no	4	3.3	no	no	18	100/km
Pinnacle Rd	4.1	0-50	no	6	1.2	no	no	14	100/km
Pollards Rd	0.45	0-50	no	2	0	no	no	7	80/km
Porters Rd	1.2	0-50	no	8	0.8	no	no	13	80/km
Quans Ln	1.5	0-50	no	4	0	no	no	9	80/km
Rawsons Rd	0.2	0-50	no	2	0	no	no	7	80/km
Rayes Ln	0.6	0-50	no	2	0	no	no	7	80/km
Reserve Ck Rd	1.42	150-200	yes	10	2.1	yes	no	37	200/km
W'dfrds-Rnd Mt									
Reserve Ck Rd	5.4	100-150	yes	8	1.9	yes	no	30	200/km
Rnd Mt-Kanes Rd									
Richards Dev	2.3	50-100	no	4	4.3	yes	no	28	150/km
Ripps Rd	2	0-50	no	4	4	no	no	21	90/km
Robcole Rd	0.75	0-50	no	2	0	no	no	7	80/km
Robinsons Rd	1.8	0-50	no	6	3.3	yes	no	25	200/km
Round Mtn Rd	4.2	50-100	no	6	3.8	yes	no	27	400/km

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Rowlands Ck Rd	2	250+	yes	2	4	yes	no	37	100/km
Saunders Ln	1.7	50-100	no	8	0.6	yes	no	20	80/km
Settlement Rd	3.4	0-50	no	6	1.2	no	no	14	120/km
Sharps Rd	0.7	0-50	no	2	0	no	no	7	80/km
Sims Ln	0.9	0-50	no	2	0	no	no	7	80/km
Sleepy Hollow Rd	1.2	0-50	no	6	4.1	no	no	23	100/km
Smarts Rd	1.5	0-50	yes	6	3.3	no	no	25	300/km
Wardrop-Turners									
Smarts Rd	1.5	0-50	no	6	4	no	no	23	150/km
Turners-end									
South Pumpenbil Rd	3.6	100-150	no	6	0.3	no	yes	20	100/km
Sproules Rd	0.1	0-50	no	2	0	no	no	7	80/km
Stoddards Rd	1.9	0-50	no	6	0.5	no	no	11	100/km
Swifts Rd (A)	1.1	100-150	no	8	0	no	no	17	80/km
Swifts Rd (B)	0.5	0-50	no	8	0	no	no	13	80/km
The Bloodwoods Rd	1.5	0-50	no	4	0	no	no	9	100/km
Todds Rd	1.5	0-50	no	6	0	no	no	11	80/km
Towners Rd	1.9	0-50	no	2	3.2	no	no	16	100/km
Tumbulgum Rd	1.8	0-50	no	4	0	no	no	9	80/km
Tunnel Rd (A)	2	50-100	no	4	0.5	no	no	11	150/km
Tunnel Rd (B)	1.2	0-50	no	2	0	no	no	7	80/km
Turners Rd	0.6	0-50	no	2	1.6	no	no	10	80/km

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Tyalgum Crk Rd	3.9	200+	yes	6	0.5	no	yes	29	200/km
Upper B'bar Rd seal-Geles Rd	0.8	50-100	no	4	1.3	no	no	14	80/km
Upper B'bar Rd Geles Rd- end	0.6	0-50	no	4	3.3	no	no	18	80/km
Upper Crystal Creek Rd (A)	0.25	100-150	no	6	1	no	no	15	100/km
Upper Crystal Creek Rd (B)	1	0-50	no	6	3	no	no	20	80/km
Urliup Rd - east Dip - EOB	2.7	50-100	no	6	2.6	yes	no	24	300/km
Urliup Rd - east	0.8	100-150	no	8	1.3	yes	no	20	150/km
Urliup Rd - west bus t'round-dip	3.1	0-50	no	6	3.5	yes	no	25	150/km
Urliup Rd -west EOB- bus t'round	1.1	50-100	yes	6	4.5	yes	no	35	300/km
Wardrop Valley Rd	0.9	100-150	yes	8	6.6	yes	no	45	200/km
Warwick Park Rd	1.35	0-50	no	4	2.2	no	no	15	100/km
Youngs Rd	1.1	0-50	no	4	1.8	no	yes	17	100/km

Reports from Director Engineering Services

TABLE 2 – GRAVEL ROADS – IN PRIORITY ORDER

GRAVEL ROADS

NAME	LENGTH (Km)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Wardrop Valley Rd	0.9	100-150	yes	8	6.6	yes	no	45	200/km
Fernvale Rd	0.5	100-150	yes	6	6	yes	no	43	120/km
W drop-Minnows									
Cudgera Creek Rd	5.6	250+	no	10	3.0	yes	no	37	400/km
Hogans Rd	1.1	250+	yes	4	5.5	yes	no	37	250/km
Reserve Ck Rd	1.42	150-200	yes	10	2.1	yes	no	37	200/km
W dfrds-Rnd Mt									
Rowlands Ck Rd	2	250+	yes	2	4	yes	no	37	100/km
Farrants Rd	2.2	120	yes	8	3.2	yes	no	36	150/km
Urliup Rd -west	1.1	50-100	yes	6	4.5	yes	no	35	300/km
EOB- bus t'round									
Byrill Ck Rd	5	250+	yes	6	1.4	yes	no	32	200/km
142 - Bus t'round									
Reserve Ck Rd	5.4	100-150	yes	8	1.9	yes	no	30	200/km
Rnd Mt-Kanes Rd									
Minnows Rd	0.6	100-150	no	6	3.3	yes	no	29	100/km
Tyalgum Crk Rd	3.9	200+	yes	6	0.5	no	yes	29	200/km
Bartletts Rd	1.9	250+	no	10	1	yes	yes	28	175/km
Byrill Ck Rd	5	150-200	no	6	2.4	yes	no	28	150/km
Bus t'round - Forest Rd									
Richards Dev	2.3	50-100	no	4	4.3	yes	no	28	150/km

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Commissioners Ck Rd	3.75	150-200	yes	8	1.4	no	no	27	150/km
EOB-bus t'round									
Round Mtn Rd	4.2	50-100	no	6	3.8	yes	no	27	400/km
Robinsons Rd	1.8	0-50	no	6	3.3	yes	no	25	200/km
Smarts Rd	1.5	0-50	yes	6	3.3	no	no	25	300/km
Wardrop-Turners									
Urliup Rd - west bus t'round-dip	3.1	0-50	no	6	3.5	yes	no	25	150/km
Byrill Ck Rd	5.7	250+	no	6	0.7	yes	no	24	150/km
Forest Rd- Brays Ck Rd									
Hopkins Creek Rd (B)	1	0-50	yes	8	2	no	no	24	120/km
Midginbil Rd	2.0	50-100	no	6	2	no	yes	24	120/km
Palnvale Rd	4.2	50-100	yes	6	2.6	no	no	24	150/km
Urliup Rd - east Dip - EOB	2.7	50-100	no	6	2.6	yes	no	24	300/km
Garden of Eden	2.3	0-50	no	6	4.8	no	no	23	200/km
Limpinwood Valley Rd (A)	1.5	50-100	yes	8	1.3	no	no	23	80/km
Nobbys Creek Rd	3.5	50-100	yes	8	1.6	no	no	23	100/km
Sleepy Hollow Rd	1.2	0-50	no	6	4.1	no	no	23	100/km
Smarts Rd Turners-end	1.5	0-50	no	6	4	no	no	23	150/km

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Brookers Rd	0.85	0-50	no	6	2.3	no	yes	22	80/km
Cedar Ck Rd	1.5	0-50	no	8	3.3	no	no	22	120/km
Howards Rd	0.7	0-50	no	8	3.3	no	no	22	80/km
McDonalds Rd	1.0	0-50	no	2	5	no	no	22	120/km
Mt Burrell Rd	3.7	50-100	no	6	3	no	no	22	150/km
Doon Doon Rd	3.5	50-100	no	8	2.8	no	no	21	100/km
Costellos-end									
Dungay Ck Rd	2.2	50-100	yes	6	1.8	no	no	21	100/km
Kanes Rd	3.3	50-100	no	6	1.2	yes	no	21	150/km
Mayes Hill Rd	0.5	0-50	no	4	4	no	no	21	200/km
Ripps Rd	2	0-50	no	4	4	no	no	21	90/km
Brooks Rd	1.7	0-50	yes	4	2.3	no	no	20	100/km
Costellos Rd	0.3	0-50	no	6	3.3	no	no	20	80/km
Fernvale Rd	1.66	0-50	no	6	3	no	no	20	80/km
Wardrop-end									
Glengarie Rd	1.53	0-50	no	6	3.3	no	no	20	150/km
MR143 end									
Hopkins Creek Rd (A)	3	50-100	yes	8	0.7	no	no	20	200/km
McConnells Gully Rd	2	50-100	no	4	3.5	no	no	20	80/km
Piggabeen Rd	1.0	0-50	no	6	3	no	no	20	150/km
Saunders Ln	1.7	50-100	no	8	0.6	yes	no	20	80/km
South Pumpenbil	3.6	100-150	no	6	0.3	no	yes	20	100/km

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Rd									
Upper Crystal Creek Rd (B)	1	0-50	no	6	3	no	no	20	80/km
Urlilup Rd - east	0.8	100-150	no	8	1.3	yes	no	20	150/km
Chilcotts Rd	3.1	50-100	no	4	1.9	yes	no	19	200/km
Duranbah Rd	1.7	50-100	yes	6	2.4	no	no	19	120/km
Hazelbrook Rd	2.5	50-100	no	6	2.8	no	no	19	100/km
Ironbark Rd	0.2	0-50	no	2	5	no	no	19	80/km
Kunghur Ck Rd	3.9	50-100	no	6	2.1	no	no	19	120/km
Brays Creek Rd	4	50-100	no	8	1.75	no	no	18	120/km
Cadell Rd	1.9	0-50	no	8	0	no	yes	18	80/km
Campbells Rd	1.8	0-50	no	6	3.3	no	no	18	150/km
Commissioners Ck Rd	6.6	50-100	no	8	1.8	no	no	18	100/km
bus t'round-end									
Hopkins Creek RD (C)	2.3	0-50	yes	8	0.9	no	no	18	80/km
McAuleys Rd	2.2	50-100	no	6	0.5	yes	no	18	120/km
Old Lismore Rd	0.9	0-50	no	4	3.3	no	no	18	80/km
Pine Log Rd	1.5	0-50	no	4	3.3	no	no	18	100/km
Upper B'bar Rd	0.6	0-50	no	4	3.3	no	no	18	80/km
Geles Rd- end									
Doon Doon Rd	0.4	100-150	no	8	0	no	no	17	80/km
EOB-Costellos									

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
EverestsRd	2.5	0-50	no	6	2	no	no	17	150/km
Ophir Glen Rd	1.05	0-50	no	6	2.8	no	no	17	100/km
Swifts Rd (A)	1.1	100-150	no	8	0	no	no	17	80/km
Youngs Rd	1.1	0-50	no	4	1.8	no	yes	17	100/km
Dixons Rd	1.0	0-50	no	8	1.0	no	no	16	80/km
Kileys Rd	2.0	50-100	no	6	1.5	no	no	16	80/km
Limpinwood Valley Rd (B)	1.6	0-50	no	8	1.8	no	no	16	80/km
Towners Rd	1.9	0-50	no	2	3.2	no	no	16	100/km
Hattons Rd	0.8	0-50	no	4	2.6	no	yes	15	120/km
Kelkys Rd	1.1	0-50	no	4	2.7	no	no	15	120/km
Palmers Rd	0.7	0-50	no	4	2.9	no	no	15	100/km
Upper Crystal Creek Rd (A)	0.25	100-150	no	6	1	no	no	15	100/km
Warwick Park Rd	1.35	0-50	no	4	2.2	no	no	15	100/km
Carraboi Place	0.3	0-50	no	4	0	no	yes	14	80/km
Chauviers Rd	1.5	0-50	no	6	1.3	no	no	14	100/km
Couchy Creek Rd	3.8	0-50	no	6	1.6	no	no	14	120/km
Davis Rd	1.0	0-50	no	6	1	no	no	14	80/km
Hulls Rd	0.5	0-50	yes	4	0	no	no	14	80/km
McCabes Rd	0.7	0-50	no	6	1.4	no	no	14	80/km
Pinnacle Rd	4.1	0-50	no	6	1.2	no	no	14	100/km
Settlement Rd	3.4	0-50	no	6	1.2	no	no	14	120/km
Upper B'bar Rd	0.8	50-100	no	4	1.3	no	no	14	80/km

Reports from Director Engineering Services

NAME	LENGTH (Km)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
seal-Celes Rd									
Back Ck Rd	4	0-50	no	8	1	no	no	13	100/km
Chowan Ck Rd	3	0-50	no	2	2	no	no	13	120/km
Crookes Valley Rd	0.5	0-50	no	2	2	no	no	13	80/km
Glengarrie Rd Carool end	1.1	50-100	no	6	0.9	no	no	13	120/km
Harwood Rd	1.3	0-50	no	2	2.3	no	no	13	100/km
Porters Rd	1.2	0-50	no	8	0.8	no	no	13	80/km
Swifts Rd (B)	0.5	0-50	no	8	0	no	no	13	80/km
Boormans Rd	1.2	0-50	no	4	1.7	no	no	12	80/km
Boxsell Rd	0.5	0-50	no	4	2	no	no	12	80/km
Commercial Rd	1.2	0-50	no	4	1.6	no	no	12	100/km
Crams Rd	1.4	0-50	no	4	1.4	no	no	12	80/km
Jowetts Rd	0.7	0-50	no	4	1.4	no	no	12	80/km
O'Riellys Rd	1.1	0-50	no	4	1.3	no	no	12	100/km
Butlers Rd	3.2	0-50	no	6	0.6	no	no	11	100/km
Hoggs Rd	1.3	0-50	no	6	0.8	no	no	11	80/km
Larkins Rd	0.9	0-50	no		2.2	no	no	11	
North Pumpenbil Rd	3.3	0-50	no	6	0.3	no	no	11	90/km
Everingham Rd	0.95	0-50	no	6	0	no	no	11	100/km
Stoddards Rd	1.9	0-50	no	6	0.5	no	no	11	100/km
Todds Rd	1.5	0-50	no	6	0	no	no	11	80/km

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Tunnel Rd (A)	2	50-100	no	4	0.5	no	no	11	150/km
Adcocks Rd	0.65	0-50	no	2	1.5	no	no	10	80/km
Turners Rd	0.6	0-50	no	2	1.6	no	no	10	80/km
Ashburns Rd	0.25	0-50	no	4	0	no	no	9	50/km
Browns Ln	0.5	0-50	no	4	0	no	no	9	80/km
Bryants Rd	1.1	0-50	no	4	0	no	no	9	80/km
Bryens Rd	1.1	0-50	no	4	0.9	no	no	9	80/km
Christies Rd	0.65	0-50	no	4	0	no	no	9	80/km
Forest Hill Rd	0.1	0-50	no	4	0	no	no	9	80/km
Hawkins Ln	1.6	0-50	no	4	0	no	no	9	80/km
Lone Pine Rd	1.3	0-50	no	4	0	no	no	9	80/km
McCloy's Rd	0.9	0-50	no	4	0	no	no	9	80/km
Pidgeonberry Rd	0.3	0-50	no	4	0	no	no	9	80/km
Quans Ln	1.5	0-50	no	4	0	no	no	9	80/km
The Bloodwoods Rd	1.5	0-50	no	4	0	no	no	9	100/km
Tumbulgum Rd	1.8	0-50	no	4	0	no	no	9	80/km
Andersons Rd	0.7	0-50	no	2	0	no	no	7	80/km
Beantree Rd	0.3	0-50	no	2	0	no	no	7	80/km
Coalmine Rd	0.05	0-50	no	2	0	no	no	7	50/km
Cobaki Rd	0.08	0-50	no	2	0	no	no	7	100/km
Crabbes Ck Rd	0.7	0-50	no	2	0	no	no	7	80/km
Depot Rd	0.3	0-50	no	2	0	no	no	7	80/km

Reports from Director Engineering Services

NAME	LENGTH (KM)	TRAFFIC (EST)	SCHOOL BUS	MAINTENANCE RATING	SAFETY RATING	THROUGH ROAD	OTHER DEVELOPMENT	POINTS SCORE	COST TO SEAL
Edwards Lane	0.2	0-50	no	2	0	no	no	7	80/km
Hickory Way	0.3	0-50	no	2	0	no	no	7	80/km
Johansens Rd	0.9	0-50	no	2	0	no	no	7	80/km
Jones Rd	1.3	0-50	no	2	0.8	no	no	7	80/km
Kerrs Lane	0.5	0-50	no	2	0	no	no	7	80/km
Kirbys Rd	0.45	0-50	no	2	0	no	no	7	80/km
Minnie Perkins Rd	0.35	0-50	no	2	0	no	no	7	80/km
O'Briens Rd	0.12	0-50	no	2	0	no	no	7	80/km
O'Mearas Rd	0.1	0-50	no	2	0	no	no	7	80/km
Pollards Rd	0.45	0-50	no	2	0	no	no	7	80/km
Rawsons Rd	0.2	0-50	no	2	0	no	no	7	80/km
Rayes Ln	0.6	0-50	no	2	0	no	no	7	80/km
Robcole Rd	0.75	0-50	no	2	0	no	no	7	80/km
Sharps Rd	0.7	0-50	no	2	0	no	no	7	80/km
Sims Ln	0.9	0-50	no	2	0	no	no	7	80/km
Sproules Rd	0.1	0-50	no	2	0	no	no	7	80/km
Tunnel Rd (B)	1.2	0-50	no	2	0	no	no	7	80/km
Lilly Pilly Rd	0.2	0-50	no	2	0	no	no	7	80/km
Hidden Valley Rd	0.4	0-50	no	2	0	no	no	7	80/km

Reports from Director Engineering Services

Both Wardrop Valley Road and Fernvale Roads are through roads and are missing links and should be completed. A significant portion of the existing seal has been paid for by the residents and completion would benefit that area.

Cudgera Creek road is high on the list but what additional traffic it will generate following completion of the Motorway is unknown and it should be deferred for further consideration. Hogans Road is another missing link and would provide access to Cranneys Road and Upper Duroby Creek Road, both of which have been sealed with residents contributions.

It is recommended that the projects approved be:-

Wardrop Valley Road	\$180,000
Fernvale Road	\$60,000
Hogans Road	\$212,000

TABLE 3

ASSESSMENT CRITERIA

Traffic Volumes

- 0-50 2pts
- 50-100 4pts
- 100-150 6pts
- 150-200 8pts
- 200+ 10pts

School Bus Route

- Yes 5pts
- No 0pts

Maintenance Rating

- 0 to 10 pts depending on history of actual costs and needs assessment

Safety Rating

- 0-1 counts/km 3pts
- 1-2 counts/km 6pts
- 2-3 counts/km 9pts
- 3-4 counts/km 12pts
- 4-5 counts/km 15pts

Reports from Director Engineering Services

- 5-6 counts/km 18pts
- >6 counts/km 21pts

Through Road

- Yes 5pts
- No 0pts

Other Development

- Yes 5pts
- No 0pts

The sealed road allocation should go to those roads deferred from the current Works Program, i.e. Ewing Street, Cudgen Road and Fingal Road. However, approvals and public consultation for Fingal Road may delay that project and in its stead Reserve Creek Road should be substituted as designs and consents are completed.

Therefore, the sealed road projects recommended are:-

Ewing Street	\$200,000
Cudgen Road	\$150,000
Reserve Creek Road	\$150,000

Reports from Director Engineering Services

TWEED SHIRE COUNCIL
 FILE No. GOVERNMENT GRANTS - ROADS
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→ RECORDS FOR REGO



JOHN ANDERSON MP
 DEPUTY PRIME MINISTER
 MINISTER FOR TRANSPORT AND
 REGIONAL SERVICES

SENATOR IAN MACDONALD
 MINISTER FOR REGIONAL SERVICES,
 TERRITORIES AND LOCAL GOVERNMENT

27 NOV 2000

Dear Mayor

Together with the Prime Minister, we have today launched the Federal Government's new local road initiative called *Roads to Recovery*. This new Programme has been devised to help address the problem of a degrading local road network across Australia, especially in rural and regional areas.

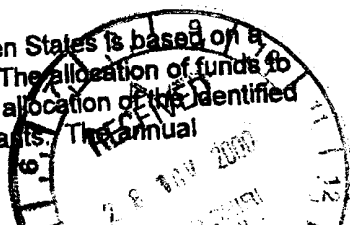
Under the *Roads to Recovery* Programme each New South Wales Council will receive an 72.17% increase in local road funding compared to what you currently receive through the identified road component of the financial assistance grants.

Roads to Recovery will provide \$1.2 billion in additional funding to all Australian councils for local roads over the next four years. This funding will be in addition to the identified local road component of the Financial Assistance Grants provided to Local Government which amounts to \$406 million in 2000-01. Payments of the additional funds will start as soon as the necessary administrative arrangement can be put into place. It is expected that the first payments to councils will be made early in the new year.

The Federal Government's new programme recognises the important role that Local Government has in maintaining local roads and their importance to the Australian economy and to the social amenity of all Australians. The *Roads to Recovery* programme demonstrates the Federal Government has listened and is responding to the needs of Local Government and every Australian.

The *Roads to Recovery* Programme will be managed to ensure that every cent will be passed on to Local Government. We will shortly be writing to the States and to you again outlining the principles of the *Roads to Recovery* Programme, administrative arrangements and individual allocations.

The distribution of *Roads to Recovery* funds between States is based on a calculation using local road length and population. The allocation of funds to councils, within each State, is based on the current allocation of the identified local road component of the financial assistance grants. The annual allocations are fixed for the life of the programme.



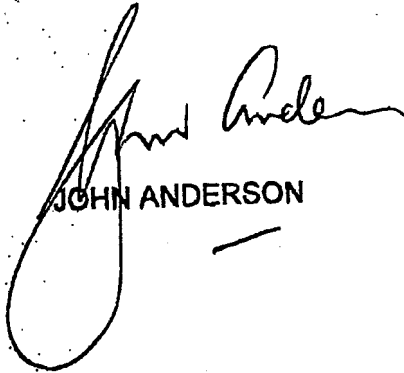
Reports from Director Engineering Services

Roads to Recovery funding will be provided as a tied grant, unlike the financial assistance grants currently paid to Local Government. It will be a requirement that councils maintain their expenditure on local roads, provide a schedule of proposed additional works to the Federal Government and display signage at works funded from the new Programme.

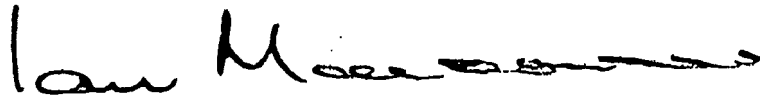
The Prime Minister has written to all Premiers and Chief Ministers pointing out that States are expected to at least maintain their existing expenditures on roads. Indeed with a growing revenue source flowing to the States from the GST, it is hoped that the State governments will be in a position to also increase funding for local roads.

We have attached details of the additional funding that New South Wales Councils will receive over the next four years compared to the current level of identified road funding paid under the financial assistance grants process.

Yours sincerely



JOHN ANDERSON



IAN MACDONALD

Reports from Director Engineering Services

New South Wales Roads to Recovery council allocations

Council	Financial assistance grants identified for roads 2000-01	Roads to Recovery Annual Grant	Roads to Recovery total over 4 years	% Annual Increase
Albury City	\$644,584	\$465,206	\$1,860,824	72.17%
Armidale Dumaresq	\$818,008	\$590,369	\$2,361,475	72.17%
Ashfield Municipal	\$192,440	\$138,887	\$555,547	72.17%
Ashfield Municipal	\$316,352	\$228,316	\$913,264	72.17%
Auburn	\$682,768	\$492,764	\$1,971,056	72.17%
Ballina Shire	\$700,764	\$505,752	\$2,023,008	72.17%
Bairnald Shire	\$911,148	\$657,589	\$2,630,357	72.17%
Bankstown City	\$431,404	\$311,351	\$1,245,403	72.17%
Barreba Shire	\$481,784	\$333,277	\$1,333,106	72.17%
Bathurst City	\$969,544	\$689,735	\$2,798,938	72.17%
Baulkham Hills Shire	\$1,012,936	\$731,051	\$2,924,205	72.17%
Bega Valley Shire	\$470,628	\$339,659	\$1,358,637	72.17%
Bellingen Shire	\$787,908	\$568,645	\$2,274,581	72.17%
Berrigan Shire	\$318,580	\$229,924	\$919,696	72.17%
Bingara Shire	\$1,689,384	\$1,219,254	\$4,877,016	72.17%
Blacktown City	\$1,604,216	\$1,157,787	\$4,631,148	72.17%
Bland Shire	\$466,292	\$336,530	\$1,346,120	72.17%
Blayney Shire	\$847,436	\$611,807	\$2,446,430	72.17%
Blue Mountains City	\$809,900	\$584,517	\$2,338,068	72.17%
Bogan Shire	\$400,200	\$288,830	\$1,155,322	72.17%
Bombala	\$417,764	\$301,507	\$1,206,026	72.17%
Boorowa	\$167,684	\$121,020	\$484,080	72.17%
Botany Bay City	\$1,051,136	\$758,621	\$3,034,483	72.17%
Bourke Shire	\$712,944	\$514,542	\$2,058,170	72.17%
Brewarrina Shire	\$316,692	\$228,561	\$914,246	72.17%
Broken Hill City	\$169,140	\$122,071	\$488,284	72.17%
Burwood	\$638,552	\$460,853	\$1,843,411	72.17%
Byron Shire	\$1,149,140	\$829,352	\$3,317,407	72.17%
Cabonne	\$383,080	\$276,475	\$1,105,899	72.17%
Camden	\$924,956	\$667,555	\$2,670,219	72.17%
Campbelltown City	\$652,780	\$471,121	\$1,884,485	72.17%
Canterbury City	\$1,284,616	\$927,127	\$3,708,507	72.17%
Carrathool Shire	\$874,092	\$630,845	\$2,523,382	72.17%
Central Darling Shire	\$928,304	\$669,971	\$2,679,884	72.17%
Cessnock City	\$939,112	\$677,771	\$2,711,085	72.17%
Cobar Shire	\$992,752	\$716,484	\$2,865,937	72.17%
Coffs Harbour City	\$462,472	\$333,773	\$1,335,092	72.17%
Conargo Shire	\$140,404	\$101,332	\$405,327	72.17%
Concord	\$577,488	\$416,782	\$1,667,127	72.17%
Coolah Shire	\$713,260	\$514,771	\$2,059,082	72.17%
Coolamon Shire	\$573,340	\$413,788	\$1,655,153	72.17%
Cooma-Monaro Shire	\$758,944	\$547,741	\$2,190,966	72.17%
Coonabarabran Shire	\$807,936	\$583,100	\$2,332,399	72.17%
Coonambie Shire	\$395,688	\$285,574	\$1,142,296	72.17%
Cootamundra Shire	\$401,484	\$289,757	\$1,159,028	72.17%
Copmanhurst Shire	\$736,948	\$531,867	\$2,127,466	72.17%
Corowa Shire	\$829,800	\$598,879	\$2,395,517	72.17%
Cowra Shire				

Reports from Director Engineering Services

Council	Financial assistance grants identified for roads 2000-01	Roads to Recovery Annual Grant	Roads to Recovery total over 4 years	% Annual Increase
Crookwell Shire	\$541,332	\$390,688	\$1,562,750	72.17%
Culcalrn Shire	\$474,964	\$342,789	\$1,371,155	72.17%
Deniliquin	\$158,068	\$114,080	\$456,320	72.17%
Drummoyne	\$171,888	\$124,054	\$496,217	72.17%
Dubbo City	\$965,508	\$696,822	\$2,787,287	72.17%
Dungog Shire	\$497,920	\$359,356	\$1,437,426	72.17%
Eurobodalla Shire	\$849,308	\$612,958	\$2,451,834	72.17%
Evans Shire	\$644,128	\$464,877	\$1,859,508	72.17%
Fairfield City	\$1,127,912	\$814,031	\$3,256,125	72.17%
Forbes Shire	\$1,107,672	\$799,424	\$3,197,695	72.17%
Gilgandra Shire	\$729,576	\$526,548	\$2,106,184	72.17%
Glen Innes Municipal	\$121,523	\$87,705	\$350,819	72.17%
Gloucester Shire	\$491,076	\$354,417	\$1,417,668	72.17%
Goaford City	\$1,352,164	\$975,877	\$3,903,509	72.17%
Goulburn City	\$296,276	\$213,827	\$855,308	72.17%
Grafton City	\$251,252	\$181,332	\$725,330	72.17%
Great Lakes	\$812,760	\$586,581	\$2,346,325	72.17%
Greater Taree City	\$1,425,940	\$1,029,123	\$4,116,490	72.17%
Griffith City	\$882,568	\$636,963	\$2,547,851	72.17%
Gundagai Shire	\$437,500	\$315,750	\$1,263,002	72.17%
Gunnedah Shire	\$875,784	\$632,067	\$2,528,266	72.17%
Gunning Shire	\$289,552	\$208,974	\$835,896	72.17%
Guyra Shire	\$527,388	\$380,624	\$1,522,496	72.17%
Harden Shire	\$534,324	\$385,630	\$1,542,519	72.17%
Hastings	\$1,393,792	\$1,005,921	\$4,023,683	72.17%
Hawkesbury City	\$1,006,884	\$726,683	\$2,906,734	72.17%
Hay Shire	\$444,456	\$320,771	\$1,283,083	72.17%
Holbrook Shire	\$286,376	\$206,682	\$828,728	72.17%
Holroyd City	\$510,312	\$368,300	\$1,473,200	72.17%
Hornsby Shire	\$901,204	\$650,413	\$2,601,650	72.17%
Hume Shire	\$448,304	\$323,548	\$1,294,191	72.17%
Hunter Hill Municipal	\$89,210	\$64,384	\$257,537	72.17%
Huratville City	\$357,940	\$258,331	\$1,033,323	72.17%
Inverell Shire	\$1,145,404	\$826,855	\$3,306,622	72.17%
Jerrilderie Shire	\$580,076	\$404,215	\$1,616,861	72.17%
Junes Shire	\$495,520	\$357,624	\$1,430,497	72.17%
Kempsey Shire	\$997,732	\$720,078	\$2,880,313	72.17%
Kiama Municipal	\$241,720	\$174,453	\$697,812	72.17%
Kogarah Municipal	\$276,232	\$199,361	\$797,443	72.17%
Ku-ring-gai	\$655,280	\$472,926	\$1,891,702	72.17%
Kyogle	\$655,280	\$472,926	\$1,891,702	72.17%
Lachlan Shire	\$880,972	\$635,811	\$2,543,243	72.17%
Lake Macquarie City	\$1,814,772	\$1,309,748	\$5,238,994	72.17%
Lane Cove Municipal	\$1,564,324	\$1,128,896	\$4,515,985	72.17%
Lane Cove Municipal	\$175,444	\$126,821	\$506,482	72.17%
Leeton Shire	\$553,220	\$399,267	\$1,597,069	72.17%
Leichhardt Municipal	\$311,892	\$225,097	\$900,389	72.17%
Lismore City	\$1,112,832	\$803,148	\$3,212,591	72.17%
Lithgow City	\$560,112	\$404,241	\$1,616,965	72.17%
Liverpool City	\$996,428	\$719,137	\$2,876,549	72.17%
Lockhart Shire	\$873,164	\$630,176	\$2,520,703	72.17%
Maclean Shire	\$477,976	\$344,963	\$1,379,850	72.17%

Reports from Director Engineering Services

Council	Financial assistance grants identified for roads 2000-01	Roads to Recovery Annual Grant	Roads to Recovery total over 4 years	% Annual Increase
Tumut Shire	\$446,520	\$322,260	\$1,289,041	72.17%
Tweed Shire	\$1,366,964	\$986,559	\$3,946,235	72.17%
Uralla Shire	\$525,856	\$379,518	\$1,518,073	72.17%
Urana Shire	\$485,200	\$350,176	\$1,400,705	72.17%
Wagga Wagga City	\$1,740,108	\$1,255,862	\$5,023,449	72.17%
Wakool Shire	\$811,724	\$585,834	\$2,343,334	72.17%
Walcha	\$486,500	\$351,114	\$1,404,458	72.17%
Walgett Shire	\$1,166,008	\$841,526	\$3,366,103	72.17%
Warren Shire	\$569,800	\$411,233	\$1,644,933	72.17%
Warringah	\$771,428	\$556,751	\$2,227,005	72.17%
Waverley	\$259,896	\$187,643	\$750,572	72.17%
Weddin Shire	\$557,732	\$402,524	\$1,610,095	72.17%
Wellington	\$767,224	\$553,717	\$2,214,869	72.17%
Wentworth Shire	\$1,113,288	\$803,477	\$3,213,907	72.17%
Willoughby City	\$333,584	\$240,753	\$963,011	72.17%
Windouran Shire	\$247,528	\$178,645	\$714,579	72.17%
Wingecarribee Shire	\$942,960	\$680,549	\$2,722,194	72.17%
Wollondilly Shire	\$740,768	\$534,623	\$2,138,494	72.17%
Wollongong City	\$1,282,264	\$925,429	\$3,701,717	72.17%
Woolahra Municipal	\$254,120	\$183,402	\$733,609	72.17%
Wyong Shire	\$1,198,984	\$863,881	\$3,455,526	72.17%
Yallaroi Shire	\$728,016	\$525,420	\$2,101,681	72.17%
Yarralumla Shire	\$440,240	\$317,728	\$1,270,912	72.17%
Yass Shire	\$596,132	\$430,237	\$1,720,950	72.17%
Young Shire	\$697,100	\$503,108	\$2,012,431	72.17%
Total NSW	\$117,774,997	\$85,000,000	\$340,000,000	72.17%

Reports from Director Engineering Services



The Hon John Anderson MP
Deputy Prime Minister
Minister for Transport and Regional Services
Leader National Party of Australia

Councillor Lynne Beck
Mayor
Tweed Shire Council
PO Box 816
MURWILLUMBAH NSW 2484

21 December 2000

TWEED SHIRE COUNCIL	
FILE No.	COM GRANTS - ROADS.
DOCUMENT No.	[] [] [] [] [] []
RECD	27 DEC 2000
BOX No.	[] [] [] []
ASSIGNED TO	RAINEY, JN
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IMAGE	<input checked="" type="checkbox"/>

Dear Councillor Beck

I am writing to advise you of important elements of the Federal Government's Roads to Recovery Programme. The Programme will inject an extra \$1.2 billion into local roads funding, starting immediately and running to July 2005. Total funding to each council is fixed and guaranteed by new legislation. I have attached information on allocations to councils in your State.

The Federal Government has been listening to the concerns expressed by local government, on behalf of residents and local industry, about the condition of local roads and the problem of funding necessary maintenance and improvements. The Government has responded with the Roads to Recovery Programme. The focus of the Programme is the renewal of local roads, as an essential element of Australia's social and economic infrastructure.

The Prime Minister has also written to all Premiers and Chief Ministers seeking their assurance that they will at least maintain their own expenditure on local roads. States and Territories are, of course, now in a much stronger position to contribute funding to local roads, receiving every cent of the GST.

Funding is available for roads as defined by the Act. While local roads improvements are the focus of the Programme, expenditure need not be restricted to these roads. The definition of roads also includes street lighting, vehicular ferries, pedestrian bridges and underpasses and bicycle paths. There will also be some flexibility in payment arrangements, within the overall cash flows of the Programme. While payments will generally be provided in equal quarterly instalments, there will be provision to vary this to accommodate specific major needs. These will be handled on a case by case basis. I envisage councils that have been allocated relatively smaller total funding over the life of the Programme will be eligible for special consideration.

The Government is committed to an early commencement of payment of grants. You will shortly receive an emailed letter from the Federal Department of Transport and Regional Services, setting out further details of the Programme's administration. The letter will identify a secure web site and electronic pro formas where essential



Parliament House, Canberra ACT 2600 Tel: (02) 6277 7680 Fax: (02) 6273 4126
Email: john.anderson.mp@aph.gov.au

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Reports from Director Engineering Services

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information, such as a council contact and bank account details, can be entered. The web site will be protected by a password, which will be provided to you. Information will be provided by post, where electronic access is not available. It is in your Council's interests to complete the pro formas accurately and quickly.

The pro formas will also request your Council's initial schedule of works to be undertaken under the Programme. This is required to enable the first payment to be made. It is clearly advantageous to your Council to develop an initial proposal for works as soon as possible.

Eligibility for funding depends on Council acceptance of a small number of important conditions, designed to ensure successful outcomes from the Programme and proper accountability. It is important to note that in providing your bank account details and accepting Programme funds, your Council will be considered to have accepted the Programme's conditions and to be bound by them.

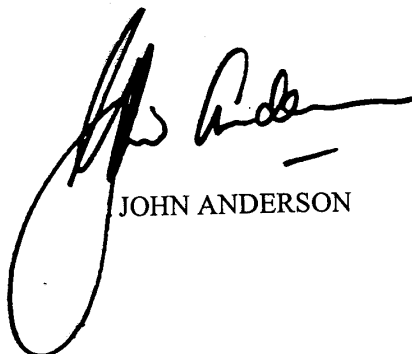
In broad terms these conditions include requirements that

- funds be used for roads expenditure as defined by the Act
- existing Council road expenditures and forward allocations be maintained over the life of the Programme
- expenditures are accountable and auditable
- appropriate signage, acknowledging Commonwealth funding under the Programme, is displayed, and
- details be provided of works proposed and works undertaken.

When determining your workforce needs for the Programme, please be aware the Federal Government can provide additional financial support through its Indigenous Employment Policy (IEP) administered by the Department of Employment, Workplace Relations and Small Business. Information on the IEP will be provided in the foreshadowed departmental letter.

I look forward to working with your Council to improve local roads infrastructure.

Yours sincerely



JOHN ANDERSON

Reports from Director Engineering Services

Roads to Recovery Allocations

NEW SOUTH WALES	
Local Governing Bodies	Roads to Recovery Total Grant
Albury City	\$1,860,824
Armidale Dumaresq	\$2,361,475
Ashfield Municipal	\$555,547
Auburn	\$913,264
Ballina Shire	\$1,971,056
Balranald Shire	\$2,023,008
Bankstown City	\$2,630,357
Barraba Shire	\$1,245,403
Bathurst City	\$1,333,106
Baulkham Hills Shire	\$2,798,938
Bega Valley Shire	\$2,924,205
Bellingen Shire	\$1,358,637
Berrigan Shire	\$2,274,581
Bingara Shire	\$919,696
Blacktown City	\$4,877,016
Bland Shire	\$4,631,148
Blayney Shire	\$1,346,120
Blue Mountains City	\$2,446,430
Bogan Shire	\$2,338,068
Bombala	\$1,155,322
Boorowa	\$1,206,026
Botany Bay City	\$484,080
Bourke Shire	\$3,034,483
Brewarrina Shire	\$2,058,170
Broken Hill City	\$914,246
Burwood	\$488,284
Byron Shire	\$1,843,411
Cabonne	\$3,317,407
Camden	\$1,105,899
Campbelltown City	\$2,670,219
Canterbury City	\$1,884,485
Carrathool Shire	\$3,708,507
Central Darling Shire	\$2,523,382
Cessnock City	\$2,679,884
Cobar Shire	\$2,711,085
Coffs Harbour City	\$2,865,937

Reports from Director Engineering Services

Conargo Shire	\$1,335,092
Concord	\$405,327
Coolah Shire	\$1,667,127
Coolamon Shire	\$2,059,082
Cooma-Monaro Shire	\$1,655,153
Coonabarabran Shire	\$2,190,966
Coonamble Shire	\$2,332,399
Cootamundra Shire	\$1,142,296
Copmanhurst Shire	\$1,159,028
Corowa Shire	\$2,127,466
Cowra Shire	\$2,395,517
Crookwell Shire	\$1,562,750
Culcairn Shire	\$1,371,155
Deniliquin	\$456,320
Drummoyne	\$496,217
Dubbo City	\$2,787,287
Dungog Shire	\$1,437,426
Eurobodalla Shire	\$2,451,834
Evans Shire	\$1,859,508
Fairfield City	\$3,256,125
Forbes Shire	\$3,197,695
Gilgandra Shire	\$2,106,184
Glen Innes Municipal	\$350,819
Gloucester Shire	\$1,417,668
Gosford City	\$3,903,509
Goulburn City	\$855,308
Grafton City	\$725,330
Great Lakes	\$2,346,325
Greater Taree City	\$4,116,490
Griffith City	\$2,547,851
Gundagai Shire	\$1,263,002
Gunnedah Shire	\$2,528,266
Gunning Shire	\$835,896
Guyra Shire	\$1,522,496
Harden Shire	\$1,542,519
Hastings	\$4,023,683
Hawkesbury City	\$2,906,734
Hay Shire	\$1,283,083
Holbrook Shire	\$826,728
Holroyd City	\$1,473,200
Hornsby Shire	\$2,601,650
Hume Shire	\$1,294,191
Hunters Hill Municipal	\$257,537
Hurstville City	\$1,033,323
Inverell Shire	\$3,306,622
Jerilderie Shire	\$1,616,861
Junee Shire	\$1,430,497

Reports from Director Engineering Services

Kempsey Shire	\$2,880,313
Kiama Municipal	\$697,812
Kogarah Municipal	\$797,443
Ku-ring-gai	\$1,891,702
Kyogle	\$2,543,243
Lachlan Shire	\$5,238,994
Lake Macquarie City	\$4,515,985
Lane Cove Municipal	\$506,482
Leeton Shire	\$1,597,069
Leichhardt Municipal	\$900,389
Lismore City	\$3,212,591
Lithgow City	\$1,616,965
Liverpool City	\$2,876,549
Lockhart Shire	\$2,520,703
Maclean Shire	\$1,379,850
Maitland City	\$1,813,179
Manilla Shire	\$1,062,792
Manly	\$535,016
Marrickville	\$1,055,309
Merriwa Shire	\$917,410
Moree Plains Shire	\$4,628,099
Mosman Municipal	\$415,535
Mudgee Shire	\$2,760,901
Mulwaree Shire	\$2,262,029
Murray Shire	\$2,237,767
Murrumbidgee Shire	\$975,782
Murrurundi Shire	\$909,580
Muswellbrook Shire	\$1,448,811
Nambucca Shire	\$1,944,682
Narrabri Shire	\$3,704,523
Narrandera Shire	\$2,464,074
Narromine Shire	\$2,233,171
Newcastle City	\$2,996,619
North Sydney	\$782,894
Nundle Shire	\$540,443
Oberon	\$1,281,408
Orange City	\$1,617,081
Parkes Shire	\$3,160,246
Parramatta City	\$2,483,301
Parry Shire	\$2,804,331
Penrith City	\$3,637,225
Pittwater	\$1,038,381
Port Stephens	\$1,819,554
Pristine Waters	\$2,240,273
Queanbeyan City	\$1,064,986
Quirindi Shire	\$1,404,689
Randwick City	\$1,604,205

Reports from Director Engineering Services

Richmond Valley	\$2,374,293
Rockdale City	\$1,340,854
Ryde City	\$1,532,357
Rylstone Shire	\$1,086,695
Scone Shire	\$1,729,310
Severn Shire	\$1,850,027
Shellharbour City	\$1,151,222
Shoalhaven City	\$4,787,500
Singleton Shire	\$1,858,803
Snowy River Shire	\$1,380,647
South Sydney City	\$1,138,047
Strathfield Municipal	\$451,517
Sutherland Shire	\$3,472,200
Sydney City	\$344,264
Tallaganda Shire	\$1,049,489
Tamworth City	\$1,580,568
Temora Shire	\$1,962,603
Tenterfield Shire	\$2,540,484
Tumbarumba Shire	\$939,604
Tumut Shire	\$1,289,041
Tweed Shire	\$3,946,235
Uralla Shire	\$1,518,073
Urana Shire	\$1,400,705
Wagga Wagga City	\$5,023,449
Wakool Shire	\$2,343,334
Walcha	\$1,404,458
Walgett Shire	\$3,366,103
Warren Shire	\$1,644,933
Warringah	\$2,227,005
Waverley	\$750,572
Weddin Shire	\$1,610,095
Wellington	\$2,214,869
Wentworth Shire	\$3,213,907
Willoughby City	\$963,011
Windouran Shire	\$714,579
Wingecarribee Shire	\$2,722,194
Wollondilly Shire	\$2,138,494
Wollongong City	\$3,701,717
Woolahra Municipal	\$733,609
Wyong Shire	\$3,455,526
Yallaroi Shire	\$2,101,681
Yarrowlumla Shire	\$1,270,912
Yass Shire	\$1,720,950
Young Shire	\$2,012,431
Total NSW	\$340,000,000

Reports from Director Engineering Services

9. ORIGIN: Planning & Design Unit

FILE REF: GS4/96/135 Pt17

REPORT TITLE:

Proposed Road Closures at Casuarina Beach

SUMMARY OF REPORT:

An application has been received to close unformed public roads within Casuarina Beach to facilitate further subdivision design.

The roads, upon closure, will vest in the Crown or Tweed Shire Council as appropriate, in accordance with the Roads Act, 1993.

RECOMMENDATION:

That:-

1. Council approves the closure of the unformed public roads within the Casuarina Beach development (as depicted within the body of the report), and
2. All necessary documentation be executed under the Common Seal of Council.

Reports from Director Engineering Services

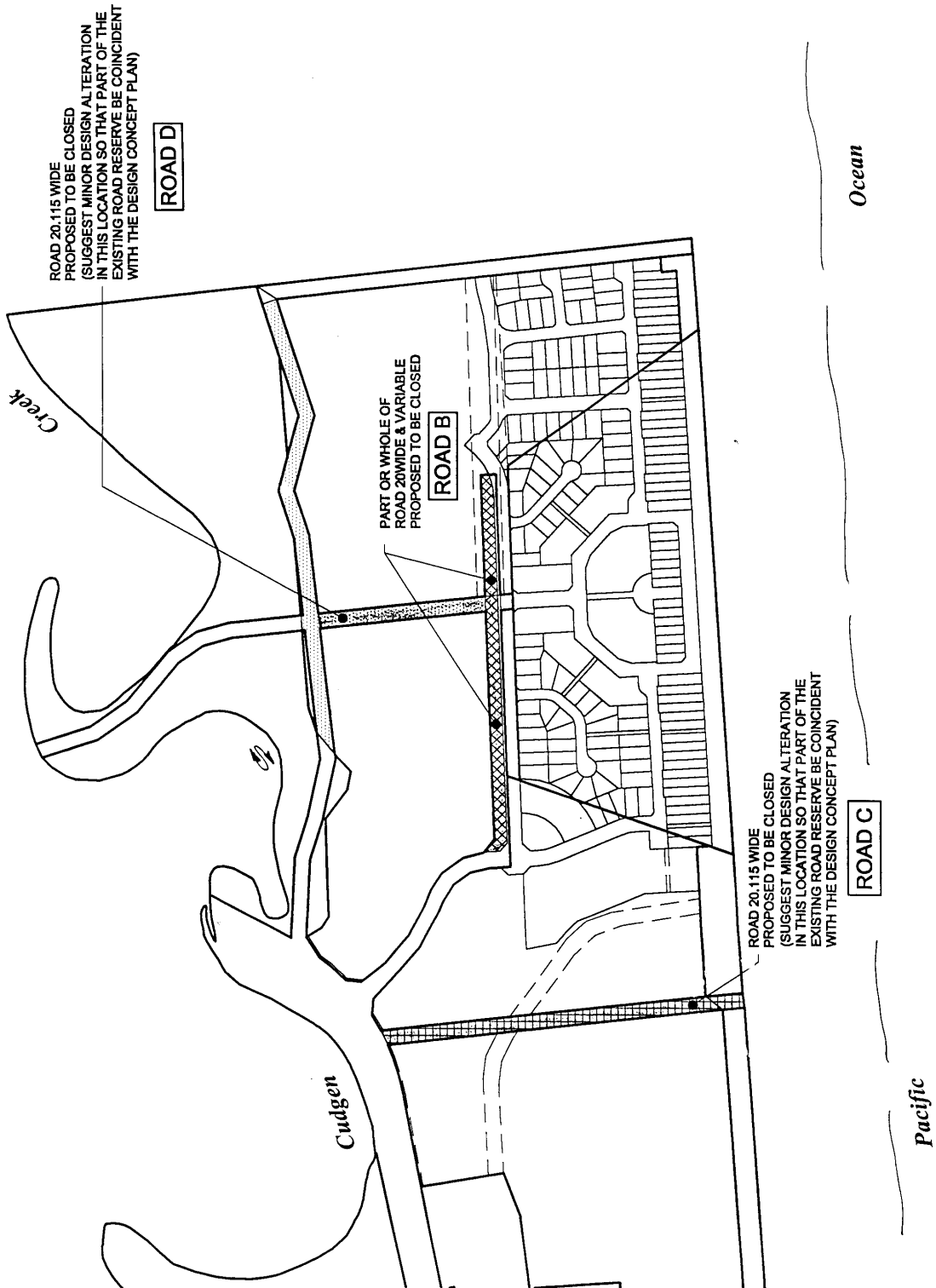
REPORT:

An application has been received from Aspect North on behalf of the developers of Casuarina Beach, Consolidated Properties Pty Ltd, to close and purchase roads (in three parts) *“to complement the proposed subdivision design”*.

The Roads are depicted as “D”, “B” and “C” on the diagram attached and are unformed public roads. Under the provisions of Sec. 38 of the Roads Act 1993 Public Roads, of which no construction has ever taken place, are vested in the Crown upon closure. Formed public roads vest in Council after closure.

The developers have previously negotiated with the Department of Land and Water Conservation regarding the closures and loss of beach access via Road “C”. It is a condition of development consent that provision be made to ensure public beach access at the southern end of the development.

Reports from Director Engineering Services



Reports from Director Engineering Services

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10. ORIGIN: Planning & Design Unit

FILE REF: GS4/95/123 Pt4

REPORT TITLE:

Classification of Land as Operational - Proposed Lots 157, 158 and 159 - Black Rocks Estate, Pottsville.

SUMMARY OF REPORT:

In a further development of Black Rocks Estate at Pottsville, it is proposed to dedicate three parcels of land as drainage reserve.

These lands require classification as Operational under the provisions of Sec. 31 of the Local Government Act, 1993.

RECOMMENDATION:

That the lands proposed to be dedicated as drainage reserves, being proposed Lots 157, 158 and 159 being a subdivision of Lot 90 DP 1013131 in stages 3B and 4 Black Rocks Estate at Pottsville, be classified as operational under the provisions of Sec. 31 of the Local Government Act, 1993.

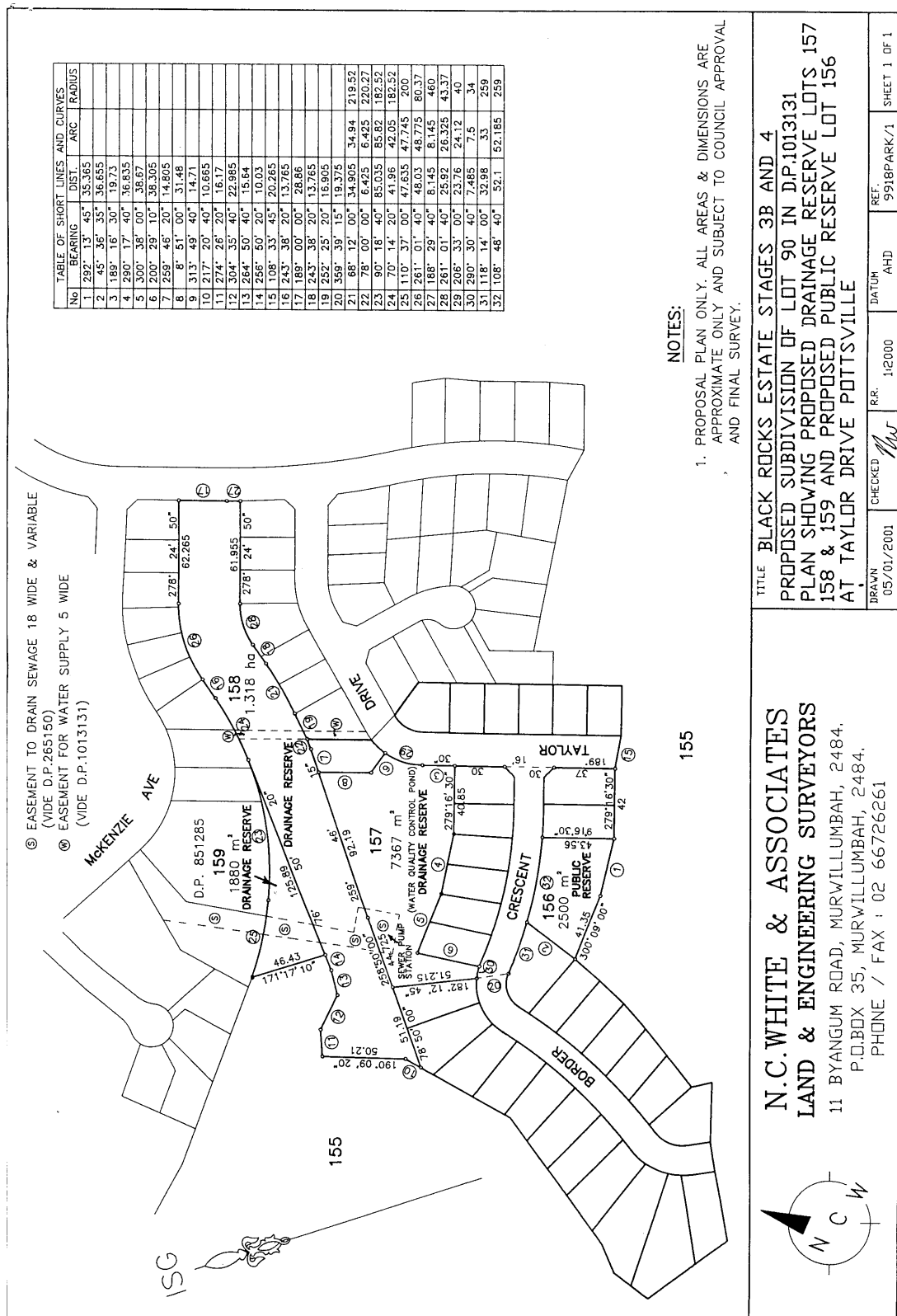
Reports from Director Engineering Services

REPORT:

In a further development of Black Rocks Estate at Pottsville, it is proposed to dedicate three parcels of land as drainage reserve.

These lands require classification as Operational under the provisions of Sec. 31 of the Local Government Act, 1993.

Reports from Director Engineering Services



No.	BEARING	DIST.	ARC.	RADIUS
1	292° 13' 45"	35.365		
2	45° 36' 35"	36.655		
3	189° 16' 30"	18.713		
4	290° 17' 40"	36.835		
5	300° 38' 00"	38.672		
6	200° 29' 10"	36.305		
7	259° 45' 20"	14.605		
8	8° 51' 00"	31.46		
9	313° 49' 40"	14.771		
10	217° 20' 40"	10.665		
11	274° 26' 20"	16.17		
12	304° 35' 40"	22.985		
13	264° 50' 40"	15.64		
14	256° 50' 20"	10.03		
15	108° 33' 45"	20.285		
16	243° 38' 20"	13.785		
17	189° 00' 00"	28.86		
18	243° 38' 20"	13.785		
19	252° 25' 20"	16.905		
20	359° 39' 15"	19.375		
21	68° 12' 00"	34.905	34.94	219.52
22	78° 00' 00"	6.425	6.425	220.27
23	90° 18' 40"	85.035	85.82	182.52
24	70° 14' 20"	41.96	42.05	182.52
25	110° 37' 00"	47.635	47.745	200
26	261° 01' 40"	48.03	48.775	80.37
27	188° 29' 40"	8.145	8.145	460
28	261° 01' 40"	25.92	26.325	43.37
29	206° 33' 00"	23.76	24.12	40
30	290° 30' 40"	7.485	7.5	34
31	118° 14' 00"	32.98	33	259
32	108° 48' 40"	52.1	52.185	259

NOTES:

1. PROPOSAL PLAN ONLY. ALL AREAS & DIMENSIONS ARE APPROXIMATE ONLY AND SUBJECT TO COUNCIL APPROVAL AND FINAL SURVEY.

TITLE **BLACK ROCKS ESTATE STAGES 3B AND 4**
 PROPOSED SUBDIVISION OF LOT 90 IN DP.1013131
 PLAN SHOWING PROPOSED DRAINAGE RESERVE LOTS 157
 158 & 159 AND PROPOSED PUBLIC RESERVE LOT 156
 AT TAYLOR DRIVE POTTSVILLE

DRAWN 05/01/2001
 CHECKED *[Signature]*
 RR. 1:2000
 DATUM AHD
 REF. 9918PARK/1
 SHEET 1 OF 1

N.C. WHITE & ASSOCIATES
LAND & ENGINEERING SURVEYORS
 11 BYANGUM ROAD, MURWILLUMBAH, 2484.
 P.O. BOX 35, MURWILLUMBAH, 2484.
 PHONE / FAX : 02 66726261

Reports from Director Engineering Services

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Reports from Director Engineering Services

11. ORIGIN: Planning & Design Unit

FILE REF: Walking Trails

REPORT TITLE:

Nature Based Tourism & Koala Wanderers Walking Trail

SUMMARY OF REPORT:

After some months of investigation and inspections Council and the members of the Koala Wanderers Walking Club have been able to identify a second stage of the Shire walking trail between Pottsville and Murwillumbah.

RECOMMENDATION:

That this report be received and noted.

Reports from Director Engineering Services

REPORT:

After some months of investigation and inspections Council and the members of the Koala Wanderers Walking Club have been able to identify a second stage of the Shire walking trail between Pottsville and Murwillumbah.

The original route as discussed in Council in mid 2000 was eventually unable to be pursued due to objections by private property owners on the grounds of security and crop disease control. This was despite protective legal documentation prepared by Council's solicitors to assist the Club. Since that time Council surveyors and technical officers have assisted the Koala Wanderers Club in pursuing alternatives on crown public roads - seeking a totally public corridor. This has now been achieved.

A rugged but negotiable trail passes across cane lands, floodplain and heath land across the coastal range and into Murwillumbah via Tree Tops Environment Centre. During the coming weeks this will be marked with the initials of the Club's international affiliate, "IVV", identifying it for walkers from within the Shire or for tourists.

The availability and international reputation of the trails as promoted on the IVV internet site is certain to lead to an increasing number of visitors and economic benefits for the Shire as a whole.

Reports from Director Environment & Community Services

12. ORIGIN: Environment & Health Services Unit

FILE REF: Disability Discrimination Act

REPORT TITLE:

Disability Discrimination Act - Approved Action Plan

SUMMARY OF REPORT:

Council resolved at its meeting of 17 November 1999 that prior to proceeding with advertisement of a proposed action plan in relation to issues arising under the Disability Discrimination Act (DDA) that it writes to a number of Government Minister's, Departments and other interested bodies to encourage a whole of state response to requirements of the Act.

RECOMMENDATION:

That Council proceeds to advertise its Draft Action Plan for public comment for a period of 28 days.

Reports from Director Environment & Community Services

REPORT:

Council resolved at its meeting held Wednesday 17 November 1999 that prior to proceeding with advertisement and possible adoption of the draft Disability Discrimination (DDA) Act Action Plan to write to the following in order to encourage a whole of state response to the requirements of the DDA.

Minister for Community Services (Federal)
Member for Richmond
Minister for Local Government (State)
Minister for Urban Affairs & Planning (State)
Member for Tweed & Ballina
Director General Department Urban Affairs & Planning
Director General Department of Local Government
Housing Industry Association
Property Council of Australia
Local Government & Shires Association
Australian Local Government Associations
Urban Development Institute of Australia

Consequently responses have been received from :

Don Page MP, Member for Ballina -

- made representations to Attorney General and will contact Council with response.
- Acknowledgment of Don Pages representation to Attorney Generals Department
- Forwarding Council response from Attorney Generals Department

Andrew Herscovitch- Assistant Secretary, Office of Disability Policy

- Forwarding the letter to Mr Daryl Williams MP, Attorney General for his attention

Andrew Refshauge MP -Deputy Premier, Minister for Urban Affairs and Planning, Minister for Aboriginal Affairs, Minister for Housing:

- referred Councils letter to the Hon Faye Lo Po MP, Minister for Community Services, Minister for Ageing, Minister for Disability Services and Minister for Women.

Brendan Hartnett, Director Policy, Local Government & Shires Association of NSW:

- Local Government recognises that residents with a disability and their carers have a right to quality service and facilities that allow them to live and participate in their communities.

LOCAL GOVERNMENT DEPARTMENT

Local Government -

- a) is required to ensure physical access to all facilities they control and encourages physical access to all other facilities.
- b) Ensures there are opportunities for staff to undertake training related to disability access.
- c) Enforces the relevant building standards and other legislative requirements for the provision of access to new and existing buildings.
- d) Ensures that local pedestrian networks are accessible to all people within the community.

Reports from Director Environment & Community Services

- e) Seeks to implement development control plans which will foster the growth of residential housing stock which is designed for people with a disability or is adaptable for that purpose.
- f) Develops local Disability Discrimination Act Action Plans

The Hon Faye Lo Po MP, Minister for Community Services, Minister for Ageing, Minister for Disability Services and Minister for Women.

- Whole of government strategy under the NSW Disability Policy Framework. -Local government have been encouraged to participate and prepare action plans.
- Suggests the Local Government & Shires Association may offer a suitable forum for Council's proposal that a common approach be developed for Local Government. The BCA is being revised to conform to the DDA and the Australian Local Government Association is represented on the steering committee. Most councils could be expected to support your proposal as part of their risk management strategies, as well as fit in with the objectives of their community planning processes.

Attorney General's Department NSW response forwarded through Don Page MP, Member for Ballina

Council falls within the scope of both the NSW Anti-discrimination Act 1977 (ADA) and the Disability Discrimination Act 1992 (DDA). Courts and Tribunals have emphasised that anti-discrimination legislation is beneficial legislation. The Anti-Discrimination Board is required to investigate complaints which appear to infringe upon an individual's or groups rights to equal access to services and facilities within the community. This may include the way in which a planning decision of council may affect people with disabilities living in its municipality. The Board would consider a complaint of disability discrimination because the person does not have appropriate access to a public building either owned or approved for development by council. The Tribunal might find that a building has to meet the need for access for people with certain disabilities and thereby apply a standard in excess of the Building Code of Australia (Building Code of Australia) and Environmental Planning & Assessment Act (EP&A Act) in certain circumstances. In relation to the BCA and EP&A Act, it should be remembered that these are subject to community standards. As such there is a need to constantly update them, particularly to take into account the growing concerns of people with disabilities. Having regard to the 'whole of state' approach, Mr Puplick advises that the Board would be interested in any initiative that involves a partnership of government and non-government agencies which promotes service provision to people with disabilities. Mr Puplick recommends that the Council may wish to contact the Health and Architecture Departments at the University of Sydney, which he advises are sponsoring the establishment of an Australian Access Institute which will play an important role in the education, research and dissemination of information on access issues. Mr Puplick advises that the Board is in a position to help advise councils on their obligations under the ADA and would be willing to assist in any way possible. Note - Mr C Puplick is the President of the NSW Anti-Discrimination Board.

Office of Attorney-General -Australia

In the area of building development the government is committed to consistency and certainty so that all building developments in Australia can be regulated by uniform standards. The Building Code represents an important commitment by States, Territories and the Commonwealth to achieving nationally consistent regulation in this area. Significant work has been done in ensuring that the Building Code provides appropriately for access to premises for people with disabilities. A Building Access Policy Committee(the Committee) has been established comprising of

Reports from Director Environment & Community Services

representatives from the Australian Building Codes Board (ABCB), the Human Rights and Equal Opportunity Commission, the Attorney-General's Department and representatives from the building industry and the disability community. The committee provides advice to the ABCB on issues relevant to the access and use of buildings by people with disabilities.

You may be aware that recent amendments to the DDA allow for disability standards to be formulated in relation to the access to and the use of premises by persons with a disability. The relevant provision is in the Human Rights Legislation Amendment Act (No 1) 1999 which came into effect on 13 April 2000. It is anticipated that a disability standard on access to premises would provide greater specificity and certainty about the requirements of the DDA, so that bodies such as your Council would have clear guidance on these issues. Discussions are underway with relevant stakeholders to determine a process for developing a standard and it is anticipated that further information regarding the standards process will be available in the next few months.

SUMMARY

In summary it is Local Governments responsibility to ensure physical access to all facilities they control and encourages physical access to all other facilities. Local Government is also expected to implement development control plans which will foster the growth of residential housing stock which is designed for people with a disability or is adaptable for that purpose. It is also expected that Councils develop a local Disability Discrimination Act Action Plan.

Courts and Tribunals have emphasised that anti-discrimination legislation is beneficial legislation. The Anti-Discrimination Board is required to investigate complaints which appear to infringe upon an individual's or groups rights to equal access to services and facilities within the community. This may include the way in which a planning decision of council may affect people with disabilities living in its municipality. The anti-Discrimination Board would consider a complaint of disability discrimination because the person does not have appropriate access to a public building either owned or approved for development by council. The Tribunal might find that a building has to meet the need for access for people with certain disabilities and thereby apply a standard in excess of the BCA and EP&A Act in certain circumstances.

A whole of state approach would seem to be supported by the respondents to Councils inquiry but this approach will take some time. In the meantime Council could be leaving itself open to possible legal action with little defence if an action plan has not been adopted.

The action plan is broken up into -
Council as Corporate Citizen and Community Leader
Council as Owner and Manager of the Built Environment
Council as Planner and Regulator of the Built Environment
Council as Communicator and Information Provider
Council as Service Provider
Council as Employer
Council as Change Manager

The majority of the plan is not controversial and commits Council to improvements that are needed to improve community accessibility and that will minimise Council liability under the Act

Reports from Director Environment & Community Services

The Action plan is a strategic plan by which Council spells out how they intend to reduce and eliminate discrimination against people with a disability in a planned and measured way over a given period. Action plans can form the basis of unjustifiable hardship defence should there be complaints in the interim.

The section of the Action Plan of concern to Council is the section titled - 'Council as Planner and Regulator of the Built Environment'. This Section makes good planning sense considering Tweeds high and increasing percentage of aged population but may cause some backlash from builders/developers.

As the document will need to be advertised for public comment it may be worth gauging reaction before any alterations are made to the draft plan prepared by Dispute Management Services.

Reports from Director Environment & Community Services

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13. ORIGIN: Recreation Services Unit

FILE REF: GS4/96/135 Pt17

REPORT TITLE:

Casuarina Beach Dune Management Plan Monitoring Review Committee

SUMMARY OF REPORT:

Aspect North has been contracted to carry out the works associated with the dune management plan implementation at Casuarina Beach. One of the conditions imposed by the Department of Land and Water Conservation (DLWC) was that a monitoring program and review committee be established. The committee is to include "1 (one) Tweed Shire Council representative".

RECOMMENDATION:

That the Manager Recreation Services be nominated as the Council representative to the Casuarina Beach Dune Management Plan Monitoring Review Committee.

Reports from Director Environment & Community Services

REPORT:

Aspect North has been contracted to carry out the works associated with the dune management plan implementation at Casuarina Beach.

One of the conditions imposed by DLWC was that a monitoring and review committee be established.

The committee is to comprise of the following representatives:

- 1 (one) DLWC staff representative
- 1 (one) Tweed Shire Council representative
- 2 (two) community members of the Tweed Dunecare Advisory Committee
- 1 (one) National Parks & Wildlife Service staff representative.

At its meeting held 25 January 2001, the Tweed Dunecare Advisory Committee resolved to recommend to Council that Cr Henry James and Mrs Rhonda James be appointed to represent the Dunecare Advisory Committee on the monitoring Committee.

At two informal meetings (prior to Aspect North formally requesting nominated representatives), the Manager Recreation Services represented Council. Additionally, as the Manager Receptions Services was involved in the assessment of the Dune Management Plan, it is recommended the Manager Receptions Services be nominated as the Council representative to the Casuarina Beach Dune Management Plan Monitoring Review Committee.

Reports from Director Environment & Community Services

14. ORIGIN: Environment & Health Services Unit

FILE REF: Honorary Rangers

REPORT TITLE:

Honorary Ranger

SUMMARY OF REPORT:

At its meeting of 16 February 2000 Council approved the operation of certain persons within the Tweed Community as Honorary Rangers for the term of the current Council.

Mr RF Hammond of Coast Road, Hastings Point has requested that he be approved as an Honorary Ranger. He has been interviewed by Council's Senior Ranger and is considered to be suitable for this position.

RECOMMENDATION:

That Council approves Mr RF Hammond to operate as an Honorary Ranger for the term of this Council.

Reports from Director Environment & Community Services

REPORT:

At its meeting of 16 February 2000 Council approved the operation of certain persons within the Tweed Community as Honorary Rangers for the term of the current Council.

Mr RF Hammond of Coast Road, Hastings Point has requested that he be approved as an Honorary Ranger. He has been interviewed by Council's Senior Ranger and is considered to be suitable for this position.

The functions performed by Honorary Rangers are relatively non-complex, but important in terms of providing information regarding matters arising in the Community. Honorary Rangers record details on issues such as beach vehicles, roaming dogs, littering and illegal camping and forward the information onto Council's Rangers Unit for further investigation.

Mr Hammond's particularly interest is the Creek and beaches at Hastings Point. Information on his observations will be valuable. Further, he will be able to approach animal owners and politely advise them of the relevant limitations etc.

Council's Rangers obviously can not patrol every beach, park, reserve, village etc at all times, and Honorary Rangers are an effective way of providing information on certain activities which may occur out of patrol hours provided the Honorary Ranger is a suitable person.

Reports from Director Environment & Community Services

15. ORIGIN: Recreation Services Unit

FILE REF: Parks - Naming

REPORT TITLE:

Naming of Reserve, Fingal Road - "Everson Park"

SUMMARY OF REPORT:

At its meeting held 20 December 2000, Council resolved to call for comments regarding the naming of Crown Reserve R62468 located on Fingal Road, "Everson Park". At the close of comments no submissions were received.

RECOMMENDATION:

That Council names the Crown Reserve R62468 located on Fingal Road, "Everson Park" and erects appropriate signage.

Reports from Director Environment & Community Services

REPORT:

At its meeting held 20 December 2000, Council resolved to call for comments regarding the naming of Crown Reserve R62468 located on Fingal Road, "Everson Park". At the close of comments no submissions were received.



Dr J Griffin
General Manager

Reports from Committees/Working Groups

1. Minutes of the Sports Advisory Committee Meeting held Tuesday 16 January 2001

Sports Advisory Committee

VENUE:

Buchanan Training Room, Murwillumbah

TIME:

5.00 pm

PRESENT:

Committee Members: Cr George Davidson, Mr Merve Edwards, Mr Kevin Brennan, Ms Leanne Sharp, Mr Peter Moschogianis, Mr Ron Brisby, Ms Glennys Kenny, Mr Stewart Brawley

Informal: Linda Threlfo (Tweed District Softball) & Mrs Blyth Short (Recorder)

APOLOGIES:

Crs Max Boyd, Cr Phil Youngblutt, and Mr Ken Baldwin

CONFIRMATION OF MINUTES:

Moved: Merve Edwards

Seconded: Leanne Sharp

RESOLVED that the Minutes of Sports Advisory Meeting held Tuesday 21 November 2000 be accepted as a true and accurate record of the proceedings of that meeting.

Presentation:

Mr Tony Clarke, Executive Director - North Coast Academy of Sport

Mr Clarke presented the committee with an overview of the goals and services offered by the North Coast Academy of Sport.

The academy is based at Southern Cross University, Lismore. The Academy's role is to identify and develop young athletes and assist them through the difficulties of achieving state and regional levels within each sport. NSW Sport and Recreation and Southern Cross University support the academy financially. The Academy also heavily relies upon the community for support and awareness.

Currently the Academy is working on the following 4 programs:

Reports from Committees/Working Groups

Sports Talented Elite Programs, used to identify gifted athletes. The program is limited to 20 athletes whom are then provided with nutritionalists, physiologists, and education programs.

Coach Development Programs. This service is provided via programs and seminars.

Sport Smart Days. These athlete development days are one-day workshops available to all high school students. For the cost of \$15 to \$20 the participants are provided with nutritionalists, physiotherapists, and sports physiologists for the day as well as receiving promotional material such as t-shirts etc.

Athlete Funding Programs. This program provides opportunities for financial support for talented athletes under 20 years of age.

The Academy is working on expanding its current service and awareness through out the region. In February 2001 the Academy will be seeking sponsorship from private business.

Tony advised that Tweed residents are eligible to apply for assistance with the North Coast Academy of Sport if they reside and or pay taxes in NSW. The Academy is aware of some of the difficulties with athletes whom reside in the Tweed area and are affiliated with clubs which are associated with QLD. Mr Clarke reassured the committee that the Academy is driven by the needs of the athletes.

Information sheets with the latest programs available will be posted on a regular basis to S Brawley for further distribution via the Tweed Link or Sports News.

BUSINESS ARISING:

3. Chillingham Sports Grounds

S Brawley advised that subdividing of a parcel of land 30ha, for the purpose of sportsfields is an option if the funds become available. The community is applying to State and Federal Governments for funding to purchase the land.

CORRESPONDENCE:

1. South Arm Burringbar Cricket Club

Sports Field Licences

Expressed concerns with difficulties associated with policing the no glass on fields rule. The Club requests Council erect signs on the grounds.

Committee members agreed that it is the responsibility of the licensee to police the rule as it is a condition on their licence. Signage would make it easier for clubs to enforce this rule.

Moved: Glennys Kenny

Second: Leanne Sharp

Reports from Committees/Working Groups

RECOMMENDATION:

That Council erects signs stipulating that no glass is to be taken onto Sports Fields as resources are available.

GENERAL BUSINESS:

2. Piggabeen Sports Complex

Piggabeen Sporting Complex

S Brawley advised that Softball wish to operate throughout the winter season as well as the summer season. As a result there has been 2 meetings with Softball, Touch Football, Senior and Junior Rugby League to discuss moving of the fields to accommodate all users through out the winter season.

P Moschogianis advised that it would not be viable for Softball to move to Arkinstall Park due to the financial input at Piggabeen and the field differences with Baseball and Softball. He advised that Softball is a year round sport and has always stated that they would need to access the field during winter.

S Brawley has investigated the option of removable telescopic poles for the football (main fields).

The committee discussed the situation and noted that the Sports Advisory Committee have no objections to Softball leasing the field during winter, however wish to point out that the winter season is primarily League Footballs and any changes to Piggabeen's winter season should not interrupt the football. The poles would have to be removed and replaced by Softball during the winter season and any associated costs would be borne by Softball.

M Edwards stated that if the football where to agree to any changes then it must be in writing.

Moved: Kevin Brennan

Seconded: Merve Edwards

RESOLVED that under these circumstances they have no objections to Softball sharing the winter lease at Piggabeen provided:

1. Softball is liable for any costs involved (goal posts).
 2. That the football clubs have priority over usage as it is their primary season.
 3. That this arrangement is subject to the agreement of all other tenants at Piggabeen.
-

3. NSW Sport & Recreation Capital Assistance Grants

Sports Advisory Committee

S Brawley advised that he has received confirmation of the following Capital Assistance Grants from Department of Sport & Recreation for 2000/01:

Tumbulgum Rangers Sports Club - \$10,000 (Lights)

Reports from Committees/Working Groups

Murwillumbah Mustangs Rugby League Football Club - \$8,000 (Gym facilities)

Tweed Border Hockey Association - \$3,000 (Additional seating)

Council commits each year to match grants from the Department from the Assets Reserve Fund.

Moved: Glennys Kenny

Second: Leanne Sharp

RECOMMENDATION:

That Council matches the Department of Sport & Recreation funding to:

1. Tumbulgum Rangers Sports Club - \$10,000
2. Murwillumbah Mustangs Rugby League Football Club - \$8,000
3. Tweed Border Hockey Association - \$3,000

4. Rugby Union - Banora Green

Banora Green

S Brawley advised that the Tweed Rugby Union – Barbarians wish to utilise the Banora Green Sports Field during the winter season on a permanent basis. They advise that they are financial and wish to erect a clubhouse on site and are aware that the field is often wet. Currently they use Goodwin Park in QLD.

P Moschogianis requested that Softball would like to remove the old softball nets from the site. No objections to this were raised.

The committee noted that an old overdue account existed from the previous Union Committee, which, would have to be paid prior to the clubs establishment on the grounds for the winter 2001 season.

NEXT MEETING:

The next meeting of the Sports Advisory Committee will be held 20 February 2001.

The meeting closed at 6.30 pm

Director's Comments:

That the resolution under item 2 be referred to MRS in his deliberations regarding use of the Piggabeen Sport Fields.

Reports from Committees/Working Groups

DIRECTOR'S RECOMMENDATIONS:

1. South Arm Burringbar Cricket Club

Sports Field Licences

Committee Recommendation:

That Council erects signs stipulating that no glass is to be taken onto Sports Fields as resources are available.

Director's Recommendation:

That Council erects signs in suitable locations with available funds.

3. NSW Sport & Recreation Capital Assistance Grants

Sports Advisory Committee

Committee Recommendation:

That Council matches the Department of Sport & Recreation funding to:

4. Tumbulgum Rangers Sports Club - \$10,000
5. Murwillumbah Mustangs Rugby League Football Club - \$8,000
6. Tweed Border Hockey Association - \$3,000

Director's Recommendation:

That Council matches the Department of Sport & Recreation grants from the Sportsfield Capital Works Program and votes the expenditure of the funds.

Reports from Committees/Working Groups

2. Minutes of the Community Advisory Committee Meeting held Thursday 25 January 2001

Community Advisory Committee

VENUE:

South Tweed Community Hall.

TIME:

9.30am.

PRESENT:

Councillors, M Boyd, W Marshall,
Kristen Forster(TSC),
Jenni Funari(TSC),
Rev K Hawthorne (FNNSW Reconciliation for Australia),
Tina Pidcock (Bugalwena Health Team),
Lyndal Phillips (Indigenous Mental Health, NRAHS),
Lesley Hokim (Tweed Shire Women's Service),
Jim McDermott, Larry Kalender (Family Centre Support),
Vince Boss (NRSDC),
Debbi Hodge (Uki Town Planning),
Deena Fuller(Tweed Shire Women's Service),
Marilyn Lebeter (Community Health),
Jim Bradbury (DOCS),
Stephenie Cooper (NRSDC).
Sharen Smith (TSC)

APOLOGIES:

Geoff Edwards(TSC) , Sue Gamble(Vacation Care) , Alan Wise (Dpt Transport), Judith Radich(Cooloon), Val McGrath(ATSIC), Robin Spragg(TSC).

MINUTES OF PREVIOUS MEETING:

Moved: Cr Max Boyd

Seconded: Kristen Forster

RESOLVED that the minutes of the Community Advisory Committee meeting held be confirmed as an accurate record of the proceedings of that meeting. Amendment Cr Marshall was present at the last meeting.

BUSINESS ARISING:

1. Needle Disposal Bins

Drugs

Are in place at various locations in the Shire.

Reports from Committees/Working Groups

2. Multicap

This project to go ahead at land donated by Anglican Church near Mountain View.

3. Affordable Housing Officer

Roger Davis started in this position on 6 December, 2000. This is a shared position between Byron and Tweed Council -four days a week for 4 years.

4. Childrens Issues/Young People Issues

Information gathered at the last meeting will be used to update the Issues Paper.

GENERAL BUSINESS:

1. Community Development Plan

Jenni Funari gave an overview of the CDP Document or “purple book”. She explained it wasn’t a Council document, however, information contained in it was used to feed into Council’s social plan to highlight needs that Council could deal with. It contained information on community needs in the front and a community profile in the second half. Information was gathered from community consultations and the 1996 ABS Census. Information gathered at forums such as CAC would be used to update it.

She asked that any comments and suggestions regarding the CDP be forwarded to her at Council. An updated CDP will be produced near the end of June.

More up to date information can be obtained from individual government departments, for example, the Premiers Department - contact Jacqui Parry on 6626 5600.

2. Aboriginal Advisory Committee

Councillor Boyd gave an overview of the Aboriginal Advisory Committee and the achievements it had made in the last two years.

Sharen Smith also commented on results from a survey that was conducted on the AAC which indicated that pressures were being placed on the committee to perform beyond it mandate.

Reports from Committees/Working Groups

3. Aboriginal and Torres Strait Islander Issues Paper

Aboriginal Matters

Christine Williams gave a verbal report on the Issues Paper that she has just completed for Tweed Shire Council. She had extensive consultations with members of the ATSI Community and surveyed ATSI services providers and community members. The main issues that came out of her research and consultations were:

1. Lack of communication between the ATSI Community and Tweed Shire Council
2. Transport – eg low car ownership, therefore inability to attend medical appointments, programs, etc
3. Border Issues – inability of ATSI people to access services that are cross-border to them
4. More culturally appropriate programs needed. Especially youth programs that incorporate “land”. She said there were skilled people in the community who could be mentors in such programs.
5. Gaps in Services were identified in the paper.

The draft paper will be circulated to the ATSI Community for comment then more widely circulated.

There were extensive discussions on what strategies to use to address the issues raised. The most obvious and first recommendation of the draft Issues Paper was the employment of a generalist Aboriginal Community Worker to be funded by Council.

It was noted that the ATSI Community and various workers had been forwarding such an idea to Council for 10 years via various forums and reports, including the Aboriginal Advisory Committee, however, there had been limited follow up from Council. Reasons for the failure of requests were discussed. It was noted that such a position would have to have the support of Councillors.

Jason Sines, an Aboriginal Community Worker from Ballina Shire spoke on the achievements of Ballina Shire had made since his employment 12 months ago. He noted there was a significant increase in the number of ATSI people being involved with the Council.

Strategies to inform Council of the need for an Aboriginal Community Worker were discussed. Strategies agreed to were:

1. Telephone Councillors to raise concerns and voice support for such a position

ACTION: Jenni to give interested people Councillors' telephone numbers

2. Jason Sines to address Council Access Meeting on 14 February at 6.20pm to highlight advantages to the whole community of supporting such a position.

ACTION: Letter to be written to Ballina Shire Council inviting Jason to address Council Access meeting. Letter to be written to ATSI Community members to encourage their participation. Other Council Workers who identify as Aboriginal and Torres Strait Islander will also be invited to attend this meeting to support this initiative.

Reports from Committees/Working Groups

RECOMMENDATION:

That a letter be written to Ballina Shire Council inviting Jason Sines to address a Council Access meeting on February 14 at 6.20.

3. Everyone present agreed to the setting up of a Working Party to explore the issues further.

ACTION: Jenni Funari to convene first meeting of the Working Group.

4. **Aboriginal and Torres Strait Islander Issues Paper**

Aboriginal Matters

RECOMMENDATION:

That a Working Group be set up to develop strategies and explore issues associated with Tweed Shire Council employing a generalist Aboriginal Community Worker.

A number of people present volunteered to be on group –

- Jenni Funari (Tweed Shire Council)
- Debbie Hodge (Uki Planning Group)
- Christine Williams (Arts Officer, Minjungbal Museum)
- Lyndal Phillips (Indigenous Mental Health, NRAHS)
- Leslie Hokim (Tweed Shire Women's Service)
- Khani Hawthorne (Kingscliff/Cudgen Reconciliation Group)
- Larry Kalendar (Manager, Family Centre)
- Tina Pidcock (Bugalwena Aboriginal Health Team)
- Sharen Smith (Tweed Shire Council)

2. Workshop for new Councillors to explain issues in relation to ATSI Community.

3. Have follow up CAC Meeting to review outcomes from this meeting.

Possible funding options/ support was also discussed.

Reports from Committees/Working Groups

NEXT MEETING:

The next meeting of the Community Advisory Committee will be held 22 March at the Canvas and Kettle Restaurant, Murwillumbah Civic Centre from 9.30am to 11.30am to discuss Men's Issues.

The meeting closed at 11.35am.

Director's Comments:

Nil

DIRECTOR'S RECOMMENDATIONS:

3. Aboriginal and Torres Strait Islander Issues Paper

Aboriginal Matters

Committee Recommendation:

That a letter be written to Ballina Shire Council inviting Jason Sines to address a Council Access meeting on February 14 at 6.20.

Director's Recommendation:

That Council invites Jason Sines to address Council at a Community Access Session.

4. Aboriginal and Torres Strait Islander Issues Paper

Aboriginal Matters

Committee Recommendation:

That a Working Group be set up to develop strategies and explore issues associated with Tweed Shire Council employing a generalist Aboriginal Community Worker.

Director's Recommendation:

That Council approves the formation of a Working Group as listed in the minutes and adds a Councillor to the group.

Reports from Committees/Working Groups

3. Minutes of the Tweed Dune Care Advisory Committee Meeting held Thursday 25 January 2001

Dune care

VENUE:

Pottsville Environment Centre

TIME:

4.00pm

PRESENT:

Committee Members: Cr Max Boyd, Cr Henry James, Len Greer (Pottsville Dune Care), Gary Thorpe (Hastings Point), Mr Stewart Brawley, & Mr Rodney Keevers,

Informal: Rhonda James & Blyth Short (Recorder)

APOLOGIES:

Frank McLeod

MINUTES OF PREVIOUS MEETING:

Moved: L Greer

Seconded: H James

RESOLVED that the Minutes of the Tweed Dune Care Advisory Committee Meeting held Thursday 9 November 2000 be accepted as a true and accurate record of the proceedings of that meeting.

BUSINESS ARISING:

4. Vandalism of Vegetation

Dune Care

S Brawley advised the committee of the Council resolution of the Options to Deal with Destruction of Dunal Vegetation, 20 December 2000. The sign is currently under construction and will be erected at Kingscliff, Marine Parade.

H James advised the committee of removal of bitou bush in the Crown Reserve in front of the Casuarina Beach sales office. The bitou was removed to provide ocean views to prospective land purchasers. H James stated that plants will eventually grow in the foreground and therefore this action of removing bitou bush is misleading to customers and unnecessary.

S Brawley advised that (DLWC) are finalising information to be available to landowners and Local Councils on land management issues related to private property abutting Crown Reserves.

7. Bush Fires, Hastings Point

Dune Care

The planned presentation from the Senior Fire Control Officer did not proceed as the SFCO fell ill.

Reports from Committees/Working Groups

G Thorpe expressed concern with the need to establish a firebreak into the area north of Hastings Point as soon as possible.

S Brawley advised a meeting was held with the SFCO, NPWS, DLWC to discuss proposals for Fire Management Plans for the coast. It is proposed the coast be divided into precincts the same as the Single Coastal Reserve Management Plan. Each plan will identify tracks, hydrants, infrastructure, sensitive vegetation and proposed fire breaks/tracks. Resources will be required to produce plans, implement and maintain.

CORRESPONDENCE:

1. Aspect North – Casuarina Dune Management Plan Committee

GS4/96/135 Pt17

Aspect North has been contracted to carry out the works associated with the Dune Management Implementation at Casuarina Beach.

One of the conditions imposed by DLWC is that a monitoring program and review committee be established. The committee is to include two community members of the Tweed Dune Care Advisory Committee. Consequently, two representatives are requested.

Moved: L Greer

Seconded: G Thorpe

RECOMMENDATION:

That the Committee recommends that Council appoints Cr Henry James and Rhonda James as the Dune Care Advisory Committee community members on the Casuarina Beach Dune Management Review Committee.

GENERAL BUSINESS:

2. Sand By-pass Committee - Duranbah

GR1/6 Pt8

R Keevers reported that he is the TSC representative on this committee and will report back to the Dune Care Committee.

3. Vandalism of Bollards

L Greer reported the constant problem with bollards being removed and burnt from the areas South of Mooball Creek. The burnt treated timber is difficult to remove due to the unknown health effects it may cause.

R Keevers advised that he has contacted the company which produce this timber, however they cannot provide a safety data sheet for removing the burnt waste product. The remains are

Reports from Committees/Working Groups

toxic and should be handled with gloves, protective clothing and masks. All volunteers working with burnt bollards need to be advised of the safety precautions. (TSC do not purchase CCA treated timbers.)

4. Green Corps Team

R Keevers advised that the Green Corps Team in due to return at the end of February 2001 and will work between the Dune Care Groups and the National Parks and Wildlife Service, South Tweed Heads. The application for this project was submitted from Judy Mason and Ian Anderson.

NEXT MEETING:

The next meeting of the Tweed Dune Care Advisory Committee will be held 15 March 2001.

The meeting closed at 6.20 pm

Director's Comments:

That Council adopts the recommendation under Correspondence Item 1.

DIRECTOR'S RECOMMENDATIONS:

1. Aspect North – Casuarina Dune Management Plan Committee

GS4/96/135 Pt17

Committee Recommendation:

That the Committee recommends that Council appoints Cr Henry James and Rhonda James as the Dune Care Advisory Committee community members on the Casuarina Beach Dune Management Review Committee.

Director's Recommendation:

As per committee recommendation.

Reports from Committees/Working Groups

MINUTES CIRCULATED TO COUNCILLORS WITH THIS AGENDA NOT REQUIRING A COUNCIL DECISION

4. **Minutes of the Community Advisory Committee Meeting held Friday 23 November 2000**
 5. **Minutes of the Public Transport Working Group Committee Meeting held Wednesday 17 January 2001**
-

Orders of the Day

1. Notice of Motion - Cr Beck

Cudgen Nature Reserve

Cudgen Nature Reserve, Reserve Trust, Notice of Motion

That Council seeks discussion with the Minister for the Environment with a view to the Minister transferring care and control of the Cudgen Nature Reserve to the Tweed Reserves Trust.

2. Notice of Motion - Cr Marshall

Refurbishment - Council Chambers & Councillor Room

Civic Centre - Murwillumbah, Notice of Motion

That consideration be given to the allocation of funds within the 2001/2002 budget for the refurbishment of the Council Chambers and adjoining Councillor room.

3. Notice of Motion - Cr Marshall

HACC Centre - Tweed Heads South

South Tweed Community Centre, Notice of Motion

That consideration be given to the allocation of funds within the 2001/2002 budget to enable air conditioning and curtains to be fitted to the hall at the HACC centre at South Tweed Heads.

4. Notice of Rescission - Cr Boyd, Cr James and Cr Luff

Fruit Stall & Packing Shed at Lot 3 DP 828298 Cudgen Road, Cudgen

DA1460/1365 Pt1

That Council resolution at Minute No C121 in relation to Item 1 of the Meeting held 24 January 2001 being:-

Orders of the Day

".....that the matter be referred to Council's Solicitors with a direction to initiate appropriate proceedings in the Land & Environment Court."

be rescinded.
